

The Bulletin



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The Bulletin

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LAST YONKERS TROLLEY CAR RAN 60 YEARS AGO

The last trolley line, 7/Yonkers Avenue, which ceased operating on November 9, 1952, was originally part of a large system. Third Avenue Railway operated streetcars over a large area extending from Park Row, Manhattan through the Bronx and Westchester County as far north as White Plains.

During the 1920s and 1930s, buses replaced trolley cars on most of the lightly traveled Westchester County lines. In 1940, trolley cars were still running on all nine Yonkers lines, A/New Rochelle-Subway, B/Mount Vernon-229th Street, and nearly all Manhattan and Bronx lines.

New York City Mayor LaGuardia favored buses. When the company's franchise expired, he forced it to accept a franchise that required the company to substitute buses for streetcars on one-fifth of the lines during each four-year period. The Mayor signed the 25-year franchise on November 9, 1940 and the company started ordering new buses. But the bus conversion program came to an abrupt halt during World War II. As soon as the war was over, the company motorized its Manhattan and Bronx lines, completing this program ahead of schedule on August 22, 1948.

Meanwhile, company officials revealed that the Yonkers City Manager offered the company a fifty-year bus franchise at a five-cent fare with free transfers. But the franchise was not valid until it was approved by the Yonkers Common Council. A citizens' committee brought pressure on the Common Council to change the terms of the franchise. Without giving any reason, the company withdrew its application for a franchise on January 31,

1947. Because the city officials were not sure whether buses could give adequate service, the Mayor appointed a Transit Committee, whose members were Joseph A. Sinopoli, James L. Smith, and John W. Fisher, who was awarded Electric Railroaders' Association Honorary Membership #1244 on May 5, 1949 for "signal efforts in Yonkers toward retention of trolley service." Their report, issued on May 6, 1949, concluded that motorization would not ease traffic congestion, because three buses were needed to replace two streetcars to give equivalent service. The committee recommended that streetcars be retained on 1/Broadway-Warburton Avenue, 2/Broadway-Park Avenue, 4/McLean Avenue, 5/Nepperhan Avenue, and 7/Yonkers Avenue, all of which carried heavy rush hour loads. The committee also recommended that the other lines be replaced by buses.

The company ordered 115 Mack buses, because it was sure it would receive a bus franchise. But they never operated in Yonkers, because Third Avenue never received permission to motorize. Eventually, the Macks were sold to the Board of Transportation, which renumbered them to 5000-5114 and operated them in Manhattan.

Since 1945, Yonkers cars had been operating at a deficit. Track and roadway needed extensive repairs, which could have cost as much as \$2.5 million. When the company officials saw this estimate, they decided to continue operating trolley cars on unsafe tracks until they were replaced by buses. But it had to substitute buses on portions of the following lines, after trolley cars derailed there:

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NEXT TRIP: HOLIDAY TRIP WITH NYRRE, DECEMBER 8

THE GENESIS OF “DASHING DAN”

Part One—Rapid Transit and Early Electrification on the Long Island Rail Road

by George Chiasson

(Continued from October, 2012 issue)

LONG ISLAND RAIL ROAD SERVICE BY EL NUMBER 2 — THE ATLANTIC AVENUE CONNECTION

As previously described in the *History of the **A** Train*, the Long Island Rail Road instituted its own local rapid transit services originating at the Brooklyn Elevated's Sands Street Loop on May 24, 1899, one to Rockaway Junction via Jamaica Station and another to Valley Stream via Woodhaven Junction and Far Rockaway. From Sands Street these trains used the Fifth Avenue El to Atlantic Avenue, turned east onto a short elevated extension, passed the Merchandise Terminal above the existing (1892-built) Flatbush Avenue terminal, and went down a ramp through Carlton Avenue Yard to assume the LIRR Atlantic Division mainline, which was then located at grade. En route they also stopped at the Johnson Avenue station of the Myrtle Avenue Line (later Adams Street, later still City Hall) and the Fulton Street station of the Fifth Avenue El, then went around the railway's Flatbush Avenue terminal as they navigated the ramp. LIRR supplied both crews and equipment for the Rockaway Junction Line while the Brooklyn Elevated provided them for the service to Far Rockaway and Valley Stream, as both companies' employees were then commonly unionized. Both routes were year-round in nature and aimed at commuters, with the latter apparently only operated between Monday and Saturday. On Sundays the Brooklyn Elevated ran its trains to Rockaway Park instead, as an express between the Fulton Street el station and Hammel's. As part of the massive terminal reconstruction underway around the Flatbush Avenue LIRR terminal in December, 1903, the connecting LIRR el structure above Atlantic Avenue was fitted with platforms and used as part of a temporary terminal for steam-powered LIRR consists until it was completely converted to an electrically-powered underground facility in November, 1905. Both joint service routes to Sands Street then added this as a "Flatbush Avenue" stop as they passed through while making their way to and from BRT until they were discontinued on April 8, 1905. At the same time, LIRR trains used the same makeshift elevated platforms as an end point in lieu of the pre-existing ground level station, which was demolished to make way for the underground terminal in late May of 1905. While LIRR originally expressed its intention to maintain connections between the new Atlantic Avenue Tunnel and the Fifth Avenue El, by way of

