

The Bulletin



Electric Railroaders' Association, Incorporated

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The Bulletin

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THE WESTCHESTER REACHED WHITE PLAINS 100 YEARS AGO (Continued from July, 2012 issue)

On August 10, 1912, the New York, Westchester & Boston Railway finally reached the new terminal at Westchester Avenue, White Plains. It was an elaborate station where all four tracks were rarely needed.

The railroad operated through sparsely settled territory in the north Bronx and was built between New York Central's Harlem Line and the New Haven Railroad in Westchester County. Because this was an isolated area, officials hoped that the new railroad would encourage development.

NYW&B was the first heavy electric traction system in the East which was neither an electrification of a steam railroad nor an extension of a direct current city system. It was a single-phase suburban railroad of the most massive construction, with a right-of-way that could handle the heaviest traffic. The railroad was able to operate fast passenger service because there were no steep grades, no sharp curves, and no grade crossings. To make the alignment as nearly level and straight as possible, the contractors cut through rocks and hills and filled in gullies and bogs. The maximum grade was only 1.0 percent except for one stretch of 2.5 percent from the junction with the New Haven at 174th Street to the south end of the 177th Street viaduct. Curves were less than 4 degrees except for one 6-degree curve at Mount Vernon. The bridges were extremely sturdy and were able to handle the heaviest traffic. The entire right-of-way was fenced in

and free from grade crossings.

STATIONS AND SIGNAL TOWERS

The passenger stations and signal towers were probably the most attractive structures possessed by any electric or steam railroad in the United States. The company planned buildings that would add to the expected high-class suburban development. A study revealed that concrete, plain or reinforced, was more economical and could be maintained at less expense than brick or wooden buildings. Station platforms were constructed of concrete slabs with a 3-inch wooden edging to prevent them from chipping.

FARE COLLECTION

The method of collecting fares was common in Europe, but rarely used in this country. A passenger entering the station bought a ticket for his destination from the Agent. When he passed through the turnstile, his ticket was punched for the entering zone. Passengers did not show their ticket on the train, but deposited the ticket in the Ticket Chopper's box when leaving the station. The Exit Guard checked that the ticket was the correct color. Commutation tickets were punched by the Agent before the turnstile was released and were shown to the Guard at the exit. In accordance with franchise requirements, fares within the Bronx were only five cents. A single trip from the Bronx to White Plains cost 40 cents and a monthly commutation ticket cost eight dollars.

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NEXT TRIP: DANBURY RAILWAY MUSEUM, SUNDAY, SEPTEMBER 23, 2012

DEVELOPMENT OF THE LONG ISLAND RAIL ROAD IN THE ROCKAWAYS

by George Chiasson
(Continued from July, 2012 issue)

A GEOGRAPHIC DESCRIPTION AND FURTHER DEVELOPMENT OF THE LIRR ROCKAWAY BEACH BRANCH

As one rides an **A** train from Liberty Junction to the Rockaways in 2012, what is seen along the way bears virtually no resemblance to the Rockaway Beach Branch as opened, or even as it was forced to close in 1950. At many points along the way the original bays and marshes were filled in and/or extended, with specific examples of this including:

- The Howard Beach neighborhood (originally called Ramblersville in the 1890s), which was partly built using backfill (called “spoil”) from the excavations of the Pennsylvania Tunnel & Terminal project in Manhattan as late as 1908;
- JFK International Airport, otherwise known as Idlewild (its pre-1963 title), which by 1959 had grown out of a small airfield that the city laid out in 1943 on what was originally a golf course; and
- Cross Bay Boulevard, which was established as a companion motorway to the Rockaway Beach Branch and virtually duplicated its survey across Jamaica Bay between 1919 and 1923, utilizing in part the abandoned right-of-way for a never-opened Nassau Electric trolley line that would have connected the Rockaway Peninsula with Brooklyn.

In addition, the forces of nature brought significant changes to Jamaica Bay as time progressed through the many storms and hurricanes, natural erosion, and regeneration, plus reconstruction of the moribund Long Island Rail Road as it was converted into a New York City Transit Authority subway line in the 1950s — all of which brought significant revision to the area between Howard Beach and Hammels.

Nevertheless, through a never-published text along with a little bit of forensic cartography, it is possible to approximate the early alignment of the Rockaway Beach Branch in some detail. The following description is a virtual tour of the line as it had evolved prior to electrification, and was configured around 1904 (with attendant notations that reach into the 1920s):

Diverting from the Montauk Division at Glendale Junction, the line to Rockaway Beach bore south-southeast, approximately parallel to the present Woodhaven Boulevard, which at that time (1880) was a quiet, out-of-the-way side street. In December, 1888 a lightly-used station called Brooklyn Hills, associated with long-running residential development in the district, was es-

tablished at Myrtle Avenue, and began to foster more than just a recreational, summertime ridership. Next to be encountered was Woodhaven Junction, where the curved, rising connection from the Atlantic Division main line had been double-tracked in February of 1889. There the two intersecting station stops were amalgamated to accommodate transfers in July of 1895 (Rockaway Beach on the upper level, Atlantic Division on the lower), with a separate platform laid on the connecting track for the use of trains making their way between the Rockaways and Flatbush Avenue. The line then assumed the original survey of the New York, Woodhaven & Rockaway, nestled between Napier Place and Green Street (later 99th and 100th Streets) and crossed University and Grafton Avenues (later 95th and 101st Avenues) as well as Broadway (later 103rd Avenue) at grade. This is where the initial station serving Ozone Park was established in the summer of 1883. It then passed through the present South Ozone Park section with crossings at Liberty Street (later Liberty Avenue) and the South Plank Road (Rockaway Boulevard), then continued into the former Centreville district, which is now largely occupied by the Aqueduct Race Track grounds. A new station called Aqueduct was established in February, 1888 at the crossing of South Conduit Boulevard, but the Aqueduct Race Track itself had not yet been created. It was opened by the Queens County Jockey Club on September 27, 1894 and the adjacent railroad depot thereby enlarged to accommodate its expected throngs.

Entering the wilds of Jamaica Bay, the line's first wooden trestle stepped through some muddy flats that sandwiched Denton's Creek before reaching open waters. This area of about one mile square was subsequently developed as Ramblersville starting in the mid-1890s and finally granted a LIRR station on June 15, 1899 (sited at the latter-day 160th Avenue). The location later known as Hamilton Beach was situated about 1,000 feet further south but at that time was unremarkable. From that point, the railroad sailed onto a substantial (wood) viaduct across Grassy Bay. At the trestle's northerly end (identified on some early schedules as “West End”) a massive resort was established in 1898 by William H. Howard, a glove maker from Brooklyn, that rested entirely on piling astride the elevated right-of-way, its facilities at one point located almost a half mile offshore. The Howard resort consisted of board-

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Development of the Long Island Rail Road in the Rockaways

(Continued from page 2)

walks and club houses that were highlighted by the "Hotel Howard," and for years LIRR trains paused there to exchange passengers. The station was hazardous in that it only had a platform on the southbound (railroad eastbound) side, with the northbound (railroad westbound) track planked over between the rails. In 1901 this was attributed as the cause of a drowning when a woman stepped off her train on the wrong side and fell into the bay. A full northbound platform was then added within the next year and opened in 1902.

From the Hotel Howard, the Rockaway Beach line embarked on a one-mile-long, rollicking, and quite unnerving passage above the waves of Jamaica Bay, slowly rumbling across open waters on a wooden trestle that was entirely supported on timber pilings. At its end the railroad briefly grazed the north end of an island that was the home of remote Goose Creek station starting in July 1888. Goose Creek was one of two stations that had little purpose other than to drop off or pick up those men (and perhaps women) of leisure who sought to fish for pleasure or (a slim) profit. It was surrounded by bait shops, a saloon or two, and a hotel, with boats for rent at a nearby marina. In its early years the Rockaway Beach Line then continued to Goose Hill Channel, where the first of three swing bridges was located, then passed over another trestle of approximately one half-mile in length through the sandy marsh at Rulers Bay Hassock. Next came the first of three trestles which marked the line's perfectly linear passage through a tortuous, winding portion of Jamaica Bay known as The Raunt. The station carrying that name was also established in July of 1888 on a brief spit of land between the first and second trestles which forded its twisting, watery confines (as in the middle of a "U"). Like that at Goose Creek, this station was desired for its desolation, being used mainly by sport fishermen. Beyond the second trestle the railroad passed across another small island, and then traversed The Raunt's waters for yet a third time. Next was the Goose Pond Marsh, where another station loosely called "Broad Channel" had been sited at the remote Denton's Hotel in June 1881 on one of many recreational islands in the middle of Jamaica Bay. This was followed by another half-mile long trestle across the Goose Ponds that contained the original "Broad Channel" swing bridge en route to an unremark-

able land mass called Big Egg Marsh. The final trestle carrying the Rockaway Beach line across Jamaica Bay then crossed Long Bar and led to the third swing bridge at "Beach Channel" (later simply identified as "Draw"). Another remote, mainly recreational station by that name was established at the location in May of 1888, and all four stops across the bay (Goose Creek, The Raunt, Broad Channel, and Beach Channel) left to rely entirely on either the railroad or a marine craft of some type for access (remaining so until Cross Bay Boulevard was opened in 1923).

