

# The Bulletin



***Electric Railroaders' Association, Incorporated***

Vol. 55, No. 9

September, 2012

## ***The Bulletin***

Published by the Electric Railroaders' Association, Incorporated, PO Box 3323, New York, New York 10163-3323.

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## **HIGH-SPEED NYW&B CARS IN SERVICE 100 YEARS AGO**

The New York, Westchester & Boston Railway was a high-speed suburban line. There were no steep grades, no sharp curves, and no grade crossings. All bridges were made of concrete and steel and were designed to carry heavy traffic at high speeds.

The cars were just as modern as the layout. The initial order was for 28 steel passenger coaches seating 78 passengers and two combination steel baggage and passenger coaches built by the Pressed Steel Car Company and designed by L.B. Stillwell.

Cars had full vestibule platforms and center side doors. Each platform was 4 feet 6 $\frac{1}{8}$  inches long and each end door was 39 inches wide. The doors were operated by electric switches in the vestibule. Most station platforms were on a level with the car floors, but the stations on New Haven's Harlem River Branch had low station platforms. To access these platforms, the Conductor opened a trap door at each end door and passengers walked down three steps. Center doors were not opened.

The exterior of the car was painted standard New Haven green, while the interior was finished in white enamel paint.

Cars were 70 feet 4 inches long and 9 feet 7 $\frac{3}{4}$  inches wide. There were 35 cross seats and four longitudinal seats adjacent to the center doors, giving the cars a seating capacity of 78 passengers.

Heaters were mounted under the seats. Their circuits were controlled by thermostats, which maintained nearly constant temperature in the car.

Cars were illuminated by 45 40-watt tungsten lamps mounted on the lower deck and

spaced so that a lamp was directly above each seat. These lamps were wired in multiple on a 110-volt circuit fed from a tap on the main transformer. Emergency lighting was supplied by 10 10-watt tungsten lamps connected to the 32-volt battery circuit.

Each car was equipped with two single-phase motors operated with forced draft ventilation. Each motor had an hourly rating of 175 HP and a continuous rating of 145 HP, and was able to develop an acceleration of 1 mile per hour per second on straight, level track. The acceleration was controlled by an automatic relay, and there were three running positions as well as three intermediate positions with resistance in circuit. In the three running positions, the motors were connected without resistance to three different taps on the transformer so that the equipment could run continuously at any one of three different speeds. An overspeed relay prevented the cars from exceeding a speed of 57 miles per hour. This relay consisted of two coils, one connected in series with one of the motors and the other connected in shunt across the same armature.

Each car was equipped with two pantographs located at the center of each truck. They could be raised or lowered by air cylinders controlled by electropneumatic valves operated from push buttons at the master controller. Either pantograph was sufficient, but two were provided so that a spare was always available.

Most signals were two-position semaphores with counterweights to return by gravity to horizontal. However, there were light signals

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

## DEVELOPMENT OF THE LONG ISLAND RAIL ROAD IN THE ROCKAWAYS

by George Chiasson  
(Continued from August, 2012 issue)

### THE ROCKAWAYS' FIRST ELECTRIFIED LINE: THE OCEAN ELECTRIC

For local ridership on the Rockaway Peninsula, intramural (shuttle) "rapid transit" service, consisting of a single horse-drawn coach, was instituted by the Long Island Rail Road for the summer months starting on June 25, 1881 from the depot at Mott Avenue to the Neptune House terminal, via the South Side's original Far Rockaway Branch. Theoretically this was designed to enable passengers to literally travel along the railroad in block-to-block fashion (albeit that a "block" was then still a relative concept in the Rockaways), thereby avoiding the wait for scheduled service to and from distant points, or a walk of appreciable distance to the nearest train station. Initially the shuttle was extended to Rockaway Beach along with the Southern's alignment in 1884, and remained as such through the summer of 1887. When the inner portion of the ex-Southern Rockaway Branch was merged into the newer Rockaway line at New York & Rockaway Beach Junction in May, 1888, the shuttle continued to use the former Southern route from Far Rockaway to the Rockaway Beach terminal in its entirety. On July 4, 1888 the intramural shuttle was diverted onto the original New York, Woodhaven & Rockaway line as far as its westerly terminal after another connection was inserted from New York & Rockaway Beach Junction to the newer Rockaway Beach alignment behind the existing Hammel's station, as it turned west near Fairview Avenue. Thus was completed the so-called "Hammel's Wye" in its earliest form, which rendered the ex-Southern right-of-way to Rockaway Beach superfluous, and it was closed.

The intramural shuttle was maintained through the years as a part-time, summer-only operation, then was spun off and consolidated with the Rockaway Village Railroad (which consisted of a short branch from Far Rockaway to Roche's Beach that dated from 1886) to become the Far Rockaway Railroad Company in 1887. The operation was then repurchased in March of 1898 and as normal, the railroad re-instituted the line's seasonal operations on June 2. It was integrated back into the Long Island Rail Road as the transaction was finalized over the summer, ultimately being re-established as the Ocean Electric Railway in early August. After the Far Rockaway Branch was double-tracked from Mott Ave. to Hammel's by June, 1899, overhead wire was added and the Ocean Electric began offering the first electrified railway service on the Rockaway Peninsula

on July 23. Starting from a curved siding on the north side of the depot at Far Rockaway, Ocean Electric streetcars paused at many local cross streets, though the itinerary changed through time as the peninsula developed, and also used all existing LIRR depots between Far Rockaway and Rockaway Park. The terminal at 5<sup>th</sup> Avenue (Beach 116<sup>th</sup> Street) was concurrently expanded by May of 1899 to include an upper level loop for reversing Brooklyn Elevated (Broadway Ferry) and other summertime specials, plus storage and maintenance facilities for the trolleys.

For rolling stock at this early stage the Ocean Electric procured six 15-bench open trolley cars for its Far Rockaway-Rockaway Park operation from the J.G. Brill Company in Philadelphia (originally numbered E1-E6, then 21-26); along with two 10-bench opens (1 and 2) which were used on the shuttle from Far Rockaway to Roche's Beach. Patronage was noticeably stronger in the wake of these improvements, and for the first time a steam-powered shuttle train was assigned on October 1 to preserve Rockaway shuttle service through the winter months. The open-bench trolleys returned to both Ocean Electric services on May 2, 1900, with the short Roche's Beach Branch then being extended across Mott Avenue into a siding on the south side of the LIRR depot on May 28. So things then remained for the rest of the 1900 season, but during the branch's winter shutdown this new siding was replaced by a loop, which opened in June of 1901. It appears that steam-drawn LIRR equipment was annually used on the Far Rockaway-Rockaway Park shuttle through the cold weather months between October, 1900 and November, 1904, when the Ocean Electric took delivery of two "convertible" cars from J.G. Brill. These were double-truck unit 15 and single-truck car 20, which could be enclosed to eliminate drafts, but were not necessarily heated inside.

On August 11, 1901 both Long Island Rail Road trains and Ocean Electric surface cars began using a new station located between Judson and Hollywood Avenues (now Beach 98<sup>th</sup> and Beach 100<sup>th</sup> Streets) that served Steeplechase Park from spring through fall. This was a classic transit-based amusement center that was started by Coney Island entrepreneur George Tilyou, built on land that had been in the hands of developer James Remsen since the 1860's. In fact, it was Remsen who sold off a part of this property in 1867 to raise the

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## Development of the Long Island Rail Road in the Rockaways

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money he needed to back what became the Brooklyn, Rockaway Beach & Canarsie excursion railroad (ancestor of the present MTA New York City Transit train), which operated steamboats between its terminal pier in southeast Brooklyn and Rockaway Beach. In any case, an adjoining amusement park was also founded by LaMarcus A. Thompson in 1902 as an annex to Steeplechase, which then became an independent entity starting in 1905 and later evolved into the familiar Playland theme park. Both venues combined to fairly overwhelm the railroad with patrons from their creation, so a large depot building was added at the station site for the start of its third season in April, 1903. Despite this expansion, neither the theme parks nor their railway station saw any measureable wintertime activity until about 1910, when the stop was finally kept open to serve the area's early, scattered residential developments.

In response to the mixed summertime multitude of trains and trolleys which clogged the Rockaway Park branch after the 1899 electrification, Ocean Electric operations were diverted onto nearby Fairview Avenue (Beach 84<sup>th</sup> Street) and Rockaway Beach Boulevard to open things up for the railroad. This alternative in-street trackage stemmed from a dormant franchise that was originally assigned to developer Remington Vernam but was never executed; the Ocean Electric originally sought to bypass Hammel's Wye by connecting from the Far Rockaway Branch to Rockaway Beach Boulevard via Park Avenue (Beach 75<sup>th</sup> Street), but had been denied. On May 30, 1904 the first piece of surface track was opened from the Park Avenue "stub" (which would remain as an alternate route) to the Rockaway Park terminal via Rockaway Beach Boulevard. At that time this artery pursued a slightly different alignment than it does in 2012; it also partly paralleled and partly assumed the former South Side right-of-way that was discontinued in July, 1888. The new trolley line jiggled one block north at Eastern Avenue (Beach 110<sup>th</sup> Street) turned west again on Washington Avenue, and ran within a block of the Rockaway Park terminal. From there it switched back to Washington Avenue (now Rockaway Beach Boulevard), turned north on Lincoln Avenue (now Beach 124<sup>th</sup> Street) and then headed a short distance west on Newport Avenue to Pelham (Beach 126<sup>th</sup> Street). The full realignment went into effect on June 19, with trolleys from that date forward using LIRR between Far Rockaway and Hammel's, then turning from the east-west leg of the wye onto Fairview Avenue, which they followed south to Rockaway Beach Boulevard before heading west toward Rockaway Park. This new through service between the two Rockaway LIRR termi-

nals was then alternated with cars from Rockaway Park (and Pelham Avenue) that served the Park Avenue stub, which introduced some measure of confusion for customers as a by-product, as there was no specific signage on the cars for a number of years hence. As mentioned above the Ocean Electric was granted space for a few side tracks within the LIRR terminal to store its equipment and perform maintenance, which could be accessed through a short connection along Washington Avenue between Eastern Avenue and the Rockaway Park Branch. As a result of the trolley's relocation to the street west of Hammel's, LIRR's alignment beyond that point reverted to the exclusive use of the railroad, though the Ocean Electric streetcar line paralleled it by just a block or so to the south.