a new ramp into its modified surface level Carlton Avenue Yard, it was never actually used as such after the (temporary) surface and elevated terminals were closed on November 5, 1905 and all LIRR passenger operations from Flatbush Avenue permanently electrified. Though the LIRR and BRT lines did remain physically joined until October, 1921, third rail was never extended beyond the immediate connection with the Fifth Avenue El and the structure only used for steam-powered freight operations associated with the Long Island Merchandise Terminal after it was rebuilt as part of the reconstructed terminal, surviving in this role until its removal from service in 1937.

A joint Brooklyn Elevated/LIRR Summer Sunday-only service was also instituted on July 30, 1899 from the original 1885 Fulton Ferry terminal under the Brooklyn Bridge to Rockaway Park. This followed the "Old Main Line" along York Street (with a stop at Bridge Street), ran along Hudson Avenue to the Fifth Avenue turnout, then used the Fifth Avenue El (including a stop at Flatbush Avenue) to reach the ramp described above. Trains then descended to the Atlantic Division mainline before turning off at Woodhaven Junction to gain a heading toward Rockaway Park, and ran express as far as Hammel's. As the Old Main Line was never electrified, these summer-only trains from (old) Fulton Ferry to Rockaway Park required steam-drawn equipment and were not resumed after the 1903 season ended that September. The Old Main Line itself was closed on April 11, 1904 and subsequently removed.

ROLLING STOCK USED IN LIRR/BRT JOINT SERVICE, 1898-1917

To provide for joint operation on the Brooklyn elevateds (both to Sands Street and Broadway Ferry), the Long Island Rail Road initially deployed ten Forney-type locomotives of its own (numbered 217-226) that were purchased second-hand from Chicago's Lake Street Elevated in 1898, disposed of by that company after it was electrified in 1896 and originally acquired as units 160-169. Along with the Forneys went 55 elevated-style "Gate" coaches, which had the center doors required to operate through to Manhattan via the Brooklyn Bridge. The first 25 of these (852-876, delivered 1898) were built in Chicago at the Pullman works while the balance (877-906, delivered 1899) were made by the Wason Company of Springfield, Massachusetts, but despite

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The Genesis of “Dashing Dan”*(Continued from page 2)*

such expense and preparation, LIRR was never permitted to actually operate its own trains across the Brooklyn Bridge to Manhattan. The Long Island Rail Road also procured three ex-Manhattan Railway “K-class” Forneys from the electrified IRT in 1903, numbered 310, 312, and 316. These were also probably used in joint service over the Brooklyn elevated system until its electrification, possibly as LIRR units 232-234.

The wooden “Brooklyn Bridge” coaches of 1898-9 were reconfigured into “T-39” class trailers at the Springfield Sheds during 1905 to be mated with LIRR’s MP-41 steel motors and reassigned to suburban service. They were then replaced in joint operation during the summers of 1905 and 1906 by 24 steam-drawn LIRR “rapid transit” coaches (827-841 and 843-851, built by Gilbert & Bush in 1888) made available by LIRR’s initial electric conversions. Following the July, 1906 electrification of the Chestnut Street Connection, mixed LIRR consists of MP-41s and ex-Brooklyn Bridge T-39 class gate cars (852-907 group), along with BRT elevated equipment, were again jointly used on the Rockaway Beach Specials through the 1907 season. The former Brooklyn Bridge cars were then reassigned to electric suburban service, and the LIRR rapid transit coaches from 1888 (827-851 group) modified for electric operation as T-39 trailers for the 1908 season, being used between each pair of MP-41 motors in Rockaway Beach Specials through September, 1914, when they were ordered out of service by the Public Service Commission effective that December 17. The steel MP-41 motors then soldiered on alone against BRT’s equipment allocations starting in 1915, representing the only cars that the Long Island Rail Road could assign to Rockaway Beach service, as they were built to the 9-foot loading gauge (width of threshold at the platform) compatible with the Broadway-Brooklyn line until December of 1916, while the newer MP-54 models were too large and too heavy to negotiate BRT’s structures.