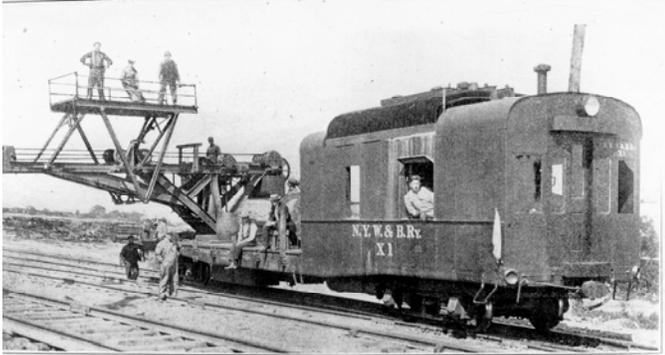
Once on land the right-of-way slid next to Bayside Place (later Beach 84th Street) and made its way past the turn-off to the Far Rockaway Branch by the curving station at Hammel's (Fairview Avenue), where the original, tiny layout had been appreciably enlarged and expanded in 1887-8 to incorporate two added wye tracks. The branch bound for Rockaway Beach then rapidly turned west to parallel the peninsula's inward shore and was entirely at grade, containing the line's original stops at Holland, formerly Holland House, Seaside, and Rockaway Beach, though not all were at their original locations. The last had become Rockaway Park sometime after 1889 when LIRR President Austin Corbin began a wholesale residential development in the area, which brought an end to the jumbo but short-lived Rockaway Beach Hotel, which was swiftly razed. The original New York, Woodhaven & Rockaway stop at Beach Avenue (later Beach 101st Street) was eliminated after the 1887 summer season, while the Seaside station stop suffered disastrous fires in 1892 and 1893, and was shifted for a second time to Wainwright Avenue (later Beach 103rd Street) in 1894.

This is much the same alignment that remains in 2012, but the New York City subway line of today was long ago raised onto a viaduct in its days as a Long Island Rail Road branch. Similarly, the Far Rockaway Branch was located in virtually the same position as it remains at present, though it represented a union of the New York & Rockaway Beach connection of 1888 and what remained of the South Side Railroad's original Rockaway Branch with stations at "Olde" Arverne (Beach 66th), Arverne-Straighton Avenue (Beach 60th), Edgemere (Beach 36th), and finally the Far Rockaway terminal at Mott Avenue, which was shared with LIRR trains serving the original line to Valley Stream and had a large, quite substantial depot building that was opened in July of 1890.

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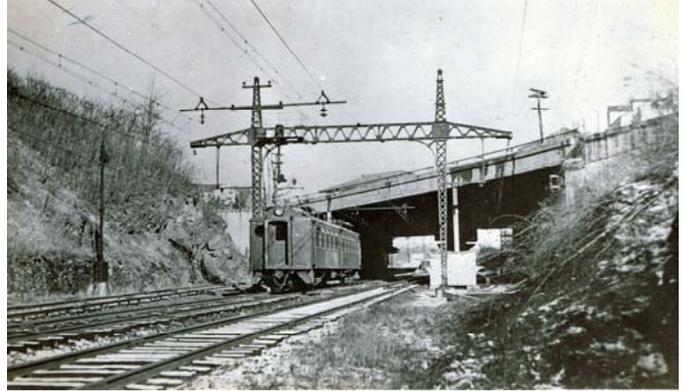
The Westchester Reached White Plains 100 Years Ago

(Continued from page 1)



New York, Westchester & Boston—Emergency Line Car with Working Platform Raised

New York, Westchester & Boston emergency line car X1 with working platform raised.
Bernard Linder collection



A southbound train.
Bernard Linder collection



Multiple unit car 188.
Bernard Linder collection



Engine 701 at White Plains, November, 1937.
Bernard Linder collection



Between Mount Vernon and Pelham.
Bernard Linder collection



Hutchinson River Parkway bridge, south of Quaker Ridge.
Bernard Linder collection

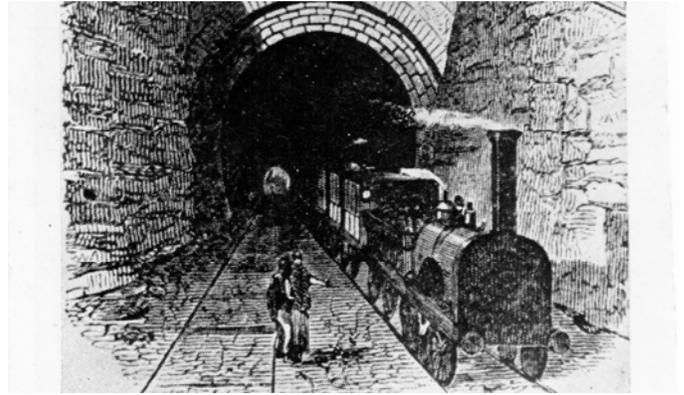
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Development of the Long Island Rail Road in the Rockaways

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Grade crossing at Bedford Avenue.
Bernard Linder collection



Tunnel under Atlantic Avenue.
Bernard Linder collection



Yard near Hunterspoint Avenue, June 7, 1962.
Bernard Linder photograph



LIRR engine 411 in yard near Hunterspoint Avenue, June 7, 1962.
Bernard Linder photograph



Another view of LIRR engine 411 in yard near Hunterspoint Avenue, June 7, 1962.
Bernard Linder photograph

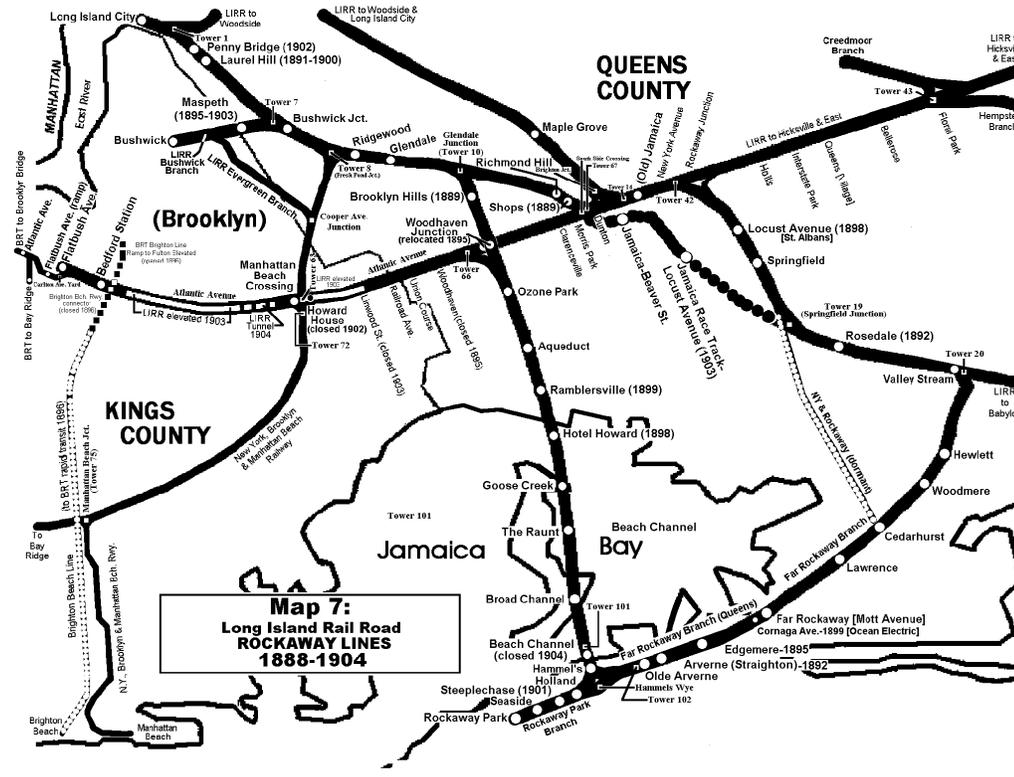
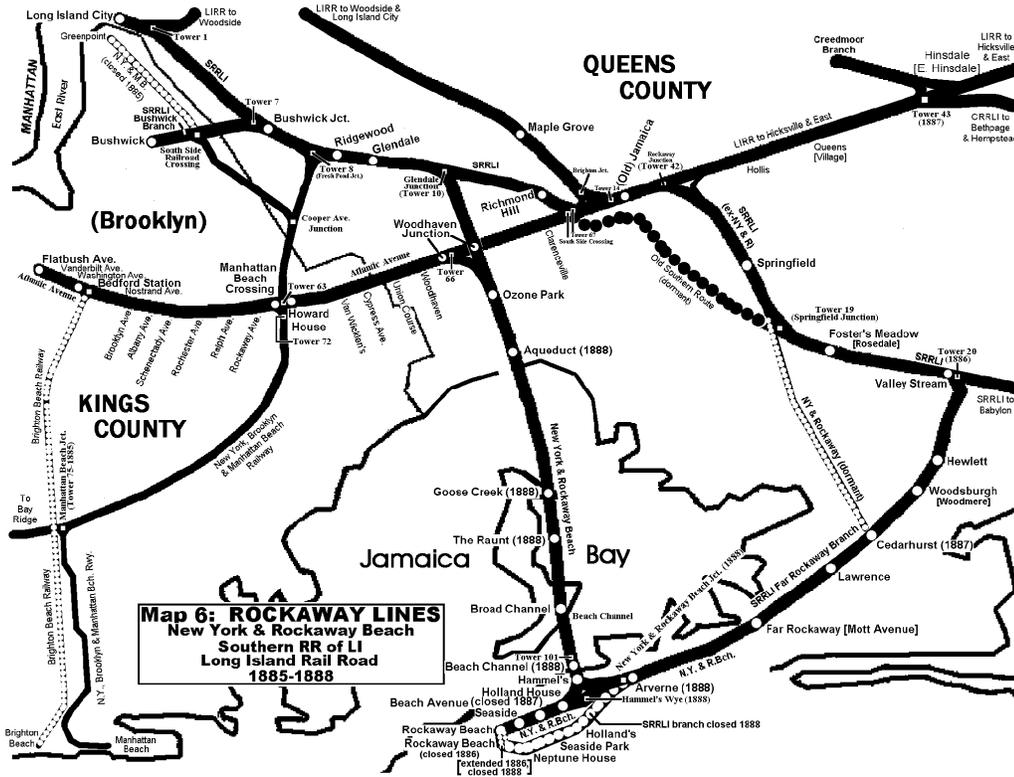