In addition to the diversion of the Ocean Electric from the LIRR Rockaway Park Branch to Rockaway Beach Boulevard, by June 29, 1904 the Far Rockaway Branch (in Queens) was widened to three tracks, with the outer ones having overhead wire for the trolleys. West of Mott Avenue there were platforms for all three LIRR stations on all three tracks (Edgemere, Arverne-Straighton, and "Olde Arverne" or Gaston), and nominally LIRR would be switched to the center track at Hammel's or Mott Avenue to run around any Ocean Electric surface cars that were scheduled. This was no longer possible after suburban operations were initially electrified in late 1905, however, as only the outside tracks were equipped with third rail (and presumably all three with overhead wire), which limited LIRR's means of evading a conflicting surface car. To improve the timeliness of transfers and add more storage space for commuter trains, the dedicated balloon track for the Ocean Electric's Far Rockaway-Rockaway Park service and the loop for its Roche's Beach line were eliminated from the Mott Avenue terminal in June of 1907, with both trolley services converted to a switch-back operation on either side of the Long Island Rail Road depot.

In September, 1908, the Ocean Electric streetcar route was entirely rerouted from the corner of Washington & 5<sup>th</sup> Avenues (Beach 116<sup>th</sup> Street), turning north to pass in front of the Rockaway Park terminal, then west on Newport to Pelham Avenue. It is worth noting that this trackage was incorporated into the original streets as constructed in 1904 as far as Winthrop Avenue (Beach 128<sup>th</sup> Street), but lay dormant for the following four years. During 1911 the trolley track was extended through the newly-developed neighborhood of Belle Harbor as far as Dover Avenue (Beach 138<sup>th</sup> Street), which was as far as the actual streets had so far been laid. By July 5, 1912, the Belle Harbor district had developed even more and the single-track streetcar line was extended further west on Newport Avenue to a southerly turn at Adirondack (Beach 142<sup>nd</sup> Street), then another westward diversion onto Neponsit Avenue, where it continued west to a terminal at Beach 147<sup>th</sup>

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**Development of the Long Island Rail Road in the Rockaways**

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**Sheepshead Bay Racetrack spur, circa 1908.**  
Photograph courtesy Long Island Photo Archives



**Atlantic and Fifth Avenues, circa 1895.**  
Photograph courtesy Long Island Photo Archives



**Stone Avenue, circa 1908.**  
Photograph courtesy Long Island Photo Archives



**East New York, circa 1939.**  
Photograph courtesy Long Island Photo Archives



**Jay Tower (Jamaica), circa 1913.**  
Photograph courtesy Long Island Photo Archives



**Flushing Bridge Street station.**  
Photograph courtesy Long Island Photo Archives

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### Development of the Long Island Rail Road in the Rockaways

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**View from Hampton Street-91st Place overpass, Elmhurst.**  
Photograph courtesy Long Island Photo Archives



**Between Union and Main Streets.**  
Photograph courtesy Long Island Photo Archives



**Jamaica Bay trestle (Broad Channel), July 27, 1947.**  
Photograph courtesy Long Island Photo Archives



**Manhasset Valley trestle, Port Washington Line.**  
Photograph courtesy Long Island Photo Archives



**Air-conditioned 80-foot, 120-passenger commuter car. Pullman built 230 in 1955-6.**  
Bernard Linder collection



**1,600 HP Alco general purpose locomotive, used in freight and passenger service.**  
Bernard Linder collection

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Street. By the summer of 1914 the line had been double-tracked through Belle Harbor as far as Dover Avenue, then on June 8, 1916 the Ocean Electric finally reached its ultimate destination at Beach 149<sup>th</sup> Street, which in 2012 remains the westerly limit of the Rockaways' residential street grid and borders on Jacob Riis Park. Without a doubt, this was an after-effect of electrification on the Rockaway Beach Division, which brought about rapid and frequent train service from the Rockaway Peninsula to New York City. Its presence engendered a compact, lavish array of residential properties that has resisted time to remain a prime example of growth as it was envisioned long ago. By late 1916, after the line's final initial extension, the outlying trackage had badly deteriorated (it was built atop the natural, sandy surface), and was entirely replaced during 1917, after which the double track was extended little by little as far as Park Avenue (Beach 141<sup>st</sup> Street) in Belle Harbor by 1920.

Beginning on March 10, 1912 the Ocean Electric's service pattern was changed to an early type of "round robin" configuration in an attempt to reduce operating expenses which involved most, if not all trips continuing east on Rockaway Beach Boulevard to the Park Avenue stub, switching back to Fairview Avenue, and switching back again to continue on their way to Hammel's and Far Rockaway. As might be expected this drew an immediate rebuke from angry riders, but it took several more years before their pleas were officially addressed and the lines reverted to their prior state, an interim in which a number of passengers may have abandoned their trolley rides in mid-stream to walk the long block to the Hammel's station instead. After 1916 the Park Avenue stub was increasingly operated as a shuttle to Fairview Avenue, a configuration which was completely and permanently established some time in 1919 and remained such to the very end of its service life.

As mentioned above the stopping locations of the Ocean Electric on the shared LIRR right-of-way to Far Rockaway were a changeable affair that in the beginning included the existing depots (Mott Avenue-Far Rockaway, Edgemere, Arverne-Straighton, Olde Arverne, the back side of Hammel's, and westward), along with Cornaga, Park, and Lincoln Avenues in between. In September, 1905 there was some consternation when the Ocean Electric moved its Park Avenue local stop (no relation to the Park Avenue spur described above) to Cedar Avenue (now Beach 73<sup>rd</sup> Street). By 1909 the Ocean Electric had also established open-air stops on LIRR between Far Rockaway and Edgemere at Grove Street and Channel Avenue; and at Frank and Vintimille Avenues between the railroad's existing depots at "Edgemere," opened in 1895,

and Arverne-Straighton Avenue which dated from 1892. The trolley station located at Frank Avenue (later Gleason Avenue, then Beach 44<sup>th</sup> Street) was also the site of the "Halfway House," an inn that was situated on a large tract of land that originally belonged to the Mission of the Immaculate Virgin, an orphanage for boys. This mission was administered by the Franciscan order of nuns, and legend has it that the name "Frank Avenue" was a local slang reference to the ubiquitous, habited Franciscan Sisters that frequented the local streets (and later the trolley station as well). The Ocean Electric stop called Channel Avenue was so named for nearby Norton's Channel, and was situated at what is now Beach 32<sup>nd</sup> Street. LIRR's electric trains began serving both of these locations (Frank and Channel Avenues) during 1922, with the railroad inheriting them on a permanent basis (and making enhancements of their own) when trolley operation on the LIRR right-of-way ceased a few years later. As such the trolley stop located at Channel Avenue gave way to the original LIRR station called Wavecrest in 1925 and a full-blown depot at Frank Avenue at about the same time. Meanwhile the other dedicated trolley stations at Grove (Beach 22<sup>nd</sup>) Street, Cornaga Avenue, Vintimille Avenue (Beach 55<sup>th</sup>), and Cedar (Beach 73<sup>rd</sup>) never were assumed by LIRR and disappeared in 1926 along with the Ocean Electric's surface cars to the Far Rockaway depot.

In preparation for its coming service from the Rockaways to Penn Station, LIRR had installed third rail on the middle track of the Far Rockaway Branch (in Queens) by June of 1910. It was then (again) used as a runaround of the Ocean Electric, with small trolley platforms seen in surviving photos on the "third" (northernmost) track while LIRR's two platforms provide access to all three tracks. Finally, 23 of the Ocean Electric's 26 rostered streetcars were equipped with fold-up third rail shoes and storage batteries so they would no longer require overhead on the LIRR reservation, and it was removed in September of 1911. It then became the streetcar Conductors' duty to raise or lower the cars' trolley poles and flip its third rail shoes up or down while stopped at the back side of the Hammel's depot. As may be construed from above, the Ocean Electric system by this time boasted much more of an equipment variety than at its humble beginnings in 1899, including ten 15-bench open cars, rebuilt in 1910 as semi-opens with permanent screened siding; six 47-foot closed cars (delivered 1910); six 49-foot closed cars (delivered 1909); a single-truck convertible (delivered 1902); and three 10-bench opens, of which two were the originals assigned to Roche's Beach service since 1899. Seven other convertible cars that were originally acquired for the Ocean Electric by its Long Island Rail Road parent were assigned elsewhere in 1911 (specifically Huntington) and did not return until 1919.

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**Development of the Long Island Rail Road in the Rockaways**

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The first part of the Ocean Electric system to be shut was the shortline to Roche's Beach on September 14, 1924. From 1906 until about 1922 this trolley branch was extended to literally run above the ocean (in this case on a sand bar at "Hog Island" Beach), before the wooden trestle was washed out to sea. After June, 1907 it originated at a siding off the south side of the LIRR terminal, right in front of "FW" (Rock) Tower, of which a remnant lived on as the Railway Express track until the elevation of the Mott Avenue terminal began in 1939. Third rail-powered trolley operation along the Far Rockaway Branch in Queens was abandoned effective September 9, 1926, being replaced by a two-car MP-54 MU shuttle (at a 12¢ railroad fare compared to the Ocean Electric's ride for a nickel) that plied the Long Island Rail Road between Hammels and Far Rocka-



14<sup>th</sup> Avenue underpass, College Point.  
Photograph courtesy Long Island Photo Archives

way and only made LIRR depot stops. This service utilized the third (east-west) leg of Hammels Wye as the Ocean Electric had done, but (not surprisingly) rider response was tepid and it only lasted until around 1929.

What was left of the Ocean Electric system after September, 1926 was an all-surface route on Rockaway Beach Boulevard and Washington Avenue from the Beach 75<sup>th</sup> Street stub to Rockaway Park and its extension through Belle Harbor to Beach 149<sup>th</sup> Street. This final bit of trolley service was ultimately discontinued by its Long Island Rail Road parent on August 25, 1928 as the original franchise expired. As a replacement the Shore Line Bus Company was established, providing service between Rockaway Park and Neponsit starting on August 27 (which continues under MTA Bus as its Q35 route in 2012). Concurrent with this closure most of the remaining equipment, by that time including 9 closed cars and 8 convertibles of various types, was retired outright. As for the rest of the Ocean Electric franchise, its service vacuum was filled by Green Bus Lines in October, 1928 when the former trolley route was re-established as a motor coach line from Far Rockaway to Rockaway Park and (at least during the summer in those early years) on to the Roxbury section

of Breezy Point, but at that via the first alignment on the former Washington Avenue. In subsequent decades, as Green Bus achieved a "semi-public" standing in partnership with the municipal system, the easterly portion of the former Ocean Electric was absorbed into the Q22 bus route all the way from Mott Avenue to Beach 169<sup>th</sup> Street, and is still being operated as such by MTA Bus in 2012. (The Q22 and Q35 routes meet at Beach 147<sup>th</sup> Street).