As an epilogue, all of the Forney and Tank-type steam locomotives that were provided for the joint service on the Brooklyn elevateds were sold off by the end of 1906. The 54 surviving “Brooklyn Bridge” T-39 MU trailers (852-875 and 877-906) that LIRR had originally purchased as elevated steam coaches in 1898-9 and modified for compatibility with the MP-41s in 1905 were assigned to suburban electric service after the 1907 summer season and also lasted there until December, 1914. It appears that the 55th car (876) was converted for “elevated baggage” service at some point between 1905 and 1908, as was 1888 Gilbert & Bush car 842. The Brooklyn Bridge cars then ended up sitting idle on railroad property for a while, being scooped up by the Washington, Baltimore & Annapolis Railway, an inter-urban line that plied suburban Maryland between all

three of its namesake points, in 1917. More precisely, WB&A was a direct, high-speed passenger system that connected the downtowns of Baltimore and Washington, D.C., and had very little in-street trackage, which suited such former rapid transit and suburban equipment well. Once there the ex-LIRR trailers were numbered in the 301-354 series and again used in the same manner behind WB&A’s heavyweight motor cars, beginning with specials that were operated out of Camp Meade (later Fort Meade, near Odenton) during World War I. In their second life, WB&A never used the center doors, which were sealed off and their openings blocked by a standard 2-by-2 seat on one side and a coal stove on the other. WB&A also installed MCB couplers and drawbars with reinforced yokes in place of LIRR’s Van Dorn assemblies. In the years between 1917 and 1935, three cars (345, 352, and 354) were rebuilt without center doors; three (321, 323, and 325) were converted to mail cars; and 305 was transformed into to a line car, 310 to a box car, and 314 to a flat car. Twelve others (numbers unknown) were rebuilt without center doors for post-bankruptcy service on the Baltimore & Annapolis, and at least some probably survived as late as February, 1950, when the remaining inter-urban system was replaced by buses. This would represent an ultimate irony, as their former operating mates, the last surviving MP-41 steel motors on the Long Island Rail Road, were removed from service in the same year. As for LIRR’s other T-39s, the former 1888 Gilbert & Bush rapid transit cars, they were eventually pedaled to the Transit Equipment Company of Brooklyn, a vehicle and parts brokerage related to the Brooklyn Rapid Transit Company, but unlike the Brooklyn Bridge cars never rolled very far again and were scrapped in 1924.

SETTING THE TABLE FOR ELECTRIFICATION OF THE LIRR NUMBER 1 — STAGE I ATLANTIC AVENUE IMPROVEMENTS

After years of discussion, controversy and even a little formal planning, the Atlantic Avenue Commission was created by an act of the New York State Assembly in April, 1896. It was charged with the responsibility of examining the very chaotic situation of the Long Island Rail Road’s corridor along Atlantic Avenue and how it interacted with and affected its fast-growing surroundings. Studies were done, hearings held along the line, and, though its scope was officially designated as the area from Flatbush to Atkins Avenues in Brooklyn, its final recommendations as submitted to the Governor in May of 1897 set the tone for a multitude of improvements that were carried out on the Long Island Rail Road across Brooklyn and into Queens, as well as easing its inevitable union with the Pennsylvania Railroad. Then one of America’s single most important corporations, PRR was seeking to establish a firm base of operations in Manhattan, which the nation’s extensive rail-

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Last Yonkers Trolley Car Ran 60 Years Ago

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Car 720 on temporary track; side-of-road operation during construction of bridge over new section, Saw Mill River Parkway, February 9, 1935.

Bernard Linder collection



Cars meeting on single track, 5/Nepperhan Avenue Line.

Bernard Linder collection



Car 25 on the McLean Avenue Line at Getty Square, 1936.

Bernard Linder collection



Signal for single-tracking, Point Street and Warburton Avenue.

Bernard Linder collection



Yonkers-bound car coming off new bridge over the then-being-constructed Saw Mill River Parkway, February 9, 1935.

Bernard Linder collection



Broadway and 242nd Street Yonkers trolley terminal after rebuilding—removing crossover, June, 1938.