Seaford station.
Bernard Linder collection

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Development of the Long Island Rail Road in the Rockaways

(Continued from page 5)



(To be continued)

ERA BULLETIN - AUGUST, 2012

The Westchester Reached White Plains 100 Years Ago

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MILEAGE TABLE AND STATION LOCATIONS

STATION	MILES FROM HARLEM RIVER	NEAREST CROSS STREETS	BOROUGH, CITY, OR TOWN
Harlem River	0	133 rd Street (A)	Bronx
Port Morris	0.91	135 th Street (A)	Bronx
Casanova	1.9	Leggett Avenue (A)	Bronx
Hunt's Point	2.57	Hunt's Point Avenue (A)	Bronx
Westchester Avenue	3.19	Westchester Avenue (A)	Bronx
180 th Street	4.37	180 th Street	Bronx
Morris Park	5.5	Paulding Avenue and Esplanade	Bronx
Pelham Parkway	5.9	Pelham Parkway and Esplanade	Bronx
Gun Hill Road	6.79	Gun Hill Road and Seymour Avenue	Bronx
Baychester Avenue	7.56	Baychester Avenue and Tillotson Avenue	Bronx
Dyre Avenue	8.33	Dyre Avenue and 233 rd Street	Bronx
Kingsbridge Road	8.63	Kingsbridge Road and St. Pauls Place	Mount Vernon
E. 6 th Street	9.24	Sandford Boulevard and South Fulton Avenue	Mount Vernon
E. 3 rd Street	9.79	E. 3 rd Street and South Fulton Avenue	Mount Vernon
Columbus Avenue	10.27	Beechwood Road, 2 blocks east of North Columbus Avenue	Mount Vernon
WHITE PLAINS BRANCH			
E. Lincoln Avenue	10.66	E. Lincoln Avenue and Hutchinson Boulevard	Mount Vernon
Chester Heights	11.63	New Rochelle Road and Oregon Parkway	Eastchester
Wykagyl	13.01	North Avenue and Wykagyl Drive	New Rochelle
Quaker Ridge	15.09	Stratton Road and Esplanade Place	New Rochelle
Heathcote	15.95	Heathcote Road and Palmer Avenue	Scarsdale
Ridgeway	17.51	Ridgeway and Palmer Avenue	White Plains
Gedney Way	18.26	Gedney Way and Pleasant Street	White Plains
Mamaroneck Avenue	18.89	Mamaroneck Avenue and Bloomingdale Road	White Plains
Westchester Avenue	19.5	Westchester Avenue and Bloomingdale Road	White Plains
PORT CHESTER BRANCH			
Fifth Avenue	10.95	Fifth Avenue and 3rd Street	North Pelham
Pelhamwood	11.27	Storer Avenue, south of Winyah Avenue	New Rochelle
Webster Avenue	11.67	Webster Avenue and Sickles Avenue	New Rochelle
North Avenue	12.17	North Avenue and Sickles Avenue	New Rochelle
Pine Brook	13.08	Potter Avenue (A)	New Rochelle
Larchmont	14.09	Chatsworth Avenue (A)	Larchmont
Larchmont Gardens	14.84	Weaver Street (A)	Larchmont
Mamaroneck	15.8	Mamaroneck Avenue (A)	Mamaroneck
West Street	16.88	West Street (A)	Harrison
Harrison	17.66	Harrison Avenue (A)	Harrison
Rye	19.44	Purchase Street (A)	Rye
Port Chester	20.9	Westchester Avenue (A)	Port Chester

(A) Adjacent to New Haven right-of-way

(To be continued)

Commuter and Transit Notes

No. 285
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

At the June 27 Board meeting, former Governor David Paterson was introduced as the newest member. Apparently his confirmation by the New York State Senate occurred on June 20 and went unreported until the press release was issued on June 27. He was nominated by Governor Cuomo on April 23 (June *Bulletin*).

There is great news for riders, as MTA announced on July 19 that the Board would be asked to approve at the July 25 meeting, a restoration of some of the service cuts that were implemented in June, 2010 (May, 2010 *Bulletin*). It was approved. New services would also be added. For over a year, the Permanent Citizens Advisory Committee to the MTA has been requesting that a \$20 million fund be created so that some of those cuts could be reversed, and now \$29 million has been allocated for this purpose. This is being done because ridership has increased. Some of the restorations are described below.

MTA LONG ISLAND RAIL ROAD:

- Ronkonkoma service increases from hourly to half-hourly between New York and Farmingdale on weekends: 9 AM-12 PM, westbound and 4-7 PM eastbound starting this November. This is new service

The following are scheduled to take place in March 2013:

- Ronkonkoma – Westbound weekday service increased from hourly to half-hourly between New York and Farmingdale during the post-AM peak hour. This is also new service
- Port Jefferson – 5:11 PM restored from Hunterspoint Avenue
- Long Beach – 6:09 AM westbound restored
- Montauk – Three evening “Scoots” restored between Babylon and Patchogue/Speonk. Hourly service restored to Patchogue until midnight. Restoring these trains closes two 2-hour gaps in Patchogue/Speonk service and also restores hourly service until midnight as far east as Patchogue. This service was eliminated in May, 2009. The 4:30 PM train from Hunterspoint Avenue to Montauk will be restored during summer season months
- Atlantic Terminal – Late night service (midnight to 2 AM) restored between Atlantic Terminal and Jamaica

MTA METRO-NORTH RAILROAD (EAST):

This October, the following will be done:

- All Lines – Train capacity adjusted to reduce passenger loading
- All Lines – 30-minute headways between Grand Central Terminal and Southeast, White Plains, and

Stamford at key weekend times

- New Haven – 30-minute service between New Haven and Grand Central Terminal at key times on Saturdays and Sundays

The following will occur in April, 2013:

- Hudson – Off-peak/weekend service pattern as operates on the Harlem and New Haven Lines will be implemented. Upper Hudson trains will operate express between Croton-Harmon and Grand Central Terminal, connecting with locals at Croton-Harmon. Provide half-hourly semi-express service between Croton-Harmon and Grand Central Terminal. Restore one AM reverse peak outbound and one inbound off-peak train between Grand Central Terminal and Poughkeepsie
- Harlem – Weekday Upper Harlem service adjusted to relieve crowding. 30-minute headways between Southeast, North White Plains and Grand Central Terminal at key off-peak periods and at key times on Sundays
- New Haven – 30-minute headway between Stamford and Grand Central Terminal at other times on Sundays

MTA METRO-NORTH RAILROAD (WEST):

- This October, one inbound AM Peak train and one outbound PM Peak train will be restored. The specific train numbers will be published when known

MTA NEW YORK CITY TRANSIT:

- The temporary extension of 6 to Church Avenue during reconstruction of the Smith/9th Street station will be made permanent
- Five new bus routes (a first since 1999) will be added and B-39 service over the Williamsburg Bridge will be restored
- Thirteen existing bus routes will be extended and midday, night, or weekend service will be added to 11 bus routes in all boroughs
- The fare increases, which were to go up in January, have been deferred until March. That of course, cannot occur until after public hearings that will be scheduled for November and the Board's approval. It has been estimated that the higher fares will generate about \$450 million annually.