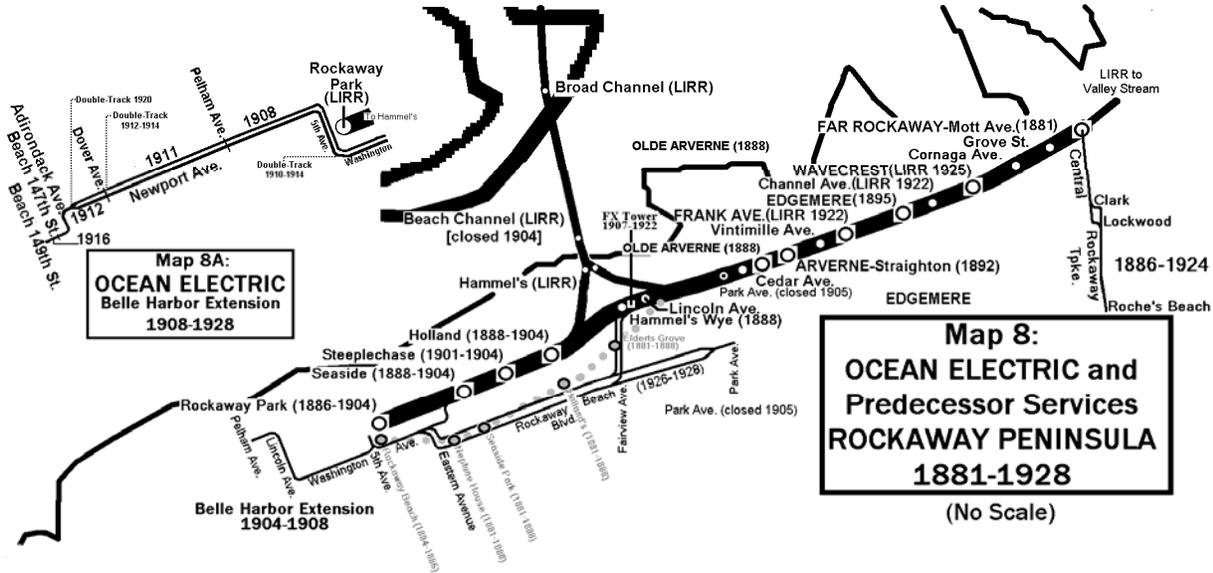
Beginning as early as 1915, as few as one or as many as three of the Ocean Electric's enclosed cars were loaned out by the Long Island Rail Road for use on its other third-rail powered trolley shuttle between the Garden City station and the Meadowbrook facility (a part recreational, part military compound that was also known as Camp Black, later Camp Mills), which evolved into the Mitchel Aviation Field during World War I. It appears that just one car may have been needed for this shuttle in any case, depending on the demand, but some roster juggling was ne-

cessitated among LIRR's various traction properties until six all-steel "Hog Island" cars were purchased from the Philadelphia Rapid Transit Company in 1918. These were modified with folding third rail shoes and used on the Ocean Electric, numbered 36-41, until 1927 when they were resold to the system in Atlantic City (which, like LIRR, was a traction holding of the Pennsylvania Railroad). Starting in late 1927 and continuing after the final closure of the Ocean Electric, three of its 49-foot closed cars (originally 31, 32 and 34, delivered by St. Louis Car Company in 1909) were re-identified as Long Island Rail Road 997-999 and used to shuttle passengers between Country Life Press and Mitchell Field until sometime in 1933, when they were replaced by a short train of electric MU cars. As a final note, the Belle Harbor neighborhood in general was the subject of some fairly recent ignominy on November 11, 2001 when American Airlines Flight 587 crashed after its takeoff from JFK Airport and plowed into four homes at Newport Avenue and Beach 131<sup>st</sup> Street. This location had been known as Denison Avenue between 1908 and 1928, in the time when Ocean Electric trolleys passed through the same intersection.

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**Development of the Long Island Rail Road in the Rockaways**

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(To be continued)

**High-Speed NYW&B Cars In Service 100 Years Ago**

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in the subway between Morris Park and Pelham Park-way. Automatic stops were not installed on the entire system.

Track relays separated the 25-cycle traction current from the 60-cycle signal current, which was supplied by a motor-generator set.

The 11,000-volt, 25-cycle power supply was compatible with the New Haven's power supply. Power was received from the New Haven's Cos Cob power house and was purchased at a flat rate.

Because the Westchester terminated in the Bronx, it could not compete with the New Haven and the New York Central, which furnished a one-seat ride to Grand Central. NYW&B's fares were about half of the New Haven's, but the Westchester never showed a profit

during its quarter-century of operation.

Member Nate Gerstein sent us this interesting anecdote:

"When I was a little boy in 1947 and living in the Bronx, I went on a trolley car with my father. As we passed the old Westchester Avenue station near Whitlock Avenue, I asked him what the old building was. It was decrepit even then. He told me that it was the old station of the New Haven and the abandoned NYW&B railroads. I asked him what the NYW&B stood for. He told me it stood for the New York, Westchester & Boston Railroad. He also told me that the neighborhood people called it the 'New York, Westchester & Back.' Many years later I was talking to the late Roger Arcara and mentioned this to him. A smile came across his face and he told me that he had not heard the old railroad called that for many years. I wanted to share that with your readers so that it will not get lost in history."

**CORRECTION**

Member Fred M. Perilstein informed us that there is an error in the August, 2012 Bulletin. He states that the picture at the top right of page 5 is not the Atlantic Avenue Tunnel. Checking the picture carefully, he found that it showed an English-style 0-4-4 locomotive circa 1830, wide gauge 7'0" tracks, and left-hand running.

Therefore, he concluded that it is an artist's representation of a tunnel mouth in Great Britain, which resembled the Atlantic Avenue Tunnel.

Member Frank Pfuhrer also concludes that this drawing depicts a tunnel and locomotive in Great Britain.

## NEW YORK CITY SUBWAY CAR UPDATE

### by George Chiasson

#### Subdivision "A" Events

Again to fill a temporary shortage of Corona-assigned R-62As as their SMS continues, 5-car linked sets 2171-5 and 2236-40 were exported from ① to ⑦ on June 16, 2012.

An effort to permanently link at least 185 of the existing single-unit R-62As was begun in November, 2011 as part of that fleet's long-term SMS. The first such set, consisting of 2151-5, was rolled out by the end of April, 2012, and then was subjected to a long series of tests and examinations, which continued as of August 7. Subsequent, sequential sets of single units then began moving through 207<sup>th</sup> Street Shops for similar treatment through the spring and into summer, with all cars from 2126 to 2150 included in the overall unitization program as of August 7. On August 6 the first of these was returned to revenue service on ⑦, as represented by cars 2141-5 and 2146-50. Unlike previously-unitized R-62As, however, these cars have not been reconfigured with full-width cabs but have retained their traditional, single-unit-like "quarter cabs" at each end.

To address the operational anomalies presented by unitizing the majority of Corona's single-unit fleet, consist make-up is being greatly altered from the combination of one 5-car link on the Times Square (south) end along with 6 single-unit cars to a 5-car link at either end, bracketing one single unit. As a result as well, a few of the previously-existing 5-car links have had the full-width cabs removed on one end. It appears that ultimately all R-62A trains on the Flushing line will exhibit this "5-1-5" makeup, but to avoid the necessity of locking two storm doors (those between the lone single unit and each link) as well as a slight overall loss of passenger-carrying capacity, the links will retain a full-width cab only at one end for use of the Train Operator, while the other would nominally become a "transition" cab to be used against the single unit. This would allow ⑦ Conductors to remain in their long-held positions (between the 5<sup>th</sup> and 6<sup>th</sup> cars Times Square-bound and between the 6<sup>th</sup> and 7<sup>th</sup> cars Main Street-bound), but would also require that they again be stationed at a pair of off-set quarter cabs as opposed to being contained within a full-width cab. A handful of such "5-1-5" (link-single-link) trains have been in service on ⑦ since July 6 in various combinations, most often using two previously-existing 5-car sets at either end of a single unit, but not always with a full-width cab positioned at the end of a train. By August 7 the full-width cabs had been removed from unitized R-62As 1651, 1656, and 1666, along with an attendant restoration of stanchions and passenger seating. This suggests that in the future, unitized cars ending in "0" and "5" will retain their full-width cabs and be

used on the operating ends of trains, while those ending in "1" and "6" would have the quarter cabs restored and be used as "transition" cars to the single units.

R-142As 7671-80 were brought over from ④ to ⑥ at the start of Subdivision "A"'s Summer Pick (July 1, 2012), as belated replacements for 7211-20, which have been committed as pilot R-188 conversion cars. In compensation, R-142s 6671-80 were shifted from ② to ⑤ and 7051-60 from ⑤ to ④.

#### Subdivision "B" Events

The 2012 Subdivision "B" summer equipment swaps began in a timely fashion on May 26. Two trains of Morrison-Knudsen-overhauled R-42s were added to the ① train over the Memorial Day weekend and another by May 30, while in the same span an equal number of R-46s (24) were imported from Jamaica. At the same time, a significant number of the Phase I R-32s were assembled in 10-car trains and assigned to daily ① service, a duty that is expected to last through at least Labor Day. As it turned out the car numbers weren't really important, as all became temporary assignments with frequent changeover. Unlike in past seasons, it appears an effort is being made to continue each of the cars' inspection cycles at their "home" barns (East New York for the Morrison-Knudsen-overhauled R-42s and Jamaica for the R-46s), which makes each set little more than week-to-week "loaners." By June 19 almost all of the Morrison-Knudsen-overhauled R-42s that had first been placed on ① were gone, followed by many of the Jamaica R-46s (5482-5821 group) as June ended. By early August there were still two to three sets of Morrison-Knudsen-overhauled R-42s running in daily ① service, along with about 24 sets of Jamaica-assigned R-46s, both mixed with Pitkin-assigned units and as complete trains.