Bernard Linder collection

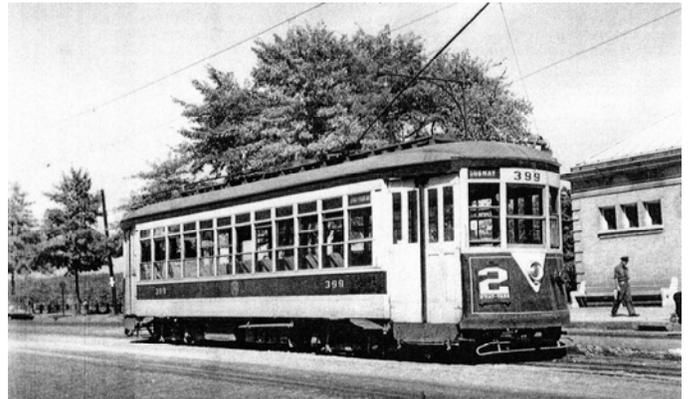
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Last Yonkers Trolley Car Ran 60 Years Ago

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Getty Square.
Bernard Linder collection



242nd Street and Broadway, August 18, 1951.
Bernard Linder collection



Derailed on Palisade Avenue north of Elm Street, October 25, 1952.
Bernard Linder photograph



Interior of car 340, Riverdale Avenue and City Line, October 25, 1952.
Bernard Linder photograph



Interior of car 141 at Main Street Car Barn, Yonkers, November 12, 1952.
Bernard Linder photograph



Car 362 at Main Street Car Barn, Yonkers, November 12, 1952.
Bernard Linder photograph

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The Genesis of “Dashing Dan”*(Continued from page 6)*

state, and also to consolidate and depress existing yards at Carlton and Vanderbilt Avenues. The Carlton Avenue Yard and an express facility attached to the Flatbush Avenue terminal would facilitate continued freight operations; both Carlton Avenue and Vanderbilt Yards would also increasingly aid in off-peak train storage as time progressed.

Whereas the two elevated structures were far easier to build than the two tunnels, they progressed at a much faster pace and were ready for use in fairly short order. As a result, operations between Williams and Shepherd Avenues were transferred from their erstwhile position on the ground to a rapid transit-style steel elevated structure in two phases, with eastbound traffic being diverted on May 28 and westbound trains as of July 20, 1903. In practical terms, this meant that all trains ascended a ramp to the new structure immediately east of the existing station at East New York, which was located on the west side of the original 1878 grade-level crossing and connection that had been established between the Atlantic Avenue and New York & Manhattan Beach Railroads in 1883. This is now where the Bay Ridge Division mainline passes beneath both LIRR's Atlantic Division and the ex-BMT elevated complex at Broadway and Van Sinderen Avenue in a tunnel, following a major project to relocate and depress it in 1915. The entire interlocking as it then existed was under the control of Tower 63 (as shown in timetables of 1905), soon to be renamed “NO” (as listed by 1907). As for the Howard House, it was eliminated as a LIRR station stop in 1902 to provide for elevation of the tracks at Alabama Avenue, while the new structure's initial opening brought about a corresponding closure of the rapid transit stations at Bradford and Linwood Streets.

The ramp from East New York to the new elevated above Atlantic Avenue was a substantial stone structure that divided the roadway into two narrow traffic lanes. Once on the structure, trains proceeded a distance of about one mile to a corresponding down-ramp that brought them back to ground level near the former rapid transit stop at Norwood Avenue. As they ramped upward from East New York, the two Atlantic Division tracks were joined by two more from the Bay Ridge Line, and thus created a 4-track structure as far as Pennsylvania Avenue, where they again merged into two at a location later coined “PR” Cabin. The new el structure was also noted for containing an elevated freight siding which served the Luzerne Coal Company at Hendrix Street (between Van Sicken and Schenck Avenues), its lead crossing the eastward main at grade to reach the westbound iron. Work also began around June of 1904 to construct a new station stop at Warwick Street (three blocks west of the former Van Wicklen's), that would open upon completion of the line's electrifica-

tion. This was to be a rapid transit-style installation with a high-level island platform made of wood and a fairly ornate station house. At its easterly end (Shepherd Avenue), the mainline was brought back to earth with sufficient distance to maintain a grade-level approach to the freight yards at Atkins and Montauk Avenues. The rapid transit station at Norwood Avenue had been closed in July of 1899, but switches near there which were controlled by the adjacent Tower 64 supported freight operations and enabled express trains to run around locals on the existing double track, so it was used on a temporary basis as a holding point (but not necessarily as a stop for passengers).