MTA METRO-NORTH RAILROAD (EAST)

The July 2 timetables will be replaced effective August 26 for the Hudson Line and on October 13, for the Harlem and New Haven Lines. There will be at least one Hudson Line timetable for the period of August 27 to October 13. Returning for the first time since the October 27, 2002-April 26, 2003 editions are charts showing each respective line's fares.

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

Perhaps by the time that you are reading this, Metro-North will have already begun testing its smart phone app for purchasing tickets. Transit mobile ticketing specialists Masabi U.S. Ltd. developed the app. During the pilot, railroad employees are acting as users and will be able to download the free app to their iPhone, Android, or Blackberry phones. Through the app, they can buy any type of ticket (one-way, round trip, 10-trip, monthly, etc.), with any origin and destination using credit or debit cards to make the purchase. The time- and date-stamped electronic ticket shows up on the purchaser's phone screen as a secure image that a Conductor can validate visually. The electronic ticket also shows as a bar code that can be scanned by a Conductor's handheld device to verify that the barcode is valid. This same firm is also working with MBTA in a project that is expected to be introduced this Fall.

For probably the first time ever, a Waterbury Branch timetable, which is the same size as the three line timetables, was issued. I picked up copies in mid-July. The timetable covers the two phases of the work – July 2-22 and July 23-September 2. In the latter phase, there is no rail service between Waterbury and Bridgeport, with buses being provided.

Due to a storm during the late afternoon of July 15, a tree fell across the tracks of the New Canaan Branch near Talmadge Hill, causing a suspension of service starting at 6 PM. Bus service was instituted until rail service resumed the following morning.

Extremely high temperatures during late June and continuing into July caused speeds to be reduced during several afternoons/evenings on the New Haven Line to prevent damage to the catenary.

There was "Train to the Game" service for two soccer giants, Chelsea of England and Paris Saint Germain of France, on Sunday, July 22, at 7 PM, in the first soccer game played at the new Yankee Stadium. A similar, but scaled down version of the typical service that operates for New York Yankee baseball games was used. Contained within the announcement were links to PDF versions of the timetables; however, no printed copies were produced. Another soccer game was scheduled for August 8, between Real Madrid and A.C. Milan.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The last M-8 update from July 2 has 124 cars, with 112 in service and 12 undergoing inspection by Kawasaki. Member Bill Zucker has observed 9100-59, 9162-9207, 9210-1, and 9214-5.

As of July 2, M-8s are assigned to one or more of the 501 weekly trains (386 weekdays and 115 weekends), and represent 35.1% of the total New Haven Line main line Monday-Thursday weekday service, 33.0% of the total Friday weekday service, 53.8% of the total service on Saturdays, and 56.7% on Sundays.

Shore Line East issued new timetables effective June 18 and July 2, in addition to the special timetable for OpSail 2012. Five special trains operated on July 6, ten on July 7 and eight on July 8. OpSail 2012 service was also included in the July 2 edition. Thanks to member David Cohen for sending copies.

CDOT is on track to issue a record number of timetables this year, or at least tie 2010, when seven were issued. So far, in addition to the aforementioned, when the January 23, March 19, and April 23, 2012 editions are included, there are now six.

MTA LONG ISLAND RAIL ROAD

Member Richie Schulman tipped me off that schedule cards were issued for the Long Beach, Babylon, and Montauk Branches for the Harold Interlocking work that was described in the July *Bulletin*. These weekday trains from New York Penn Station were canceled for an approximate four-week period beginning July 9: Train #870, 5:20 PM to Long Beach; Train #148, 4:52 PM to Babylon; Train #1062, 5:40 PM to Seaford; and Train #2780, 5:37 PM to Patchogue. The schedule cards provided the information on the substitute trains that passengers should use. A bi-folded brochure was also issued.

A Ronkonkoma Branch timetable for the period July 23-September 3 was issued, for the next phase of tie replacement work between Pinelawn and Ronkonkoma on weekday middays.

In support of the Barclays PGA Tour Event, which will take place at Bethpage Black, additional service will operate from August 23 through August 26 to and from Bethpage State Park in Farmingdale. A similar service as was operated in 2002 and 2009 will likely be operated when this venue is used. Details next month.

As part of a makeover of its portion of Penn Station, LIRR is planning to remove the main train departure board above the ticket windows in an effort to lessen crowding in that area.

NJ TRANSIT

For many commuters, both peak hours of June 27 did not go well. It began with an opening of the Portal Bridge (between Newark and Secaucus), which, according to email alerts, caused 10-15-minute delays. By 8:30 AM, PATH was cross-honoring and *Midtown Directs* were sent to Hoboken. At 9 AM, service was reported as running on or close to schedule and the *Midtown Direct* service returned to Penn. Starting at 5:47 PM, there were overhead wire problems west of New York Penn Station with initial delays of 10-15 minutes. That quickly escalated to 45-60 minutes and PATH, NJ Transit, and private carrier bus cross-honoring was put into effect. Shortly after 8 PM, the delays began to decrease and at 9:48 PM, the final alert reported 10-15-minute delays. Luckily, I managed to avoid these delays.

The following morning, due to a disabled train, there

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Commuter and Transit Notes

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were 15-20-minute delays to service into and out of Penn Station. *Midtown Direct* trains were re-routed to Hoboken; however, at 9:06 AM, that train was moved and normal service was resumed.

My luck finally ran out during the morning commute of July 9, when the Northeast Corridor train that I was aboard stopped in the tunnel leading to Penn Station for more than a half hour. The first alert was sent at 7:40 AM, more than 20 minutes after the train stopped. *Midtown Directs* were routed to Hoboken, and the usual cross-honoring was put into effect until 11 AM. Normal service resumed at 9:30 AM. NJ Transit later reported that the delay was caused by Amtrak computer problems affecting control of signals and switches.

For passengers headed to the Macy's fireworks on July 4, extra train service was operated on the Morris & Essex Line to Hoboken. There was one extra from Summit (#9732 at 5:29 PM), two from Dover (#9934 and 9936 at 5:50 and 6:50 PM), and one from Newark Broad Street (#9536 at 8:29 PM), which connected with Train #6936 (7:05 PM Dover). Their return trips were scheduled for 10:05, 10:40, and 11:30 PM and 12:25 AM. The first and last departures operated to Summit, which the other two ran to Dover. NJ Transit advised passengers that trains departing after 9 PM could be held past the scheduled departure time.

The New Jersey Association of Railroad Passengers in the June 26 edition of **NEWSLETTER REPORT** reported that following introduction of the ALP-45/DPs into service on the Montclair-Boonton Line, the next logical place would be the four round trips between Bay Head and Hoboken. The first revenue run occurred on May 30 (July *Bulletin*).

While photographing trains in Suffern on July 12, my son Marc found a six-car train that was powered by ALP-45/DP 4510 in Hillburn Yard. Marc later learned that this train went to Hoboken and returned as Train #1171 (6:23 PM to Suffern). A fellow commuter told me that Pascack Valley Line Train #1623 (3:57 PM Hoboken/Spring Valley) was also powered by an ALP-45/DP (he did not have the number) on July 17.

Mondays through Fridays, between 9:20 AM and 3:25 PM, from July 16 until August 17, buses replaced the Princeton "Dinky" so that catenary maintenance work could be undertaken.

Due to a disabled vehicle in the Lincoln Tunnel during the morning commute of July 12, some NJ Transit buses were diverted to Secaucus Junction, where riders had their tickets honored for rail service into New York Penn Station. PATH cross-honoring was also in effect.

The Atlantic City Line's Lindenwold station has undergone some renovations. Member Bob Vogel reported that the waiting room is a significant improvement over the previous facility, as shown in the digital images that

Bob sent.

Member Allan Breen added: "This new passenger shed has very cold air-conditioning, and digitally printed glass with historic material featuring the original Camden & Atlantic RR on this route. The old passenger shed is now boarded up."

One letter writer to *The New York Times* FYI section wanted to know why when heading east into Queens on LIRR, as the train exits the tunnel, he sees NJ Transit trains lining up for washes in Sunnyside Yard. The answer is that NJ Transit pays Amtrak \$6.2 million annually for equipment storage and servicing, including car washing, in Sunnyside Yard.

A contract was awarded to upgrade the Newark Light Rail Davenport station, which currently consists of two 125-foot-long low-level side platforms. Upon completion, the station will be ADA-compliant and accommodate two-car trains. During construction, temporary wooden platforms will be built to allow access to either platform. There will be single-tracking during some off-peak periods and on weekends. Concurrently, work has been scheduled at the adjacent Bloomfield Avenue station to take advantage of the same track outages.

At its July 11 meeting, the Board approved a \$1.9 billion operating budget with no fare increase for FY 2013, which began on July 1. Also approved was a \$1.15 billion capital budget that continues the fleet modernization program for the purchase of buses, multi-level cars, and dual-power locomotives. There were no changes for rail lines; however, six bus lines saw service reductions and four others serving Newark and Bloomfield were eliminated.