The use of R-68s (as opposed to R-68As) was again resumed on ⑥ during late May, but in very limited number. As of August 7, 2012 R-68As continue to provide most ⑥ service, with occasional appearances by R-68s. The use of Coney Island-assigned R-68s (2784-2915) and R-68As on ④ (as was the practice during that series' long-term SMS) was discontinued with the May 27 schedule changes, but this type of equipment does continue to appear from time to time on ④.

Jamaica R-46s once again almost disappeared from ⑤ with the May 27 schedules in effect, being seen only on occasion through early August, while Jamaica R-160s (8653-8712 and 9193-9942) are also hard to find on ⑤ any given day.

On June 5, the sudden appearance of an online pho-

*(Continued on page 10)*

**New York City Subway Car Update***(Continued from page 9)*

tograph revealed that retired R-44s were at last departing MTA New York City Transit property. The picture showed the seemingly intact body of B-car 5417 being toted down Broadway near 207<sup>th</sup> Street Shops on a low-boy cradle. The disposition of R-44s and other pieces of retired and work equipment had been a matter-in-waiting for some time, and after weeks of subsequent research it was learned that the first of up to 276 R-44s (4-car unit 5410-3, separated into single car shipments) had been the first to depart the 207<sup>th</sup> Street facility in a similar manner on May 18. Cars have generally been taken away in groups of two on consecutive business days, following a pre-programmed "truck route" down Broadway, W. 181<sup>st</sup> Street, and Fort Washington Avenue to the George Washington Bridge. In New Jersey, these shipments use Exit 15E off the New Jersey Turnpike to access the scrap yard of Sims Metal Management (of which the former Naparano Iron & Metal Company is a component) near Newark, where the bodies have been gathered on the ground awaiting their fate. In contrast to previous dispositions, the R-44s' trucks have been retained by NYCT for possible future re-use (as we know from car equipment history, they can be used under R-46s), but there appears to be little effort at otherwise salvaging major componentry from the departing bodies. By July 31, 2012 a total of 56 R-44s had departed for Naparano, with a fair number of other cars being prepped for shipment through early August. With apologies to member Bill Zucker, their first scrap list (and the first such tabulation in general since the year 2000) was as follows:

May, 2012: 5410 (ex-126), 5411 (ex-329), 5412 (ex-116), 5413 (ex-153) (4)

June, 2012: 5256 (ex-276), 5257 (ex-325), 5258 (ex-290), 5259 (ex-133); 5398 (ex-228), 5399 (ex-365), 5400 (ex-180), 5401 (ex-181); 5414 (ex-278), 5415 (ex-279), 5416 (ex-210), 5417 (ex-289); 5446 (ex-386), 5447 (ex-387), 5448 (ex-334), 5449 (ex-335); 5470 (ex-174), 5471 (ex-265), 5472 (ex-298), 5473 (ex-261); 5474 (ex-234), 5475 (ex-235), 5476 (ex-270), 5477 (ex-271) (24)

July, 2012: 5210 (ex-348), 5211 (ex-349), 5212 (ex-378), 5213 (ex-379); 5249 (ex-107), 5250 (ex-146), 5251 (ex-233), 5270 (ex-218); 5294 (ex-372), 5295 (ex-373), 5296 (ex-262), 5297 (ex-319); 5324 (ex-152), 5325 (ex-117), 5326 (ex-246), 5327 (ex-185); 5342 (ex-328), 5343 (ex-323), 5344 (ex-368), 5345 (ex-369); 5346 (ex-186), 5347 (ex-169), 5348 (ex-280), 5349 (ex-249); 5358 (ex-304), 5359 (ex-371), 5360 (ex-214), 5361 (ex-273) (28)

Phase I R-32s entered the Life Extension program during this interval as follows:

April, 2012: 3446/7, 3460/1, 3932/3

May, 2012: 3419/3740, 3578/9, 3624/5, 3664/5, 3718/9,

3730/1, 3778/9, 3828/9

June, 2012: 3454/5, 3488/9, 3518/9, 3672/3, 3682/3, 3728/9, 3738/9, 3876/7, 3894/5

July, 2012: 3416/7, 3688/9, 3708/9, 3716/7, 3736/7, 3822/3, 3896/7.

As of July 31, 2012 a total of 128 Phase I R-32s had been placed in the Life Extension SMS Program.

Phase I R-32s were completed during this interval as follows:

April, 2012: 3548/3593, 3726/7, 3732/3, 3772/3, 3780/1, 3806/7, 3886/7, 3932/3

May, 2012: 3380/1, 3396/7, 3446/7, 3460/1, 3578/9, 3624/5, 3718/9, 3820/1

June, 2012: 3384/5, 3419/3740, 3454/5, 3664/5, 3682/3, 3730/1, 3778/9, 3828/9

July, 2012: 3488/9, 3518/9, 3672/3, 3728/9, 3738/9, 3876/7, 3894/5, 3896/7.

As of July 31, 2012 a total of 116 Phase I R-32s had been completed in the Life Extension SMS Program.

Phase I R-32s were returned to service during this interval as follows:

April, 2012: 3900/1

May, 2012: 3396/7, 3446/7, 3452/3, 3460/1, 3520/3891, 3610/1, 3621/3644, 3726/7, 3732/3, 3772/3, 3806/7, 3820/1, 3856/7, 3878/9, 3928/9

June, 2012: 3380/1, 3384/5, 3445/3468, 3548/3593, 3578/9, 3718/9, 3730/1, 3780/1, 3828/9, 3886/7, 3932/3

July, 2012: 3419/3740, 3454/5, 3624/5, 3654/5, 3664/5.

As of July 31, 2012 a total of 96 Phase I R-32s had been restored to service from the Life Extension SMS Program.

Phase I R-32 ceiling reinforcement revisited: To correct the item regarding ongoing structural repairs in the June, 2012 Update, the large ceiling-mounted unit contained inside each end of the ceiling on the Phase I R-32s is the combination evaporator and blower and not the condenser, which is mounted beneath the car. When the Stone Safety systems were installed at Morrison-Knudsen during the cars' GOH (1988-90), these weighty evaporator/blower units were mounted into the original structure on the underside of the cars' roofs, using steel members (as originally built by Budd) which were installed not to support air-conditioning systems but rather the ventilation conduits and wiring harnesses associated with the axiflow ceiling fans and lighting with which the R-32s were delivered. In turn these original members were sprayed with an asbestos coating. The work being performed in this regard during the R-32 Life Extension SMS includes mitigation of the original asbestos content, reinforcement of the original interior structural framing, and the replacement of air conditioning componentry, including the evaporator and blower units. This complication was somewhat of a latter discovery when the SMS process was being developed and as such the first 28 Phase Is through the Life Extension program will be returned to Coney Island to

*(Continued on page 20)*

# Commuter and Transit Notes

No. 286  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

One other matter that was approved at the July 25 Board meeting (see last issue) concerned ticket expiration dates. Commuters and commuter advocates spoke against reducing the validity dates at the November, 2009 fare increase hearings, but at that time their pleas were of no avail and after June, 2010, the validity period for single-ride and ten-trip Long Island Rail Road and Metro-North tickets was severely reduced. The Board voted to undo some of these changes effective September 4. Single-ride and round-trip tickets are now valid for 60 rather than 14 days and refundable for 60 rather than 30 days. Ten-trip tickets continue to be valid for 6 months, but they will now be refundable for 6 months rather than 30 days. Unfortunately, the \$10 processing fee for refunding tickets was continued.

Another fee that was reported by the news media was a \$1 surcharge for purchasing a new MetroCard. This was approved along with the June, 2010 fare hikes, but deferred. This time around, MTA is proposing this as a "Green Fee" with the goal of reducing the number of *MetroCards* that are printed, discarded, and ultimately sent to landfills. This surcharge would also add an estimated \$20 million a year in new revenues, according to budget estimates.

## MTA METRO-NORTH RAILROAD (EAST)

Metro-North's territory really got hammered by storms, as you will see in the following paragraphs. It started during the afternoon of July 26, when meteorologists and weather forecasters were warning of severe storms arriving in the metropolitan area during the afternoon. For many, it was almost a non-event; however, in parts of northern Westchester County, it was quite a different matter. The first email alert, sent at 7:04 PM, reported downed trees between Peekskill and New Hamburg (Hudson Line). Forty-five minutes later came notification that the Harlem Line was out between North White Plains and Wassaic, also due to multiple downed trees. Limited service resumed three-quarters of an hour later, and normal service by early the next morning. By 9 PM, Hudson Line service was resumed. The New Canaan Branch also saw delays due to fouled overhead wires.

Another day, another storm. This time it was Sunday evening, August 5. Due to trees down between Cos Cob and Greenwich, New Haven Line service was suspended between Stamford and Harrison starting shortly after 8:30 PM. Other New Haven Line services were subject to delays and bus substitutions, including the New Canaan branch. At 10:53 PM, service began operating east of Stamford and west of Harrison. Full service, with some delays, was restored at 12:53 AM August 6. Service was reported as operating normally in time for the

morning commute. However, around 10 AM another tree fell onto the Connecticut Light and Power transmission lines carrying not only power to MNR but also to much of the town of Greenwich, which was also left powerless. CL&P crews removed the tree and restored power to MNR around 3 PM. During the interim, to quickly restore service, MNR operated diesel shuttles between Stamford and New Rochelle, utilizing at least three 7-car push-pull trains powered by P-32AC-DM dual-mode locomotives. After two shuttles, through service was restored using diesel-powered trains between Stamford and Grand Central Terminal. Near-normal electric service on the mainline was restored before 3 PM. Buses provided substitute service on the New Canaan Branch due to a transformer failure that knocked out the branch line's signal system. PM peak train service was operated, with trains operating under train orders. Regular train service on the branch was restored at midnight.

Amtrak, after much delay, operated its NEC services with combined electric trains towed by P-42 diesel locomotives tied onto their trains at Sunnyside Yard for the run over the Hell Gate and over the powerless section of MNR to New Haven. The first eastbound combined train from New York Penn to Boston was observed as a P-42, AEM-7, 8 Amfleet, HHP-8, former *Metroliner*, and four Amfleet coaches. Seems like Sunnyside grabbed a spare Harrisburg set to operate as part of this combo train.