On November 23, 1903 the other steel elevated structure was placed in service from just east of Bedford Avenue to just west of Howard Avenue, likewise completely supplanting the surface level trackage between these two points. Unlike the first section there were no existing station stops within this increment of track at the time, but to provide for the maintenance of local transportation service LIRR had a functional trolley line built beneath its structure where the original Atlantic Division trackage had been, which ultimately was never used. Also as with the earlier opening, construction got underway by sometime in 1904 to build a new station on the structure at Nostrand Avenue, consisting of a pair of outside platforms with connecting stairways and ramps. There had been a surface level LIRR station there previously (as shown in timetables dating between 1878 and 1897, it was on the long list of closures for November 13, 1898), but in fact the new one was intended to replace the surviving surface level stop at Bedford Avenue (also known as “Bedford Depot”), where construction was already underway to depress the tracks below ground. In fact, the line west of Bedford Avenue and east of Howard Avenue was by this time entirely located on a temporary right-of-way that had single tracks astride of the ongoing tunnel excavations, thus leaving room only for the narrowest of traffic lanes and sidewalks.

The third relocation of the Atlantic Division mainline was opened almost a year later as a concrete-lined tunnel between Howard Avenue and Stone Avenue (now Eastern Parkway), a segment that remained open at its roof at several locations for a couple of years to enable the proper venting of passing steam engines. As with the first elevated portion, eastbound trains were placed into the new tunnel first on September 16, 1904, being followed by the westbound side on October 1. There were again no existing stations within this brief portion, which descended straight into its tunnel from the elevated structure that had opened in November, 1903, and rose gradually to the surface to reconnect with the pre-existing right-of-way by the time it reached Sackman Street, immediately west of the station stop at Manhattan Beach Crossing. At the innermost end of the Atlantic

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The Genesis of “Dashing Dan”

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Division after the main line relocations of 1903 and 1904, steam-powered trains continued to run on the surface of Atlantic Avenue to the “old” terminal at Flatbush Avenue, though excavation of the new underground facility was well underway all around the site and its spoils being used in part to fabricate a future right-of-way for the New York Connecting Railroad, a Pennsylvania franchise in the works to connect the New York Terminal with New England via new trackage in

Queens, the Bronx, and southern Westchester County. As described above, while the existing Flatbush Avenue LIRR terminal was reduced in scope during its relocation underground, the ramp connection to BRT’s Fifth Avenue Elevated was actually used as temporary terminal of sorts after December, 1903. Initial, complete replacement of the original depot site was then accomplished through the installation of three temporary tracks and two platforms on the roof of the new Atlantic Avenue Tunnel, a bit to the east of the Flatbush Avenue “triangle” down toward Sixth Avenue, which were placed in service on April 24, 1905.

(To be continued)

Last Yonkers Trolley Car Ran 60 Years Ago

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LINE	DATE	LOCATION
5/Nepperhan Avenue	July 13, 1952	North of Roberts Avenue
1/Warburton Avenue	July 20, 1952	North of Glenwood Avenue
5/Nepperhan Avenue	About August 8, 1952	North of Oneida Street

Shortly after becoming independent on September 26, 1952, the Yonkers Railroad Company asked the Public Service Commission for permission to substitute buses for trolley cars. As soon as it received permission, it wasted no time converting to bus. The following were converted:

LINE	DATE
5/Nepperhan Avenue	October 26, 1952
6/Tuckahoe Road	October 26, 1952 (A)
8/Riverdale Avenue	October 26, 1952
9/Elm and Walnut Streets	October 26, 1952

LINE	DATE
1/Broadway-Warburton Avenue	November 2, 1952
2/Broadway-Park Avenue	November 2, 1952
4/McLean Avenue	November 2, 1952
7/Yonkers Avenue	November 9, 1952

(A) Alternate #6 buses followed the route of the #9 trolley

The last Yonkers trolley, a special, departed from the foot of Main Street at 12:40 AM November 9 accompanied by continuous clanging of the bell. When the car pulled into the Mount Vernon terminal, the Mayor of Mount Vernon, city officials, and the company’s President participated in a brief ceremony, after which they boarded the car for the return trip. When car 397 reached the car house, the railfans squabbled for the honor of being the last to leave the car. The last passengers, who remained anonymous, were ordered out of the car at about 3 AM.

This trip marked the end of nearly a century of continuous street railway service by Third Avenue Transit and its predecessors.

Around New York’s Transit System

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11.6 million passengers annually.