Looking to stem an estimated \$3 million loss to due to counterfeit tickets, train crews have been provided with small UV scanners that resemble flashlights so that they can check monthly and weekly tickets. They are of the type TSA agents use at airports. This initiative began on July 16, and later that morning, a former co-worker emailed that his monthly ticket was inspected shortly after boarding a Northeast Corridor Line train. According to their press release, more than 200 arrests have been made in the past two years related to this type of crime. Each month a new hologram will be used. Riders will not be required to remove their passes from their ticketholders unless the scanner is unable to detect the anti-counterfeit measure, at which time they will request that the ticket be removed for further inspection. I was informed that for July the hologram is a star.

After facing criticism by rail advocate organizations for eliminating off-peak ticket discounts which were approximately 22%, the board is looking into restoring the discount. *The Star Ledger* reported that coupled with an average fare hike of 22% in May, 2010, off-peak riders who lost their discounts have been paying nearly 50 percent more – 64% in the most extreme cases. Transit Commissioner James Simpson noted: "We need an

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analysis because that bothered all of us.”

A violent storm, with its accompanying heavy rains, thunder, and hail, passed over the metropolitan area during the afternoon of July 18, causing delays on most rail lines.

Normal *RiverLine* service resumed on July 9, and a new timetable was issued, as service returned to the pre-Tropical Storm Irene levels.

Often projects take a lot longer to finish than the projected completion date when they are started. Richie Schulman found an example, and sent a scan of an article from the July, 2002 issue of *Railpace*, which reported that NJ Transit and the Port Authority of New York and New Jersey had entered into an agreement to restore six ferry slips at Hoboken. The plan was for ferries to return to the slips that had been used until November 22, 1967. This \$65 million project was expected to be completed in “four to five years.” In actuality, NY Waterway began service from these slips on December 7, 2011 (January *Bulletin*).

AMTRAK

Amtrak released an updated version of its Northeast Corridor Plan on July 10. The “Amtrak Vision for the Northeast Corridor: 2012 Update Report” outlines the current stage of conceptual development and planning for the future NEC rail network, on which Amtrak is proposing to operate 220 mph trains. The report details steps Amtrak and other NEC stakeholders have taken since two NEC planning reports were issued in 2010, and highlights key findings of a recently completed NEC business and financial plan. It also provides input for a new NEC environmental analysis being led by the Federal Railroad Administration (FRA). “The NEC region is America’s economic powerhouse and is facing a severe crisis with an aging and congested multi-modal transportation network that routinely operates at or near capacity in key segments,” said Amtrak President and CEO Joe Boardman in a prepared statement. “With an expected 30 percent population increase by 2050, we must move beyond mere preservation and rehabilitation of the current system to a new vision of expanded transportation capacity and growth.” Thanks to member David Ertlitz for this news.

MISCELLANEOUS

Finally, on June 29, Congress passed a federal transportation bill that will be in effect for 27 months. This replaces legislation that expired more than three years ago. Under the agreement, federal transportation funding will continue at roughly \$54 billion a year, with public transportation funds set at \$8.36 billion in FY 2012, \$8.47 billion in FY 2013, and \$8.595 billion in FY 2014. The funding had continued through a series of extensions. As originally approved, the bill, titled “The Moving Ahead for Progress in the 21st Century Act,” also known

as “MAP-21,” restored the pre-tax benefit parity for those who use public transportation with those who drive and park. In the end, that parity was removed. So, as it stands now, those who use trains and buses are limited to \$125 per month, whereas those who drive and park are entitled to \$240. Several New York legislators have proposed to increase the state benefit to \$240, but that has not yet been approved. President Obama signed the bill into law on July 6.

INDUSTRY

I had a discussion with some co-workers about the fact that the railcar manufacturing that takes place in the United States is being done by foreign-owned companies, and only the final assembly is performed here to meet “Buy America” requirements. In that day’s mail came some articles from member Jim Beeler, including one from *The Chicago Tribune* reporting that the Chicago Transit Authority’s (CTA) 5000-series cars are being constructed in Bombardier’s Plattsburgh, New York plant. Much of the 48-foot car is handcrafted, especially the welding and riveting. Some parts are imported from Bombardier’s Sahagun, Mexico facility. After a hiatus when production was stopped due to faulty parts (flawed steel castings for the wheel journal bearing housings), production has resumed and one car is being completed every two days, with the expectation that soon one car per day would be rolling out of the plant. CTAs \$1.14 billion order is for 706 cars. The plant is also building another order of multi-level cars for NJ Transit.

For a price of \$25 million, Kawasaki Heavy Industries is set to purchase the former Otis Elevator plant in Yonkers, where it has been doing final assembly on subway and commuter rail cars since 1985. Some of the cars that have been completed at this facility include PA-4s and PA-5s for PATH; bi-levels for MARC, VRE, and MBTA; M-8s for CDOT and Metro-North; and R-142s and R-160s for NYCT. Thanks to member Ira Haironson for this news.

En route to the July ERA meeting, as the train I was riding passed by the aforementioned plant, in the yard I found M-8s 9106-7, an MBTA bi-level whose number was hidden by other equipment, and R-188 7813.

www.necfuture.com is a new website for the Northeast Corridor, which is sponsored by the Federal Transit Administration.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

On June 19, the Massachusetts Senate agreed to tap into a little-known state surplus fund and give \$49 million to MBTA. This infusion of money will help to close a gap in the “T”’s \$1.8 billion budget for the upcoming year. Additionally, some steeper fare increases and wider service cuts will have been avoided.

In the July *Bulletin*, we reported that on July 1, anyone purchasing a ticket on-board a train would be sub-

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ject to a \$3 charge. On the face of it this seems unfair, given that there are few options that riders have since ticket offices and TVMs are practically nonexistent. MBTA is pushing the idea that the on-board fare is THE fare, and purchasing a ticket otherwise is the discounted fare. A fare chart on the MBTA website shows the zones, 1A to 10 with two adjacent columns with headings that read "Off-Board Purchase" and "On-Board Purchase." The fares in the On-Board column are \$3 higher than those in the Off-Board column. New timetables were issued for all lines effective July 1, which include the new fares.

However, on June 28, the "T" backed off a plan to charge all commuter rail passengers \$3 extra if they board trains without a ticket, even if they get on at a stop with nowhere to buy one. Instead, inbound riders will only have to pay the \$3 surcharge if they board without a ticket at a station where they could have paid their fare in advance. Passengers were already subject to a \$1 charge, \$2 in peak hours, if they boarded an outbound train at South, North, and Back Bay Stations, where tickets could always be purchased prior to boarding. The MBTA will revisit this policy in the fall when a new mobile ticketing app goes live, allowing riders with smart phones to buy on-board with no fee.

The next day, an announcement was made that 10-ride and single ride tickets would now be valid for 90 days from the date of purchase. Until fare equipment can be updated, Conductors were instructed to honor all 12-ride, 10-ride, and single-ride tickets for 90 days from the printed purchase date. There were long lines, confusion, and anger on July 1, the first day of the new fares, partly due to a software glitch that made thousands of passes temporarily invalid. MBTA's tech teams solved the problems later in the morning.

Another change that went into effect on July 1 was the complete end to the use of tokens. Although officially "retired" on December 6, 2006, riders could continue to use them, by inserting them in ticket vending machines and receiving *Charlie Tickets* in exchange. According to the "T," approximately 2,000 tokens were used each month. Unfortunately, my "go-to guy" for information on tokens, John M. Coffee, passed away on May 8, at the age of 83. Over the years, John had written a few articles on the subject of tokens for the *Bulletin*. The use of tokens pre-dated the creation of the Metropolitan Transportation Authority (MTA), the predecessor of today's MBTA. MTA issued a 20 mm token in 1951, which remained in use after the formation of MBTA in 1964, until 1968, when fares increased from 20 to 25 cents. Those tokens made a return in 1980 and all subsequent tokens were also 20 mm, meaning that those 1951-vintage tokens could still be used after 60 years. MBTA

spokesman Joe Pesaturo said that the tokens would probably be sold for scrap. Holders of tokens had until July 20 to redeem them at several locations. According to one report, the "T" has 3.4 million in storage.

Nearly 600 people responded to surveys regarding the use of a new mobile ticketing app, with 95% responding positively that they would be interested in using it. About 100 people were to be selected for the testing period.

During the second week of July, the Federal Transit Administration (FTA) granted full environmental approval for the 3.4-mile Green Line extension from a relocated Lechmere station to Union Square in Somerville and College Avenue in Medford. In its statement, FTA released a Finding of No Significant Impact for the project. This enables MBTA to seek funding for the project. At this time, the project carries a \$1.3 billion price tag. On July 16, MBTA began soliciting bids for the first phase, which could begin construction late this year or early next year. No dates for revenue service were available.

At its July 12 meeting, the MBTA Board approved an expenditure of more than \$150 million for the purchase of seven new locomotives and to rebuild 74 coaches, as a start of an upgrade of its commuter fleet. Motive Power Incorporated will build the units.