Twenty- to thirty-minute delays affected Upper Hudson Line riders on August 9, due to fallen trees in the vicinity of New Hamburg. This incident, which started at 6:30 PM, was cleared a half hour later.

The following afternoon, due to flooding, the State Street station in New Haven was being served by buses. Normal service resumed at 7:40 PM.

Following a \$45 million restoration, the 1890 Tarrytown station has been put on the market for leasing. The lessee will be required to provide morning coffee service on business days from 6 to 11 AM as a minimum. MTA is seeking an annual rental of \$50,000 per year with annual 3% increases. In its press release, MTA reported: "For the history buffs: The fee interests in the properties on the Hudson Line and Harlem Line are owned by Midtown Trackage Ventures, LLC, a private real estate company that is a successor-in-interest to the Penn Central Railroad and leases the entirety of such lines to the MTA, for operation by MTA Metro-North, pursuant to a triple-net lease that is scheduled to expire in 2274 (the 'Harlem-Hudson Lease')."

On August 14, Poughkeepsie became the seventh

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

Metro-North station to be equipped with signs that display real-time train information on LCD monitors. Previous installations were at these stations: Harlem-125<sup>th</sup> Street, Yankees-E. 153<sup>rd</sup> Street, White Plains, Fordham, Larchmont, and Croton-Harmon. Next up are Stamford, Tarrytown, and New Rochelle.

New Hudson Line (August 27-October 13) and Yankees-E. 153<sup>rd</sup> Street (August 27-October 3) timetables were issued. On the Hudson Line, the switch work at Croton-Harmon has been completed and weekend trains have returned to their pre-July 2 timings.

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**

The M-8 update from July 31 shows 128 cars, with 122 in service and 6 undergoing Kawasaki inspection. As of the third week of August, member Bill Zucker had observed 9100-59, 9162-9211, and 9214-23.

The New Haven Line is the only commuter line in the country still operating bar cars. When the M2-s with this feature are retired, will there be similarly-equipped M-8s to replace them? This is a question that for now has no answer. Member David Cohen sent an article from *The New Haven Advocate*, which reported that it depends on who you ask. Jim Cameron, Chairman of the Connecticut Rail Commuter Council, says that CDOT promised (years ago) to replace the cars. It was believed that in the last group, eight would be bar cars. CDOT spokesman Kevin Nusick said: "The focus of our M-8 plans right now is not the bar cars. The decision [about what to do with the bar cars] has not been made yet. Money has not been allocated." One estimate put the cost of purchasing bar cars at more than \$80 million. Sticker-shocked CDOT officials turned that down, saying that they would rather retrofit the new cars, but no formal estimates have been sought. There is an unlikely possibility that the existing bar cars could continue to run in trains of M-2/M-4/M-6s. If this project is undertaken, it will all be done at Connecticut's expense, as Metro-North, which normally is responsible for 35% of New Haven Line costs, does not want the cars. In fact, there is a signed agreement between both states that only CDOT would be involved.

When the M-2s were delivered, MTA (there was no Metro-North at the time) included ten bar cars, numbered 8601-19. In 1987, due to a seating shortage, they were converted to standard coaches and re-numbered 8453-71.

**MTA LONG ISLAND RAIL ROAD**

The three PM Peak trains that could have been canceled for four weeks starting July 9 (August *Bulletin*) were restored as of July 30. Four other trains that had schedules modified, returned to their former schedules.

Special timetables were issued as follows:

- PORT JEFFERSON BRANCH: To accommodate crossing renewal work at Pulaski Road in Huntington on

two Saturdays, August 11 and 18, service to Huntington was reduced to hourly (from half-hourly) and to Port Jefferson every two hours

- HEMPSTEAD, FAR ROCKAWAY, AND BABYLON BRANCHES, AND HILLSIDE FACILITY: Three timetable cards for altered Saturday evening westbound service due to the Port Jefferson Branch work
- Extra Montauk Branch service was provided on summer Sunday afternoons from July 29 through August 26 and Labor Day, September 3. An extra train departed Amagansett at 2:55 PM, making all stops to Patchogue, and was inserted between existing Trains #8703 (1:23 PM) and #8705 (3:33 PM) from Montauk. This information was conveyed in a 5½" x 8½" paper handout.
- OYSTER BAY: Because of the Oyster Bay Triathlon, August 26, service terminated at Locust Valley for Train #6502 (8:52 AM Jamaica). Bus service was provided to Oyster Bay. Trains #6505 and 6507 originated at Locust Valley, making all stops to Jamaica. Direct bus service was provided from Oyster Bay to Mineola.

A color brochure was issued for the Barclays PGA Tour event at Bethpage Black, August 23 through August 26, with half-hourly service between 9 AM and 9 PM at Farmingdale. The Long Island Rail Road teamed up with CooCoo, the Long Island technology firm, which developed an app for this event. With LIRR/CooCoo mobile ticketing, LIRR riders, for the first time, can print bar-coded rail tickets at home or in the office or display the ticket on a smart phone for validation.

For the U.S. Open (August 21-September 12), there are two timetables: August 21-September 3 and September 4-9, the latter due to the September 4 timetable change.

Once again, joint LIRR/NJT tickets to the "Meadowlands" station for off-peak one-way, round-trip, and ten-trip travel are being sold. At LIRR ticket machines, passengers have to select the button that reads "...to Another Station", and then select "M," then "Meadowlands Station."

**NJ TRANSIT**

Effective August 1, NJ Transit made a change in its fare policy that only round-trip tickets would be sold to events at the Meadowlands.

The email alert was very mysterious: "MetLife Stadium: Large Crowd Expected at MetLife Stadium for Major Event — Wednesday, August 1, 2012 (Rain date: August 2)." Passengers were advised to allow extra time while traveling through Secaucus Junction. I checked the NJ Transit website, and finding no details, searched the Internet, all to no avail. On the way home I asked a the Customer Service Agent at Secaucus Junction and was given just two words: "Agudath Israel." This time the Internet search gave details of a major celebration for Orthodox Jews to mark the culmination

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

of a 7½-year study of Talmud. The last time that this event occurred, 7½ years ago, three venues in New York City were used. MetLife Stadium can accommodate 90,000, and it was reported that the event was sold out months in advance. Commuters were advised to expect large crowds starting at 4 PM. The same rail service plan that is used for football games and concerts where attendance is expected to exceed 50,000 was used.

On the afternoon of August 1, passing through Secaucus Junction, one could not help but notice the extreme police presence. Tables were set up between the escalators adjacent to Tracks G and H for police to conduct random searches. The one Meadowlands-bound train that I saw had six multi-level cars, and originated at Secaucus Junction. "Regular" service operated from Tracks E and F.

Between 2:41 and 8:31 PM on Saturday, August 11, 14 Meadowlands shuttles were operated for the "Brothers of the Sun Concert" starring Kenny Chesney and Tim McGraw. Westbound service was not provided from Hoboken; only the last 4 of the 17 eastbound departures went to Hoboken, and this was only done because there were no longer any eastbound Bergen County, Main or Pascack Valley Line trains operating after 11:07 PM. Passengers headed to the concert had limited options from Hoboken. A check of the timetables shows that after 2:20 PM, and only counting the trains until 8 PM, there are 11 Main/Bergen, 6 Pascack Valley, and a pair of Port Jervis Line westbound trains. Eastbound to Hoboken, starting after the scheduled 8:03 PM shuttle, arriving at Secaucus Junction at 8:16 PM, there are only four Main/Bergen and one each Pascack Valley and Port Jervis Line trains.

Meadowlands rail service was also provided on Saturday, August 18, for the Jets vs. Giants pre-season game and at the same time, on-line ticketing was introduced. Up to eight tickets can be purchased at a time.

The Pascack Valley Line, which I regularly ride, has an on-time performance in the high-90s (%), so it was unusual that on two consecutive days my trips were disrupted. It began on Monday, August 6, when I left the city early, riding Train #1621, which departed from Secaucus Junction at 2 PM. Shortly after the train arrived at the next stop, Wood-Ridge, the Conductor announced that due to strong diesel fumes the train was being removed from service. The approximately 70 passengers detrained and awaited the arrival of Train #1653, which normally terminates at New Bridge Landing, but instead, went all the way to Spring Valley. **The Bergen Record** reported that the train crew was taken to a hospital due the diesel fumes. All told, we were delayed about one hour.

The next evening, en route to Secaucus Junction, I

received an alert that due to a "trespasser incident," service was suspended on the Pascack Valley Line. Customer Service at Secaucus Junction announced that trains would operate to New Bridge Landing and that there would be buses to take us the rest of the way. My train was routed into the two sidings (Sack and Cole) that are east of New Bridge Landing to enable two trains that were being returned to Hoboken to proceed. Once we were on the buses (there were two NABI buses), and the train had departed the station, an advisory went out that service was being restored. This delay had me arriving back at my car 40 minutes later. The woman, who was hit, survived and was taken to a hospital.

After the August **Bulletin** went to print, I spoke with a Conductor on the Northeast Corridor who told me that the first day that monthly and weekly tickets were inspected with the UV scanners (July 16), he heard about 30 commuters were arrested. Member Richie Schulman corrected me — the security feature is not a hologram, but rather printed in fluorescent ink, akin to getting a rubber stamp applied to your hand that permits re-entry to an event. The "five-pointed star" that appeared on the July tickets was also used in August.

Comet V cab cars are making more frequent appearances on the Atlantic City Line, according to photos that were sent by member Bob Vogel. On July 24, Bob spotted 6020 and 6045 assigned to Trains #4628 and 4631. On August 7, P40 4802 was powering a train with 6045 as the cab car. Due to heavier riding caused by the Atlantic City Air Show, Bob reported that five-car trains were operated on Friday, August 17.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

During the first half of this year, PATH reported that ridership was up and projected to exceed last year's record. The 39 million riders from January through June made for a 3.7% increase over the same period in 2011. A projected 78 million riders would break last year's record of 76.6 million passenger trips. Thanks to member Al Holtz for sending this report.

**PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

As I pass through the LIRR concourse in New York Penn Station, I don't take particular notice of the *AirtrainJFK* brochures. However, Richie Schulman informed me that a new edition was issued in July. When I compared the current edition with one dated March, 2009, it was apparent that peak hour service had been reduced. Between 4 and 7:30 AM and 3 and 8 PM, trains ran every five minutes; the service now operates every 7 minutes. Trains still run every 15 minutes between 8 PM and 4 AM, and every 10 minutes from 7:30 AM to 3 PM.

**METROPOLITAN AREA**

On July 24, the City of New York acquired from CSX the final segment of the High Line. The half-mile section, like the other two, was donated by the railroad.

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**Commuter and Transit Notes***(Continued from page 13)*

Design of this section is already underway and construction is expected to begin later this year. The High Line is owned by the city, but maintained by the non-profit group, Friends of the High Line.

**AMTRAK**

A preliminary proposal for a high-speed Amtrak corridor through Philadelphia has been lofted in the press. Undated and attributed to unnamed "Amtrak and city officials," it has a new 200 mph line, largely in tunnel, diverging from the present Amtrak line south of the Philadelphia airport, running through the city, and rejoining the present Amtrak main line north of the city. New stations would be located at the airport and where the new tunnel would pass under the present Market East station, which is served by SEPTAs regional rail and Market-Frankford El. Preliminary budgeted costs are in the neighborhood of \$3 billion, with no firm funding of any kind in sight. Notably, the line would bypass 30<sup>th</sup> Street Station, presently Amtrak's second busiest, which would continue to be served by present Northeast Corridor trains. An Amtrak spokesman stated that the existing line via 30<sup>th</sup> Street was too congested and curvy to allow true high-speed service. At a public meeting held in Philadelphia on August 20, a spokesperson from FRA said that "several alternatives will be unveiled in spring, 2013." By spring, 2014 these options will be narrowed to "reasonable" alternatives, with a final "preferred alternative" due in March, 2015. A DVARP spokesman said the group they will not take a position on the routing until engineering and financial studies have been completed, but already protests are being heard about the cost of tunneling, and about bypassing 30<sup>th</sup> Street Station. The last are apparently largely for sentimental and aesthetic reasons. The project website is <http://www.necfuture.com>. Thanks to member Dave Safford for this news.

**MISCELLANEOUS**

The Fayette Central Railroad, a tourist road, announced on July 23 that it would cease passenger operations at the end of this year due to a sharp increase in freight traffic. According to a report that was forwarded by Al Holtz, the Fayette Central began service on Memorial Day weekend, 2006 and operates over a former Baltimore & Ohio line that was sold by CSX in 1996 to the Fay-Penn Industrial Development Corporation. The Southwest Pennsylvania Railroad handles freight service on the line.

On August 2, the U.S. Senate Finance Committee passed a bill that would restore the transit benefit to \$240, matching what auto commuters are allowed. This provision was part of the last transportation bill, MAP-21 (August *Bulletin*), but removed before final Congress-

sional approval. Senator Charles Schumer (D-NY), one of the bill's sponsors, said that the bill had bi-partisan support.

Transportation Secretary Ray LaHood has announced that \$473 million in unspent highway funds will become available for states to use on eligible highway, transit, passenger rail, or port projects. The states must identify the projects they plan to use the funds for by October 1 and must obligate them by December 31, 2012. Thanks to *Progressive Railroading* for this report.

*HSR Updates* reported on August 20 that the presumptive Republican nominee for President, Mitt Romney, has threatened to eliminate subsidies to Amtrak. In fact, other presidential candidates have made this same statement; however, Congress has a lot more to say about this and generally votes to retain funding, even if the levels are reduced.

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

This fall, MBTA will begin to increase service on the Framingham/Worcester Line. Seven weekday round-trips are set to be added to the current 13. Initially, three trips will be added, following the final deed transfer. The remaining trips will appear sometime in 2013, after the new Rotem bi-levels arrive.

The South Coast Rail (SCR) project, which has been under study for many years, continues to "chug along." Over the past seven months, studies regarding noise, crossings, and public safety, along with environmental impact studies concerning water quality and coastal development management for this \$1.9 billion project, have been wrapped up. SCR would provide service from Fall River and New Bedford to South Station using new trackage and the existing Providence/Stoughton Line. It is estimated that the line would carry between 8,000 to 9,000 daily riders. A trip from Fall River to Boston using electric power is estimated at 73 minutes and by diesel power, 83 minutes. The New Bedford estimates are 76 (electric) and 85 minutes (diesel).

Although 25 world-wide companies initially expressed interest in operating MBTA's commuter rail system, when it came down to bid opening time, the "T" was disappointed to see that only two firms submitted bids — the French company, Keolis, and Massachusetts Bay Commuter Rail (MBCR), the current operator. MBTA officials believed that the other companies were scared off, believing that MBCR had the inside track. With less than a year until the expiration of the current contract, the "T" is exploring its options.

During the week of August 13, MBTA unveiled countdown (LED) clocks for the Red Line at South Station to inform riders down to the minute when the next trains will arrive. The pilot program could expand by year's end to all 51 Red, Blue, and Orange Line stations.

Hyundai-Rotem was scheduled to give its first reports

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## Commuter and Transit Notes

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on the delivery status of the 75 bi-level cars that are under construction at the end of August. There will be an update in next month's **Bulletin**. Thanks to member Todd Glickman for these reports from **The Boston Globe** and **The Boston Herald**.

Alstom has recently won two contracts to overhaul rolling stock for MBTA. The recent contract, valued at \$114.7 million, is for the overhaul of 74 Kawasaki bi-level coaches. **NETransit** reported that the cars are 700-749, 1700-9, and 1711-24. This group was delivered between 1990-1. Options were included to repair wreck-damaged 1710 and to overhaul 750-781. Back on June 6, Alstom was awarded a \$104 million contract to overhaul 86 Kawasaki Type 7 LRVs, delivered 1986-8. This contract also came with options for up to 20 additional cars. Thanks to **The Hornell Evening Tribune** for this news.

PHILADELPHIA, PENNSYLVANIA

From **Cinders**: Between 50 and 70 passengers rode the final train that was composed of one each Silverliner II (9010) and Silverliner III (235) on its run from Cynwyd to Market East. SEPTA graciously extended the run of this trip, rather than route the train to Powellton Yard. These two cars were the last survivors of a fleet of a once 75-car fleet. There were also six Silverliner Is, long since retired. Details of the last month of service were published in the August **Bulletin**. **Cinders** also answered the question of what comprises the current SEPTA fleet. In addition to 120 Silverliner Vs (please see below), there are 231 Silverliner IVs, 45 Bombardier push/pulls (10 cabs and 35 trailers), and 8 ex-NJ Transit Comet Is (2 cabs and 6 trailers), for a total of 386. Powering the push/pulls are seven AEM-7s and one ALP-44. SEPTA also owns six diesel-electric switchers and two de-motored cab control units.

As of July 10, 102 Silverliner Vs (701-734 and 801-868) were on the property. Hyundai-Rotem must still deliver 18 cars. The N-5 cars involved in the July 6 Norristown HSL crash (August **Bulletin**) were 134 (lead car) and 151. Regional Rail timetables will be replaced effective September 9 (except for the Airport Line (September 5) and Warminster Line (September 8)), not September 2, as was reported last month.

SEPTA will receive \$5 million to make improvements at the 69<sup>th</sup> Street terminal, the western terminus of the Market-Frankford line. 69<sup>th</sup> Street is also the terminus for three light rail lines and fifteen bus routes. Thanks to Dave Safford for this news.

Track work is being done in two phases on the Airport Line between September 5 and October 7 and then from October 8 to mid-November. Train times were adjusted and there was some bus replacement service. Thanks to member Lee Winson for this report.

Several members emailed that SEPTA was named the

best large transit system in North America on July 26, by the American Public Transportation Association (APTA). This award recognizes the authority's efforts to "enhance service, efficiencies and overall effectiveness." APTA cited SEPTA's consolidated control center, environmentally friendly construction programs, large fleet of hybrid buses, and financial management.

A consultant has been hired by SEPTA to conduct the Alternatives Analysis and Draft Environmental Impact Statement Planning Study for the extension of the Norristown High-Speed Line to King of Prussia. This project would extend the line by approximately four miles. Thanks to member Ira Haironson for this news.

WASHINGTON, D.C. AREA

Metro waived its "no drinking" policy for July 18, in consideration of the National Weather Service's heat advisory. However, this only applied to water in stations and on board trains, buses, and MetroAccess vehicles.

Starting at 10 PM, for the weekend of September 7-9, there will be no late night Metro Red Line between Dupont Circle and NoMa Gallaudet University. In addition to any other inconveniences, this affects one MARC train, #452, scheduled to depart from Union Station at 10:30 PM on September 7. Riders were advised that shuttle bus service is being provided and they should plan their trips accordingly.

Due to extremely high temperatures, there were additional days of reduced speeds for Virginia Railway Express (VRE) trains in July.

At 7:07 AM, August 2, Fredericksburg Line riders were notified of a possible 45-minute delay due to an 8,500-foot long freight train with brakes in emergency in Woodbridge. Trains were reported moving at 7:31 AM.

VRE reported that through online forums, riders have been reported that Conductors are not thoroughly checking tickets. VRE wanted riders to know that its Conductors are checking tickets and are on the lookout for counterfeit tickets. Some such tickets have been confiscated.

Member Howard Mann sent a report from **Bloomberg News** titled "Why Metro is Terrible." The article reported: "WMATA's dysfunction is best exemplified by two ongoing operational failures that the agency cannot seem to fix. One is that the Automatic Train Operation system on Metrorail malfunctioned in 2009, which led to a train crash that killed nine people. The crash was three years ago and the agency still has not been able to fix and reactivate the ATO system. The system was designed (at great expense) to run automatically — manual operation reduces capacity and also leads to jerky stops and starts in stations." WMATA was also taken to task for the poor performance of its escalators. Where the goal is to have 89% availability, last summer the performance fell to 80%.

ATLANTA, GEORGIA

In conjunction with a primary election that was held on

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## Commuter and Transit Notes

(Continued from page 15)

July 31, voters were asked to approve a 1% sales tax to fund transportation for ten years. It failed to pass, 63%-37%. Atlanta's population has grown by more than 4 million in the past four decades, and is expected to continue growing. Metro Atlanta had the most to gain from the plan, and organizers spent \$8 million trying to sell the tax to voters. The 10-county region was expected to raise \$8.4 billion over the next decade on dozens of road and transit projects that supporters said would create jobs, ease congestion, and improve frustrated commuters' quality of life. Thanks to Production Manager David Ross for this report.