New Entrance to Atlantic Avenue Station

Barclays Center, an entertainment and sports arena, opened recently at Flatbush and Atlantic Avenues in Brooklyn. To accommodate the crowds entering and leaving the center, a new stairway was opened on the southeast corner of Flatbush and Atlantic Avenues. A new passageway, leading to the south end of the Brighton (B Q) Line platform, is connected to a long-unused passageway leading to the south end of the Eastern Parkway (2 3 4 5) Line platforms.

NYC Transit’s Fastrack Program

Under this successful maintenance program, there are partial line closures weeknights from 10 PM to 5 AM the next morning. Because trains are not running, employees can work continuously and safely. Repairs include track, roadbed, signals, third rail, and electrical

wiring.

Following is a summary of the service change schedule for the last few months of 2012:

DATE	LINE	FROM	TO
September 3-6 (A) November 5-9	Lexington Avenue (4 5 6)	Grand Central-42 nd Street	Atlantic Avenue-Barclays Center
September 24-28	Sixth Avenue (B D F M)	59 th Street-Columbus Circle	W. 4th Street
October 15-19	Seventh Avenue (1 2 3)	34 th Street-Penn Station	South Ferry and Atlantic Avenue-Barclays Center
October 22-26	Eighth Avenue (A C E)	59 th Street-Columbus Circle	Jay Street-Metrotech and World Trade Center

(A) Three nights only

Commuter and Transit Notes

No. 288
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

Eight fare increase hearings are scheduled between November 7 and November 14 in the five boroughs, Farmingdale, Newburgh, and Yonkers. Riders could also record a videotaped comment (3 minutes maximum) at NYCT Headquarters (3 Stone Street, Manhattan), Hicksville, Poughkeepsie, and Ronkonkoma on selected dates. Four options were given at an October 15 press conference, on which riders will be able to comment. For subway and bus riders there could be changes to the \$2.25 base fare, which was not changed on December 30, 2010, or increased costs for weekly and monthly unlimited *MetroCards*, changes or elimination of the discount for *MetroCard* purchases, and implementation of a \$1 charge for a new *MetroCard*. Express bus fares could rise from \$5.50 to \$6. Long Island Rail Road and Metro-North fares would rise between 8.19% and 9.31%. Bridge and Tunnel tolls would go up for cash payers as well as E-Z Pass users.

After all comments are reviewed, a proposal will be put before the Board for approval at its December 19 meeting, with an effective date on or about March 1, 2013.

MTA METRO-NORTH RAILROAD (EAST)

Work continued on the Danbury Branch to upgrade six crossings in South Norwalk for twelve days, September 22 to October 3. Rail service was not affected. This work is being performed as part of the Danbury signalization project, which is scheduled to be completed next year.

A ceremony was held on September 27 to mark the completion of the rebuilding of the Tarrytown station (Hudson Line), used by approximately 6,000 people a day from Westchester and Rockland Counties. The project cost \$36 million and was funded by MTA's Capital Program and the American Recovery and Reinvestment Act, also known as the "stimulus" program.

On the Harlem Line, a \$3.5 million restoration of the historic Fordham station building has just been completed, and design work is underway to widen the northbound platform to accommodate the busiest reverse-peak commutation station in the nation.

A survey of Metro-North commuters conducted in June resulted in a 93% satisfaction rating, marking a return to 2010 levels. Last year only 89% of passengers reported being satisfied. The high grade was in both the railroad's markets, east and west of the Hudson.

Member Ron Yee observed the New Haven to Meadowlands train, #3137, on September 30, as it traveled through Connecticut. Operating since 2009, it is again an eight-car train of single-level Comets powered by an ALP-46.

The New York Yankees finished in first place in the Eastern Division, and once their opponent was determined after a one-game playoff, the American League Division Series began on October 7 in Baltimore. After winning Game 1, the Yankees dropped Game 2, and the series then moved to New York for Games 3 and 4, and, as it turned out, Game 5. After boarding their special train in Baltimore at 1 AM, the departure was delayed about an hour due to catenary wires down. About a half hour later, the train was discharged in Aberdeen and the team was bused to New York, arriving at about 6 AM. Workouts for that day were canceled. (Please see report below, under Amtrak.) Metro-North published PDF versions of schedules on the Internet for October 10, and then replaced them with one that read "Game Day Service." The service operated matched the typical service for a 7 PM Yankee game. Because the series was tied after four games, another set of PDF timetables was posted on the Internet due to the 5 PM start time. All of the games were close, but the Yankees prevailed and became the ALDS champs.