A new photo policy was posted on the MBTA website on July 1. Member Todd Glickman wrote: "Clear, and unambiguous. Let's hope the employees get the memo!" With that in mind, and with "Big Brother" already watching, MBTA having been awarded a \$6.5 million grant, thousands more security cameras will be added to nearly double what presently exists. Randy Clarke, Senior Director of Security and Emergency Management, said: "The good thing about cameras is they're neutral. You get good information quickly."

MBTA executives presented a plan to their financing board that would permit the sale of naming rights to 11 stations to the highest bidder. Some examples cited were "JetBlue Airport Station" and "Emerson Boylston Station." The historic names would remain. It is hoped that the perennially cash-strapped transit agency could receive more than \$18 million a year if all 11 stations can find sponsors. The two aforementioned firms have expressed an interest, but had not yet signed contracts. Thanks to Todd for these reports from *The Boston Globe*, *The Boston Herald*, and *enterpriseNews.com*.

LINDENWOLD, NEW JERSEY

Allan Breen gave me a copy of the latest PATCO timetable dated June 16. He also told me that although the last car of each train has been designated as the Quiet Car, during a ride that he took on July 9, "it was noise as usual, loud conversations, cell phone talk, overloud earphones, etc. Since these are unattended cars, and

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no enforcement, this policy is rendered meaningless. But it may be a first for Heavy Rail Rapid Transit."

PHILADELPHIA, PENNSYLVANIA

A \$12.8 million "TIGER" (Transportation Investment Generating Economic Recovery) grant will enable SEPTA to start the redesign and construction of the Wayne Junction substation, which supplies power to about half of the electrified commuter system and has been increasingly subject to failure. The project is budgeted at \$25 million. SEPTA will "continue to seek more funding" while the initial work proceeds (presumably hoping that it will become too big to fail). An unspecified portion of the initial grant is to be used to repair 11 highway and railroad bridges, which clearly increases this future funding. This project is separate from the existing three-year, \$30 million renovation of the Wayne Junction station itself. That project includes new elevators, high level platforms, restored pedestrian tunnels and stairways, new lighting, signs, and a new heating and cooling system.

SEPTA is going green, or at least greener: on June 27, it formally energized a new battery storage system to capture excess regenerated power from the Market-Frankford El. Power will be stored in a very unfuturistic looking piece of equipment in the Letterly Power Station. The Viridity Company, a Philadelphia-based "smart grid" company, made the equipment. Financed by a \$900,000 grant from the Pennsylvania Energy Development Authority, SEPTA hopes to reap \$250,000 per year from a reduction in energy bills and sale of excess power to the utility. SEPTA has recently received a \$1.5 million federal grant to install a second system. It is promoting the program with the slogan: "There's a new generator in town, and it's pulling into a station near you." Thanks to member Dave Safford for these news items and his comments from *The Philadelphia Inquirer*.

From *Cinders*: As the first week of June ended, 99 of the 120 Silverliner Vs were on the property: 701-733 (yes, 702 finally arrived) and 801-866. Silverliner IIs and IIIs, although diminished in numbers, continued to provide service into June. These trainsets were observed: 216-255-9008-9019 and 235-9001-9006-9009. On June 7, seven retired cars, 251-220-207-232-234-233-206, were moved from Wayne Electric Shop to CSX's Woodbourne Yard en route to the scrapper. There is no change in the status of the cars (December, 2011 *Bulletin*) that were flooded in Trenton last August; they are apparently all going to be completely overhauled before returning to service. A bid request has been issued for the overhaul of the aging AEM-7s. SEPTA plans to reissue its Regional Rail timetables effective Labor Day Weekend, September 2. One of the winners of the huge Powerball Lottery on April 30, were a group of SEPTA

employees, who called themselves the "SEPTA 48" and shared a \$172.7 million jackpot, which paid \$107.5 million in cash, or \$2.24 million per winner.

Bob Vogel sent digital images of the final Silverliner II and last Silverliner III in revenue service on June 22. Bob wrote: "Yesterday there were three Silverliner IIs, but two suffered malfunctions and were removed from service." Member Lee Winson sent an article from *The Philadelphia Inquirer* reporting that the Silverliners would run on the Cynwyd Line through Friday evening, June 29. For the record, the car numbers were Silverliner II 9010 (Budd Company, 1963) and Silverliner III 235 (St. Louis Car Company, 1967), which were originally Reading and Pennsylvania, respectively. Their final trips were on Trains #1089 and #1091, which departed from Suburban Station at 7:03 and 7:59 PM. Bob learned that because of suggestions from operating personnel, the last train from Cynwyd would return passengers to 30th Street instead of deadheading to the west end of Powellton Yard. So, on Friday June 29, history was made when 235 and 9010 closed out Silverliner II and III service in Philadelphia after nearly fifty years of service. The variety in SEPTA's MU fleet has been diminished and the fleet is now composed of Silverliner IVs and Vs.

Member Bob Wright reported that there was a line-up of Silverliner IIs alongside Wayne Electric Shop at Wayne Junction. "I noticed 269 is there, still with the Pennsylvania on the letter board. Apparently this is their last stop before being moved to the scrapper. I haven't heard of any being saved for museums, and I suspect SEPTA will keep none of them, consistent with its usual approach toward history." (*Editor's Note: This is the car that many have identified as the one that should be preserved.*)

Despite the brutal heat, Bob Wright rode the new Route 15 trackage on June 30, and wrote: "Surprisingly, there are no intermediate stops between Front Street and what is known as the Northern Liberties Loop (Delaware & Frankford Avenues), despite this being about a half-mile distance, and despite there being intersecting streets that could provide stop opportunities (including Frankford Avenue at Girard, where two bus lines cross and transfer possibilities could be had). Eastbound cars are still signed for Richmond-Westmoreland, although one of the cars I saw when riding had the Richmond-Cumberland indication up. The schedule, at least on Saturday, is such that two cars are in the loop simultaneously for about 10 minutes, which makes sense since there is no restroom at the 63rd Street end (and the cars lay over in the middle of Girard Avenue there, so conceivably there should only be a few minutes pause to catch up time, etc.). The PCCs look good, having had a few months at the shop while the line was bused before returning to rail in late April. In typical SEPTA fashion, the shuttle buses that provide

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the Front-Girard/Richmond-Westmoreland link lay over on Front Street just north of Girard, forcing anyone making the transfer to leave the car at the eastbound loading island and cross both busy Girard Avenue and Front Street to reach the bus (westbound buses at least drop riders next to the westbound loading island). A little creativity here, adding a couple of blocks of non-revenue run to the bus route, would allow eastbound buses to stop at the eastbound loading island to make this transfer more seamless, but (this was) SEPTA being SEPTA.”

Bob also rode the Norristown High-Speed Line and reported: “Platform replacement at the outbound Ardmore Avenue stop is underway. Slow orders remain from Ardmore Avenue through Bryn Mawr, where the hurricane repairs continue. The timber crib wall next to the outbound track at Bryn Mawr has some fairly severe failures and hopefully these will be repaired as part of this work. There is another slow zone between Matsonford and Gulph Mills, where new track and track bed are being placed. On the day I rode, I was on a two-car Norristown Limited. At Hughes Park, a two-car train must stop twice, as the platform can only train one car length. I was in the second car. After making the stop for the first car, the train took off, much to the chagrin of the half-dozen folks waiting to leave and the 'Conductor' who tends the farebox. We got far enough along before the Conductor had the Operator of the first car realize what he had done, and this turned into a five-minute ordeal to call control (since a Hughes Park local is only a few minutes behind), get clearance to back up, have the 'Conductor' go to the back end of the second car and move the train back to the station, and then allow folks to leave through the back end door. We got to Norristown with only about a minute to spare, and our train hurriedly unloaded at the front ends of the cars while outbound riders loaded at the back end of the arriving second car (which would go out as the lead car).”

My wife and I spent the weekend of July 21-22 in Philadelphia, visiting family and seeing two museums. I allotted time on Sunday afternoon to ride a Silverliner V. During those two hours, every train that passed through Market East Station was composed of Silverliner IVs. Several crews I questioned generally said that on weekends there aren't people around to fix the Silverliner Vs if there is a problem, and that the Silverliner IVs are more reliable. All consists were two cars, except for one four-car set destined for Doylestown.

SEPTA's website reported that SEPTA retirees' transit relationship doesn't have to end with retirement. Retirees have an opportunity to continue SEPTA service by signing up for the Authority's volunteer based Concierge program. Through the program, retirees have an oppor-

tunity to utilize their extensive SEPTA knowledge at the Flower Show, themed holiday, customer service and city-wide/regional events, and special projects. There are currently 30 retirees who are part of the Concierge program and many are husband-and-wife teams. Thanks to Lee Winson for this news.