TAMPA, FLORIDA

With ridership falling 23% since 2010, the 2.7-mile TECO Line will be in need of an annual \$304,000 subsidy by 2018. That amount could double by 2023 and increase in future years. Although when the line opened in 2002 TECO had a \$5 million endowment, money is being drawn out at a faster rate than initially planned. The city must come up with funding to keep the system running or else it will be forced to repay some of the \$55 million that was provided by the federal government. The City Council is considering a property assessment in the downtown area. Thanks to member Dennis Zaccardi for this news.

SOUTH FLORIDA

The following news was originally planned to appear in the May *Bulletin*, but was removed due to lack of space. On March 23, Florida East Coast Industries announced that it planned to start a new passenger service to be called "All Aboard Florida" between Miami, Cocoa, and Orlando. The 240-mile line, operating over existing Florida East Coast (FEC) trackage, would require 40 miles of new tracks. In the future there could be extensions to Tampa and Jacksonville. A 2014 start has been mentioned for the \$1 billion project that will create approximately 6,000 direct jobs and over 1,000 jobs to maintain the service. Thanks to Dennis Zaccardi for this news.

Member Larry Sell reported that on July 30, "All Aboard Florida" had named a prominent architectural firm to be the Lead Architect and develop the initial concepts for four stations and associated transit-oriented developments to be located in Miami, Fort Lauderdale, West Palm Beach, and Orlando. Larry added: "I am amazed a private rail carrier is making a serious effort to restore passenger service, and good, moderately fast service. Three hours between Miami and Orlando is very good. It beats flying and driving. I am surprised that even local media\* (Orlando) has not even mentioned 'All Aboard Florida.' The plan is to build into Orlando International Airport (OIA), but the FEC says it will connect with Sun Rail. How, I don't know, since Sun

Rail will not serve OIA. And I am particularly interested in how FEC will route from Cocoa to Orlando. The Beachline Expressway seems logical since it's a direct shot from Cocoa to OIA. As with most Florida Expressways, most all cross streets are circumvented by the Beachline with overhead bridges, not underpasses. It would seem to be a very expensive proposition to build rail bridges in the center of the expressway. FEC will use its own right of way from Miami to West Palm (where Tri-Rail should have been built in the first place). I guess if you live in West Palm, FEC will be a great alternative for express service out of Miami and close to city centers (unlike Tri-Rail).

"Using the Beachline as an easement into Orlando would be quite expensive, and the bridgework would be intensive. But in the articles I have read, the government may have a limited participation. The Beachline in Orlando is an 8-lane deal, but quickly falls to four lanes past the Greenway Expressway. Maybe the State will invest in bridge widening for the future expansion of the Beachline to six or eight lanes. The State is doing catch-up in widening expressways. The 95 is still years away of the road being 6 lanes all the way from the Florida-Georgia line to West Palm. But if the government participates, FEC may be years away from getting into Orlando. Then again, maybe I'm wrong. FEC is a land company and could acquire right-of-way. But with that scenario, the NIMBY'S will most probably explode."

\*Update – Larry sent a link to an article from *The Miami Herald* (August 9) that reported this project.

CHESTERTON, INDIANA

Extra westbound service after Notre Dame home football games is being provided by NICTD. The extra train departs from South Bend Airport 90 minutes after the conclusion of the game. Regularly scheduled departures are at 5:45 (Train #508) and 10:16 PM (Train #510). To get to the stadium, a shuttle bus operated by Free Enterprise, a private company, is available at a \$10 one-way fare or \$15 round trip that drops riders off in front of the stadium. Representatives from this company ride selected eastbound trains to sell bus tickets.

CHICAGO, ILLINOIS

On July 1, Metra launched a beta version of its new "Rail-Time Tracker" feature on its website. This is available on desktop and mobile websites and allows riders to check the status of the next train at every Metra station.

Metra is taking another step into the 21<sup>st</sup> century as it prepares to introduce paperless ticketing using an app similar to the ones to be used by Metro-North and MBTA. The free app will be available to iPhone, Android, or Blackberry users and will enable the purchase of one-way, 10-ride, and monthly tickets using debit or credit cards. The "ticket" then shows up on the phone screen to be checked by the Conductor. No start date

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**Commuter and Transit Notes***(Continued from page 16)*

has been given.

A dedication ceremony was held on July 19 in Rochelle, Illinois to celebrate Nippon Sharyo's new car manufacturing plant, which will produce 160 new *Highliners* (\$577 million) for the Metra Electric Line. Eighty car shells will be produced in Japan and shipped to Rochelle for completion. The remaining shells will be completed at the 465,000 square foot plant. Nippon Sharyo received some incentives to place the plant at this location, and it in turn promised to create at least 250 jobs within three years and retain 15 workers from its previous office in Arlington Heights, Illinois, which now employs 150. The company is hoping to fill its order book beyond what it already has: 12 DMUs for SMART (Sonoma, California), 18 DMUs for Metrolinx (Toronto), and eight bi-levels for VRE. Thanks to member Jim Beeler for these two news items.

Member Pete Donner sent a report that the Chicago Transit Authority's 5000-series cars feature LED signs that correspond to the color of the line to which they have been assigned. When CTA originally contracted for the cars, color electronic displays were not readily available, and when the technology became more advanced, CTA approved two change orders, upgrading to the full-color LED signs. The color LED signs will not cost CTA additional money; the change orders are factored into the purchase price of \$1.137 billion contract for the 706-car order. The first 114 cars, built without the color signs, will be retrofitted starting this fall. All remaining cars will be delivered with the new signs already installed.

CTA added \$15 million to the Red Line Northern Branch renovation project for track and viaduct repairs. When completed, slow zones will be eliminated, resulting in a two- to three-minute faster commute. Work on the Granville and Morse stations was completed, and Thorndale was scheduled closed August 17, for about a month. About 1.3 miles of deteriorated track and rail will be replaced at the Lawrence, Granville, and Jarvis stations, as well as portions of track between Berwyn, Thorndale, Granville, and Loyola. Waterproofing and track replacement will also occur between Loyola and Morse. In addition, viaducts over Pratt and Lawrence avenues will be repaired, officials said.

The completion of work that started this spring on seven stations is still slated to be completed by the end of this year, with the additional track and station components set to wrap up by next February, officials said. Some stations, possibly including Jarvis, Thorndale, and Lawrence and Foster Street and South Boulevard in Evanston on the Purple Line, could close permanently under options CTA is considering for its multibillion-dollar Red-Purple modernization program. Alternate access at nearby stations would be provided, officials

said. Thanks to Ira Haironson for this news.

*MINNEAPOLIS, MINNESOTA*

Effective August 1, Northstar reduced fares for most weekday trips by \$1. This program will be in effect through April 30, 2013.

*AUSTIN, TEXAS*

Capital Metro carried its one millionth rider on August 15. From October, 2011 through June, 2012, ridership increased by more than a million trips compared with the same period a year earlier. MetroRail ridership soared by more than 49%, or 133,000 trips. Bus ridership increased 3.9%. Service was begun on March 22, 2010.

*DENTON, TEXAS*

The Denton County Transportation Authority held a community celebration on August 18 to celebrate the arrival of the Stadler DMUs and new midday service. Effective August 20, the midday bus shuttles are gone — replaced by DMU service.

*HOUSTON, TEXAS*

There was a controversy involving the proposed \$823 million Southeast LRT Line because the routing crosses the property of the University of Houston. Until a resolution was reached, this issue had the potential to delay the project, which is scheduled to open in 2014. University officials agreed to accept \$1.5 million to permit construction along Wheeler Avenue to proceed. Metro will construct an alternative access road to relieve potential problems along Wheeler Avenue.

*PORTLAND, OREGON*

For the first time in its 43-year history, TriMet ridership exceeded 102 million trips on MAX, WES Commuter Rail, and bus lines. This equates to a 2.2% gain for FY 2012 vs. FY 2011. The details are MAX (+2.0%), WES (+12.8%), and buses (+2.4%).

TriMet awarded a \$73 million contract to Siemens for 18 model S-70 LRVs on May 24. The cars were purchased as part of the 7.3-mile Portland-Milwaukie LRT project, which is scheduled to open in 2015. They have been designated as Type 5, and from the image on TriMet's website, the cars will be in the 500-series. The last order for cars in 2009 was for 22 Type 4s.

*SAN FRANCISCO, CALIFORNIA*

In the July edition of *Progressive Railroading*, General Manager Grace Crunican said, "Not all future BART service will operate with traditional rail cars. The agency is examining different rolling stock options." As an example, the Oakland Airport Connector, which will replace the existing AirBART bus shuttle between the Coliseum station and Oakland International Airport, will feature automated people movers. Construction on this \$484 million project began in 2010 and is expected to be completed in 2014. Also in 2010, construction began on the \$462 million East Contra Costa County Extension; a 10-mile line that line will utilize DMUs. Project completion is scheduled for 2016-7.

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**Commuter and Transit Notes**

*(Continued from page 17)*

Member John Pappas wrote: "In case any of you were feeling sorry for me with my tough job of commuting to San Francisco regularly for work, I got to spend the morning (August 8) playing on PCC 1008 during its burn-in rounds. We rode a round trip from West Portal to Beach (Geneva) Division via the M Line, including looping the carhouse and a nice speed run on the 19<sup>th</sup> Avenue r/w. Angel, our Operator, was kind enough to give us opportunities for photo stops along the way. The car rides and performs beautifully. The whole propulsion package was replaced by a new Polish Westinghouse design (think Konstal, which is now Bombardier). Gone is the familiar GE 'cluck.' Angel said the acceleration and performance is every bit as good. Once again we've resisted going electronic. The paint scheme is the as-delivered in 1948 colors and layout. The interior has the usual modern F Line green and cream separated at the windows. Unlike the three 'Torpedoes' that went through the Morrison-Knudsen rehab in 1994, the sliding ventilator control above the windshield was renewed to original condition. It is good news that the shop has gotten a jump on the burn-in, as it would be nice to use this car for the demonstration E Line service on August 25 and 26. It is one more needed double-ender, giving us nominally seven, counting 1, 162, and 496."