Game 1 of the American League Championship Series began the following night, October 13, at 8 PM in Yankee Stadium vs. the Detroit Tigers. Game 2 began at 4 PM October 14. Again, there were PDFs of the Game Day Schedules on the Internet. After the Yankees lost both games, the series continued on Tuesday night, October 16 in Detroit, where they lost the last two games. Thus ended their World Series hopes for 2012.

The next edition of timetables was issued effective October 14. The Harlem and New Haven Lines will have been in effect for a little more than one month when they are replaced on November 17. Hudson Line timetables will be valid through January 4, 2013. Because this timetable will extend through the holiday period, it includes one extra AM inbound and two extra PM outbound trains that operate on Saturdays between November 17 and December 29. The replacement Harlem and New Haven timetables will also include added Saturday trains during that time period.

All of the weekend service improvements that were described in the August *Bulletin* were implemented. A total of 69 trains have been added, 15 weekday, 24 weekend Harlem, and 30 weekend New Haven trains. On weekends, there is half-hourly service at most stations and 20-minute service at White Plains and Stamford. Schedule adjustments were made on all lines.

Too early for publication time were the special Thanksgiving timetables. However, they are expected to mirror the service that has been operated in previous years.

MilePosts for September reported that at the end of

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

August, about 70% of the work has been completed in the ongoing catenary replacement project of 7 miles between Southport and Bridgeport. 60% of the bridge replacement work has also been completed. At that time, 63% of the 100-year-old catenary in Connecticut will have been replaced. This project is expected to be completed by the end of this month and the two tracks currently out of service will be returned to service.

Faced with a growing number of Engineers and Conductors who are retiring, Metro-North has been scrambling to hire replacements. On January 1, Metro-North will be 30 years old, and many hired in 1983 are now eligible to retire.

This fall, Metro-North plans to award a contract to replace of all the original cables that raise the two 330-foot-long lift spans of its Harlem River Lift Bridge, which is located 4.5 miles north of Grand Central Terminal and provides the only access into Manhattan for all Metro-North trains traveling to and from the terminal. The bridge was completed in 1954 to replace an earlier swing span. Work will be scheduled to take advantage of a U.S. Coast Guard-approved outage when the bridge will not have to be opened.

MTA METRO-NORTH RAILROAD (WEST)

An article in *The Journal News* (September 17) reported that since the resumption of rail service following the damage caused by Tropical Storm Irene, ridership has not recovered to the pre-Irene numbers. Ridership was just over 439,000 from January through May, compared with more than 537,000 during that period in 2011, an 18% reduction. A Metro-North spokesman noted that during the same five-month period, the Pascack Valley Line saw an increase of nearly 18,300 riders in New York, or 7.5%. It is also possible some Port Jervis Line riders boarded trains in Suffern, where they would be counted as NJ Transit riders.

New timetables were issued effective October 14. On the Pascack Valley Line there is additional express service, inbound and outbound. In the morning, (new) Train #1618 departs from Spring Valley at 7:59 AM, making stops in Nanuet and Pearl River, then operates via express to Secaucus Junction, with the same stopping pattern as Train #1606 (6:24 AM Spring Valley). In the evening, on Mondays through Thursdays, Train #1639 departs from Hoboken at 7:20 PM, and makes the same stops as Train #1629 (5:30 PM Hoboken). You may ask, what about Friday? The answer is that on Fridays, Train #1653 (2:58 PM Hoboken), the usual pre-holiday extra train, is extended from New Bridge Landing as Train #9653 stopping only at Hillsdale and then the three New York stations. Trains #1606, 1618, 1629, and 1639 are designated as Metro-North Expresses and do not make any stops in New Jersey other than Secaucus Junction and Hoboken. With these new trains, this is the highest

level of service ever operated on the Pascack Valley Line.

On the Port Jervis Line, two additional inbound and one additional outbound train in each direction will operate on January 21 (Martin Luther King Day) and February 18 (Presidents' Day), when a weekend schedule is in effect.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The last M-8 update, from October 15, shows 156 cars, with 138 in service and 18 undergoing Kawasaki inspection. Member Bill Zucker has observed 9100-9227, 9230-3, and 9238-43, 138 cars. Bill also noted that the first day of service for the M-8s was March 1, 2011, not May 10, 2011, which I had reported in last month's *Bulletin*.