Dave Safford wrote: “The Budd Company parlayed a patented 'shot welding' process for stainless steel into the manufacture of 6,834 railcars at its North Philadelphia plant before being dismantled in a series of corporate buyouts and corporate sales. Its rail designs were sold to Bombardier in 1987; its 2,500 workers lost their jobs, and the plant was demolished for a golf course in the late '90s. As a coda, the golf course is also now out of business.”

Member Al Holtz forwarded a report that at shortly before 8 PM July 6, two Norristown High-Speed Line cars uncoupled after the train left the Penfield station in Haverford, heading north toward the Beechwood-Brookline station, and when they re-coupled, seven passengers were injured and were taken to local hospitals. Service was delayed for several hours and SEPTA began an investigation of the incident.

According to a report in *Metro* sent by member Alfred Gaus Jr., SEPTA has completed all of its projects which were stimulus-funded under the American Recovery and Reinvestment Act (ARRA), and by doing so, set a high standard for transit agencies across the nation. The details are that \$191 million was awarded for 32 projects, which included upgrades to key stations, track work, and the purchase of hybrid buses. ARRA was created so that “shovel-ready” projects could get off the ground with an immediate infusion of funding. SEPTA awarded 54 contracts within the first year. The Federal Transit Administration reported that as of March 31, nationwide only 41% of the stimulus-funded projects had been completed, while another 45% were more than halfway completed.

WASHINGTON, D.C. AREA

From June 20-22, heat restrictions were imposed on Virginia Railway Express's (VRE) Fredericksburg Line between the hours of 1 and 7 PM. In an email alert, VRE answered the question as to why there was no effect on its other line (to Manassas). Here is what VRE wrote: “Manassas trains do have to adhere to heat-related speed restrictions from L'Enfant to Alexandria (when they are on CSX territory), but the delay is so minimal that the padding built into the schedules cancels out the delay. Since the Fredericksburg Line trains traverse only on CSX territory, they are subject to restrictions their whole trip. The CSX territory that we travel on has much more train traffic than the Norfolk Southern rails we operate on. More traffic means the rails get much hotter and are more likely to get a 'sun kink,' which is one of the things Engineers are looking out for

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when operating the train during heat restrictions. Hopefully that clears up the issue for those who were wondering." After a respite of a few days, heat restrictions returned on selected other dates in June and July.

VRE announced that July 20 marked the 20th anniversary of service to Fredericksburg. The daily ridership, which was 3,000 back then, now averages 20,000. All original locomotives have been replaced by new MP-36-PH-3Cs (plus two re-conditioned GP-40s) and the original passenger cars can be found operating in Shore Line East service. Manassas service began June 22, 1992.

After nearly seven months, on July 16, MARC implemented the new Brunswick Line schedule, which does not eliminate or add any stops in Frederick County. Most arrival times are slightly later. MARC reported: "The one significant concern that passengers expressed that we were not able to address is the addition of stops to the current non-stop Rockville-Point of Rocks (POR) afternoon train. With increasing ridership in Montgomery County and a limit of nine trains in the afternoon rush hour, MARC cannot justify operating a non-stop train, which skips our largest (Germantown) and third-largest (Gaithersburg) stations. We appreciate the fact that adding stops to Train #877's express service will lengthen commute times; however, limited-stop service will be offered on Trains #875 at 4:25 PM and 879 at 5:35 PM." Member Steve Erlitz, who sent this report, added: "CSX refuses to bend on adding trains. CSX wants the state to put in a third track. And while West Virginia pays a small subsidy for service, Virginia gives nothing even though a couple of hundred drive over from Loudoun County to POR and Brunswick every day."

MARC officials visited Bombardier's manufacturing facility in Quebec to meet with staff and view the progress on the construction of 54 bi-levels that were ordered late last year (December, 2011 and January, 2012 *Bulletins*). Deliveries are expected to begin next April.

On July 2, Virginia's Loudoun County Board voted to commit financial support to the Silver Line project, which will bring rail service to Dulles Airport. The project will connect some of Virginia's northern suburbs to Washington, D.C. for the first time. Loudoun County will commit about \$270 million to the project. Thanks to member Bill Vigrass for forwarding this report from ***Progressive Railroading***.

Metrorail Green Line service between Fort Totten and Prince George's Plaza was disrupted for several hours during the evening of July 6, due to a derailment that was attributed to a "heat kink" in the rail caused by the 99-degree temperatures. Fortunately, this incident, which took place near the West Hyattsville station,

yielded no injuries. A shuttle service was operated over the weekend, but normal service resumed in time for Monday morning's commute.

Computer issues forced two suspensions of rail service in a 12-hour period between July 14 and 15. On July 14, service was suspended for more than 30 minutes, beginning a little after 2 PM, when controllers in the Operations Control Center reported that the computer system that enables them to monitor trains had gone dark. About 44 trains were operating at the time. All trains were told to hold at the nearest station until the problem could be resolved. That occurred at 3 PM. Then, between 12:30 and 1 AM, there was another computer problem forcing trains to hold in stations temporarily. Thanks to member Jeff Erlitz for this report.

PITTSBURGH, PENNSYLVANIA

Port Authority Transit (PAT) approved a FY2013 budget on June 22, which included an immediate fare increase effective July 1, and a 35% service reduction on September 2. One-zone fares went from \$2.25/\$1.10 (Full Fare/Half Fare) to \$2.50/\$1.25, while two-zone fares, \$3.25/\$1.60, went to \$3.75/\$1.85. "T" system fare surcharges for rides taken inbound (6-9 AM) or outbound (4-6 PM), of 75 cents and 35 cents were unchanged.

CHARLOTTE, NORTH CAROLINA

Fares were increased by 25% on local routes and 14.2% for all other fares on July 1. Marc and I were in the Queen City on July 3, in advance of a trip to the Spencer Shops in Salisbury for the Norfolk-Southern Railway's 30th anniversary celebration. I found that since my last visit, the fleet has increased from 16 to 20 LRVs, numbered 101-120.

CHESTERTON, INDIANA

NICTD issued a new timetable effective June 9, which replaces the February 15 edition. There were some minor time changes. Thanks to Jim Beeler for sending copies.

CHICAGO, ILLINOIS

On various days between June 16 and September 3, Metra is operating a "Special Event Schedule" on the UP West (Elburn), UP Northwest (Harvard), UP North (Kenosha), BNSF (Aurora), Rock Island (Joliet), Milwaukee North (Fox Lake), and Metra Electric Lines.

Metra is spending \$115 million to upgrade 176 Amerail-built bi-levels (79 cabs and 97 trailers), which were delivered between 1995 and 1998. Under this program, new toilets and restrooms, wheelchair lifts, power outlets (19 per car), sensitive edges on doors, and composite floors and seats are being installed. Four LED signs are also being installed. As of mid-July, 40 cars had been completed, with the expectation that 60 would be finished by the end of this year. This work is being done at Metra's 49th Street Shops along the Rock Island Line. Four cars can be worked on at one time. The project should be completed in 2016.

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The Chicago Transit Authority (CTA), like most transit agencies, is always searching for new revenue sources, other than raising fares. *The Chicago Daily Herald* reported that CTA would receive \$1.8 million from the marketer Groupon. Under an arrangement that was announced on June 13, Groupon will purchase 250,000 three-day passes for just over \$7.50 apiece and sell them for \$9. The going rate, the one I paid when I visited Chicago in April, is \$14. This is Groupon's first venture in teaming up with a city transit agency. Besides the Groupon deal, CTA has also awarded its first concession for a Starbucks at an El stop and also for a gourmet doughnut shop. Available for the right price are naming rights to 11 rail stations. Thanks to Jim Beeler for this report.

More stations are being closed temporarily. The Morse station (Red Line) was closed at 11:59 PM June 29 and will not re-open for six weeks. During this time, crews are performing much needed capital and maintenance work on the Morse stationhouse, platform, viaduct, and trackbed. Passengers were directed to use either the nearby Jarvis or Loyola stations, which are approximately four blocks to the north and south, respectively. Another option is to board a westbound #155 Devon bus from Morse Avenue and travel to the Loyola station. Still on the subject of stations, Granville, which closed for renovation on June 1 (July *Bulletin*), re-opened on July 13.

In addition to the upcoming closure of the Red Line (July *Bulletin*), CTA reported that it had received \$20 million for the 95th Street Terminal Improvement Project. The funding is coming from the TIGER program.

After successfully debuting on the Pink Line on May 6, the Bombardier 5000-series cars entered service on the Green Line on July 1. The plan is to completely re-equip the entire line during the summer and retire an equal number of 2400-series cars.

Thanks to Robert Hansen for these four reports.

DALLAS, TEXAS

As was reported in the January *Bulletin*, the first phase of DART's Orange Line opened on July 30. The 5.4-mile line from Bachman to Irving Convention Center added three stations: University of Dallas, Las Colinas Urban Center, and Irving Convention Center. The Orange Line will run parallel with the Green Line through Downtown Dallas to Bachman in Northwest Dallas. From Bachman, the Orange Line heads northwest to the Las Colinas Urban Center and Irving Convention Center. It will be extended to Dallas/Fort Worth International Airport in 2014.