E Line service, using the double-ended PCCs, did in fact operate for the America's Cup World Series event on August 25-26. This was the routing: Fisherman's Wharf past the Ferry Building, but where the F Line turns west to head up Market Street, the E Line cars continue south on track built years ago just for them, connecting with the Muni Metro N and T Lines where they emerge from the subway at the Embarcadero and Folsom Street. From there, the cars share tracks, but not platforms, with the N and T Lines to the Caltrain Depot. Thanks to Pete Donner for this news.



John Pappas photographs

*LOS ANGELES, CALIFORNIA*

With the start of the collegiate football season, specifically the University of Southern California (USC), the Los Angeles County Metropolitan Transportation Authority advised that Metro's Expo Line to the Expo/Vermont or Expo Park/USC stations provides convenient access to the Coliseum and campus. Expo trains run approximately every six minutes before and after games, with connections to the Red, Purple, Blue, and Gold Lines. Metro's Silver (BRT) Line can also be used to the 37<sup>th</sup> Street/USC station, just a short walk from the stadium. Buses run every 20 minutes during the day, and extra service will be added 20 minutes after each game.

*SAN DIEGO, CALIFORNIA*

Member Bill Vigrass sent a report that effective September 2, San Diego Trolley restructured some of its routes, and all now go downtown. Trips will be quicker by transferring to/from the Green Line at the 12<sup>th</sup> & Imperial Transit Center. Transfers between the Orange and Green Lines will also be at Santa Fe Depot. At America Plaza, Blue Line trains will arrive and depart on the track closest to Santa Fe Depot. Orange Line trains will arrive and depart on the track closest to the America Plaza office/retail building. Below are the details:

- BLUE LINE: Operates between San Ysidro and America Plaza. Weekday early morning frequency increased to every 7-8 minutes
- GREEN LINE: Extended through Old Town to the 12<sup>th</sup> & Imperial Transit Center. Frequency increased on Saturday mornings and on Sunday
- ORANGE LINE: Operates between the El Cajon Transit Center and Santa Fe Depot. Frequency increased on Saturday mornings and on Sunday.
- 

*HONOLULU, HAWAII*

A plan to add 10 seats to each railcar has been approved. This will be done at an additional cost of be-

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

tween \$1.5 and \$1.9 million, according to the report sent by member David Erlitz. Last year, a consultant hired by the federal government determined that a lack of seating might make commuters less willing to utilize the system. The two-car trains being built by Ansaldo would hold 318 passengers, but the city planned to provide seats for only 76. That meant up to 242 riders would be required to stand.

*TORONTO, ONTARIO, CANADA*

Starting July 29 and continuing through the spring of 2013, the Route 509/Harbourfront streetcar line is being replaced by buses to enable a rebuilding of the Queens Quay West. This work includes utility upgrades, new storm, sanitary, and water main infrastructure, as well as new tracks and overhead wires.

*BRAZIL*

Member Allen Morrison sent a report that Brazil will invest \$66 billion to improve its road and rail systems. This work is being undertaken to solve transportation bottlenecks and to increase employment. 62,000 miles of new tracks will be installed and more than 4,500 miles of federal highways will be improved.

*SHANGHAI, CHINA*

Todd Glickman reports from Shanghai, China, an interesting story of transit and weather together. "The third typhoon in a week struck China in early August, and on August 8, typhoon 'Haikui' slammed into the China coastline about 200 miles south of Shanghai. For two days, nearly all commerce in the Shanghai megaplex came to a halt. Over 2,000,000 people were evacuated, and both city airports and the seaport were shut down. I was in Nanjing (about 200 miles north of Shanghai) when the typhoon hit, having arrived via the Shanghai-Nanjing high-speed (186 mph) train earlier on August 7. On the afternoon of August 8, I was dropped at the train station for my return to Shanghai at 2 PM, where I learned that all high-speed service had been canceled. I was offered 'standing room only' on a five-hour local, which I quickly rejected, having seen the chaos on a train about to leave. Rather, I bought a ticket for the first high-speed departure, at 5:53 AM the following morning, August 9.

"So I went back to the hotel I had just checked out from, and stayed overnight. I took a taxi back to the train station at 5 AM on August 9, only to be told that all high-speed trains would be suspended again for the day, and local slow trains were all sold out, even for standing room! I exchanged my ticket for the 5:53 AM departure on August 10, and checked back into the hotel. But at noontime the Concierge told me that train service would return that afternoon. Since in China there's no way to look at seat availability online, I had to take my chance and go to the train station — maybe the third time would be a charm? I prepared to leave the

hotel at 1:30 PM, but there were still strong squalls of wind and rain with frequent lightning. The Bellman told me it would be impossible to get a taxi, but there was a Metro station a block away. It didn't take me long to agree! Fortunately there was a break in the rain, and I made it to the station without getting soaked. The Nanjing Metro is only seven years old, and for my very short trip (two stations), was quite efficient. I bought a fare 'token' (RFID-encoded chip) for 2RMB (~\$0.30) at a vending machine that displays route selections in both Chinese and English. Fares are distance-based. The fare control system is exactly the same as the Bangkok MRT, where you touch the token to the turnstile reader to enter, and deposit it in a slot to exit. Frequent users can also have stored-value and unlimited fare RFID cards. The train I rode was a six-car unitized set manufactured by Alstom, with the ability to walk through the entire train. Announcements were only in Chinese, but signage was in both Chinese and English.

"I arrived at the Nanjing train station at 2 PM, and by 2:15 PM had secured a ticket for a high-speed train at 3:21 PM. The journey time was scheduled for two hours, as this train made seven stops to Shanghai. Some super-express runs are as short as 1:27. The train left right on time with a light load, but filled up at intermediate stops. Nearly every seat was taken in my first class coach (there are 4 first-class cars and 12 second-class cars on the train, composed of two eight-car unitized sets coupled in a two-set EMU. Total train seating capacity is 1,220). As I have noted in the past, the ride was remarkably smooth, with very little sense of acceleration or lateral movement. I arrived at Shanghai Station one minute late at 5:22 PM. The storm also shut down Shanghai's famed Maglev train that links Pudong International Airport and Shanghai for the first time, as well as outdoor sections of the city's Metro system. As of Friday, August 10, the storm is gone and things are back to normal."

Todd rode the Maglev and sent a photo that displayed 431 km/h (268 mph). In answer to my question whether it was the fastest that he had ever traveled on land, Todd replied, "Yes."

This blurb was in the *Shanghai Daily*: "The world's first super-capacitor light-rail train rolls off the production line yesterday in Zhuzhou City, Hunan Province. There will be no need to install overhead power cables along railways that such trains will run on. The train was built by CSR Zhuzhou Electric Railway Company and can be fully charged in 30 seconds when it stops at a station." The photo, which accompanied the email, showed a two-car trainset that resembled a typical EMU or DMU set.

**FROM THE HISTORY FILES**

*105 YEARS AGO:* On September 3, 1907, after only 13 months of service, the Miami Electric Railway Company ended trolley service. According to *Headlights* (March,

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## Around New York's Transit System

### Tunnel Boring Machines Finish Digging

For nearly five years, a fleet of 200-ton tunnel boring machines have been digging 16 brand new concrete-lined tunnels. Recently, the last tunnel boring machine completed its work under the Long Island Rail Road main line in Queens as part of the East Side Access Project. This machine was named "Molina" for MTA's construction chief's granddaughter. The other machine, "Tess" (Tunnel Excavation Sunnyside) was also used for this project. Both machines will be scrapped. The other East Side Access machines, "Robbins" and "Seli," named for the manufacturers, finished their work in 2010. "Robbins" was dismantled and removed, while "Seli" was buried under Park Avenue near E. 37<sup>th</sup> Street.

Two other machines digging the city-financed extension of the 7 line finished their runs underneath the Port Authority Bus Terminal in 2010. They were named "Georgina" and "Emma" for Mayor Bloomberg's daughters. The machines were dismantled.

In September, 2011, the tunnel boring machine completed its work in the Second Avenue Subway. After reaching 63<sup>rd</sup> Street, it was refurbished and shipped to Indianapolis for another project. This machine was named "Adi" for MTA's President of Capital Construction's granddaughter.

Several years will elapse before trains start running through these tunnels.

### New York City Subway Car Update

*(Continued from page 10)*

have them performed retroactively, after the balance of the fleet has been completed by mid-2013.

The train of stored Phase I R-32s that had been laid up at Fresh Pond Yard since October, 2010 (3370/1, 3630/1, 3786/7, 3836/7) was relocated to East New York in late July, 2012, but remains out of service.

#### Retired Equipment and Non-Revenue Events

Omitted from prior updates was the loss of former "Redbird" rider car RD407, which was extensively damaged in a derailment near DeKalb Avenue on May 17, 2011. The car body (ex-R-33 8869) was wedged into the tunnel roof and partly crushed after the work train to which it was attached split a switch. This is the first of

the new generation rider cars (RD400-RD441) to be lost, and its remains will probably be scrapped as part of the disposition effort presently centering on the R-44s. As for the single-unit, ex-Flushing Line "Redbirds" (R-33S series), they stand as thus in late July, 2012:

(30 cars active)

At Corona: 9308, 9309, 9323

At 207<sup>th</sup> Street: 9307, 9310, 9315, 9319, 9322, 9325, 9330, 9331, 9333, 9334, 9335, 9336, 9337, 9340, 9341, 9342, 9344, 9345

At 239<sup>th</sup> Street: 9311, 9312, 9314, 9316, 9318, 9324, 9326, 9329, 9332

(6 cars retired)

9313, 9317, 9320, 9328, 9338, 9343 stored.

### Commuter and Transit Notes

*(Continued from page 19)*

1974), "the line closed down for a complete 'overhaul.' It never reopened." Late in 1915, another electric operation, the Miami Traction Company, began operating a fleet of single-truck battery cars, eventually reaching Flagler Street. Due to low ridership and a car barn fire, service ended. Recognizing that some form of rail transit was required, the city of Miami purchased eight single-truck Birneys and leased the operation to the Miami

Beach Railway Company. Over the years the fleet grew until all service was abandoned on November 14, 1940.

25 YEARS AGO: On September 18, 1987, the Budd Company sold its Red Lion plant in Philadelphia as well as its designs to Thyssen. As Dave Safford reported in the August *Bulletin*, "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."

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