On the same day, three DART Rail and Trinity Railway Express stations were renamed. The Pearl station became the Pearl/Arts District station; the Cityplace station was changed to the Cityplace/Uptown station; and

the South Irving station is now known as the Downtown Irving/Heritage Crossing station. Thanks to Al Holtz for sending these reports.

ALBUQUERQUE, NEW MEXICO

Anyone who watched or read the news during June knew about the large number of fires that occurred in the western United States, causing extensive property damage. *RailRunner* reported that due to the "Romero Fire" that was burning on the Bosque in Sandia Pueblo, a bus bridge operated during the evening of June 20 between the Los Ranchos and US 550/Sandoval stations, where train service continued.

About a month after the introduction of its express train on May 21, *RailRunner* announced that due to requests from riders who board at the Kewa station on Santo Domingo Pueblo, the staff is looking into adding this station to the morning express. Three minutes of run time would be added. Between July 13 and July 20, riders were permitted to submit comments on adding this stop to the express. When the new schedules go into effect on August 13, most afternoon trains will begin departing five minutes later to address timing issues to keep trains on schedule and improve on-time performance.

PORTLAND, OREGON

It has been several months since I reported on TriMet's fare enforcement project. In May, 1,665 citations for fare evasion were written, which is nearly ten times as many as May, 2011. Riders caught without a valid fare had a 79% chance of receiving a citation or exclusion; in May, 2011 they had a 38% chance.

TriMet reports that the first new bridge to span the Willamette River in 40-plus years was 41% complete at the end of June. July 2 marked the second year of construction of this bridge, which is part of the 7.3-mile Portland-Milwaukie LRT. A September, 2015 opening date is planned.

Starting September 1, Fare Zones are being eliminated, including the Free Rail Zone. Most fares are increasing, and the "Go Anywhere" Adult ticket will cost \$2.50. Day passes will cost twice the single-fare. TriMet is also changing schedules on 25 bus lines, eliminating some low-ridership trips, but adding trips on seven lines to alleviate overcrowding.

SAN FRANCISCO, CALIFORNIA

Member John Pappas sent a digital image of LRV 1471 "wrapped" to honor the 75th anniversary of the Golden Gate Bridge. The official celebrations were held on May 27.

John also reported that Muni got committed to running two days of E line service in conjunction with the America's Cup trials on August 25-16. John wrote: "The E basically runs along the Embarcadero from Caltrain (4th/Townsend) all the way to Fisherman's Wharf. Below the Ferry Building, E service would be mixed with the N/Judah and T/Third LRT lines. North of there, it would

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mix with the F line. Five cars and a 15-minute service is planned for about eight hours each day (10 AM-6 PM). The only wrinkle is there is no place to turn cars at Caltrain, so only double-ended cars can be used. During the morning of July 18, a crew was out along the Embarcadero checking out overhead frogs, track switches, and signal circuits to make sure that the streetcars (as opposed to the LRVs) would properly work their way through the various crossovers. The car used (2015) was one of Muni's double-ended PCCs, referred to as 'Torpedos' because of their length."



"Torpedo" 1015 in pre-service testing on the Embarcadero.
John Pappas photographs

Muni fares were increased on July 1. Ira Haironson reported that monthly passes went up \$1 to \$2. The regular \$2 cash fare, cash senior, disabled and youth fares did not change.



A pictogram describing the new MUNI boarding policy.
John Pappas photographs

Member Pete Donner reported that on July 1, Muni implemented a new policy enabling people with passes or valid transfers to board through any door on all vehicles. Passengers paying cash fares still have to board through the front door. Pete believes MUNI is the largest agency (excluding those that are fare-free) to permit passengers to use all doors on all routes.

HONOLULU, HAWAII

Even if former Governor Ben Cayetano would be successful in his bid to become the next Mayor, it is unlikely that he would be able to cancel the light rail project and instead use the funds for rebuilding the city's infrastructure. Incumbent Mayor Peter Carlisle said the project may be reaching a point where "there's a real question of whether it can be stopped," while former city Managing Director Kirk Caldwell said the state lawmakers and the City Council would have to buy into Cayetano's plan as well. Thanks to David Erlitz for this report.

JERUSALEM, ISRAEL

Member Dave Klepper reported that on June 29, new bus lines were introduced in the northeastern part of Jerusalem and small changes were made to other lines, with one line, the No. 2 from Central Bus Station to the Western Wall, canceled. The rerouted No. 3 serves the purpose of the No. 2 while continuing to serve the areas it served exclusively. There is now a No. 52 bus with headways between 12 and 20 minutes, between a stop 30 meters from his apartment door directly to the Ammunition Hill station of the Light Rail line, a two- or three-minute ride, where before he had a ten minute walk. "The bad part is that the No. 4 and No. 4-Aleph route, the latter of which I rode twice today, now is diverted into the Givat HaMivtar ('Endurance Hill?') station. All of the bus stops were reasonably convenient to the station, but now the detour with what I consider ridiculous planning of the station layout from the bus in-

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Around New York's Transit System

Bombardier Signs R-179 Contract

On June 4, 2012, Bombardier Transportation announced that it signed its contract with MTA for 300 R-179 cars to be delivered to NYC Transit. Cost is approximately \$599 million. On March 28, MTA's Board of Directors approved the prospective purchase.

The company revealed that the new cars will be built in its fully integrated manufacturing plant in Plattsburgh, New York, incorporating state-of-the-art technology, including MITRAC propulsion equipment with new energy-efficient inverters. The propulsion and control equipment will be supplied by Bombardier's Propulsion and Controls business unit in Plattsburgh.

The delivery of ten pilot cars, scheduled for the third quarter of 2014, should be followed by the remaining cars between mid-2015 and early 2017.

Meanwhile, NYC Transit is rehabilitating the 222 R-32s, the oldest cars on the transit system. If they can

keep running until they are replaced by the R-179s, they will be 53 years old.

MTA Awards Second Avenue Subway Contract

MTA has awarded a contract for construction of the 96th Street station of the Second Avenue Subway. This \$324.6 million, 42-month contract covering finishes, mechanical, electrical, plumbing, ancillary buildings, and station entrances was awarded to a joint venture comprising E.E. Cruz and Company and Tully Construction Company, Incorporated.

Station entrances will be located on the northeast and southwest corners of E. 94th Street and Second Avenue and on the west side of Second Avenue between E. 95th and 96th Streets. The subway line is expected to open in December, 2016.  service will be extended from midtown Manhattan to 96th Street with trains stopping at 72nd Street and 86th Street on Second Avenue.

Two contracts remain to be awarded on this project.

BART MARCHES FORWARD TO SAN JOSE

by James Mattina

On April 12, 2012 ground was finally broken for the BART extension from Warm Springs to Berryessa.

This extension will be 10 miles long and will be the first time BART enters Santa Clara County. Two stations are planned. The first, in Milpitas, is named Montague/Expressway, and the second is in Berryessa with a provision for a future fill in at Calvavras Boulevard. The complete project to San Jose, which is 16 miles long, is ongoing, but at the current time only money to Berryessa is available. In November, 2000 voters in Santa Clara voted for a 30 year, ½-cent sales tax for the extension from Fremont to San Jose. In 2008 another ½-cent tax was also voted.

Currently BART is building a 5.4 mile extension from

Fremont to the Santa Clara border in Warm Springs that is scheduled to open in 2014. The final segment should bring the line to the Caltrain station in San Jose; it includes a five-mile subway through San Jose. This \$1.4 billion project is financed by \$900 million from FTA, \$1.4 billion by the sales taxes, and \$250 million from a gasoline tax. The entire project was budgeted at \$3.6 billion in 2001 dollars. The line will be built on the former Union Pacific freight railroad right-of-way. This project was approved in 2001 by the Santa Clara Valley Transportation Authority (VTA), which will be a major partner in managing and operating costs. Opening is tentatively set for 2018.

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terchange standpoint may be slightly more convenient, but can add 10 minutes to the travel time, and easily force one to miss a bus connection that would have been easy with the old arrangement. But most neighborhoods now have decent bus connections to the light rail line."

On July 3, it was reported that China and Israel signed the necessary agreements to build the Eilat railway, a high-speed line, and future projects, including the inland canal port north of Eilat. Prime Minister Benjamin Netanyahu has declared the Eilat railway a national priority project, because of its strategic and policy importance.

Israeli sources told *Globes* that the Chinese also consider the project to be important, as it fits in with China's global strategy to strengthen critical trade routes. The 180-kilometer (112-mile) line will run through the Arava Valley and Nahal Zinn. Netanyahu wants to cut travel time between Tel Aviv and Eilat to two hours. The project is estimated to cost NIS 20 billion (US\$5 billion).

FROM THE HISTORY FILES

85 Years ago: In August, 1927, the North Jersey Rapid Transit Company cut back service to Ridgewood.

25 Years ago: NJ Transit operated its final trains powered by E-8s. These engines were last used in Newark/Bay Head service.

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