Connecticut DOT received \$120 million in High-Speed Intercity Passenger Rail Program funding to complete construction on the Hartford segment of the New Haven to Springfield rail corridor. When complete in 2016, 11 additional round-trip trains will operate between Hartford and New Haven, for a total of 17 compared to 6 today. Improvements to the corridor will reduce travel time between St. Albans, Vermont and New Haven, Connecticut by more than one hour. The project involves installing 10 miles of double track, upgrading the signal system on a portion of the line, and making improvements at 28 road crossings. Thirteen bridges and culverts will be repaired or replaced, and four Amtrak stations (in Wallingford, Meriden, Berlin, and Hartford) will receive new, high-level, ADA-compliant platforms with overhead pedestrian walkways and newly expanded parking areas. This announcement on October 2 follows two additional High-Speed Intercity Passenger Rail (HSIPR) grants totaling \$70 million for the New Haven to Springfield line, awarded in 2011. In total, the federal government has invested \$191 million in the line. Collectively, the state and federal governments are partnering to invest a total of \$365 million, including \$141.9 million from the State of Connecticut. The state's long-term vision for the New Haven to Springfield line calls for operating up to 25 daily round trips, and train speeds are expected to increase from 79 mph to 90 mph.

MTA LONG ISLAND RAIL ROAD

On September 20, workers known as "sandhogs" broke through the last section of rock between Manhattan and Queens, which is a key part of the East Side Access Project. With this milestone, they created a continuous tunnel running more than 3½ miles from a cavern 12 stories underneath Grand Central Terminal to 4 concrete-lined, 22-foot diameter tunnels just feet below Sunnyside Yard that will soon be connected to the Long Island Rail Road main line. The location where this took place is below Northern Boulevard. As this work was taking place near the Astoria Line, workers had to drive a new set of foundation pilings into the ground to temporarily support the elevated structure during the con-

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struction of the tunnel. The overall East Side Access project is now scheduled to be completed in August, 2019.

A 10-panel, color brochure titled **Barclays Center Brooklyn LIRR Train Service** was issued for the period September 28-November 11. There are two categories of extra service: "After Brooklyn Nets Games" and "After Concerts and Special Events." On weekdays, for the Brooklyn Nets games, four eastbound Extras are added between the regularly scheduled trains departing from Atlantic Terminal at 10:08 and 11:55 PM. For the "Concerts and Special Events", there are two eastbound Extras between the regularly scheduled departures at 10:28 and 11:55 PM, and two more at 12:15 and 12:41 AM. There are minor time changes on weekends. In all cases, the connecting trains at Jamaica are shown. All scheduled events other than Brooklyn Nets games through December 22 are listed. Barclays Center is also served by eleven subway lines including the nearby **2 3 4 5 B D N Q** and **R**.

Special timetables were issued:

- Port Jefferson – October 2 and 3 – Sperry Testing – Bus service east of Hicksville
- Montauk – October 9 -12 – Sperry Testing – On various days, bus service between Montauk/Speonk, Speonk/Patchogue, or Patchogue/Babylon
- Oyster Bay – 29th Annual Oyster Festival – October 13 and 14 – 3 extra trains in each direction on the branch
- Babylon (timetable card) and Montauk (timetable folder) – National Grid Soil Remediation and Crossing Renewal in Bay Shore, October 13 and 14. Montauk Express trains were canceled
- Montauk/Speonk – October 16-19 – East End bridges rehabilitation – Bus service east of Speonk 24 hours a day (2 AM October 16-2:30 AM October 19)

After hearing from a number of commuters who were locked out of waiting rooms that were closed in the early afternoon, the Long Island Rail Road Commuter Council brought this issue before the railroad. On October 3, an agreement was announced whereby 41 stations would be kept open until 10 PM on weeknights. This will be extremely beneficial, especially with winter looming. Last year there was a trial program involving twenty stations, and based on its success, the program has been expanded. On a much smaller scale, last October, due to a re-timing of a late-evening Hudson Line train out of Grand Central Terminal, there was an extended wait for the Tappan Zee Express that could not be resolved by adjusting the bus schedule. When this issue was brought to the attention of Metro-North officials via the Metro-North Commuter Rail Council, they agreed to keep the Tarrytown station's waiting room

open until 11 PM.

Timetables are to be issued November 12; however, details were not available at publication time. Details will be published next month.

NJ TRANSIT

NJ Transit designated the week of October 1-5 as Customer Appreciation Week. Seat drop brochures in English and Spanish were on trains on October 2 describing some of the communication initiatives NJ Transit employs, such as Facebook, Twitter, Departure-Vision, Google Translate, and online ticketing. In the near future, mobile ticketing will be added.

For the month of October, the security icon on monthly and weekly tickets, a star, remained unchanged.

Luckily for me, the Amtrak signal problems during the evening of October 4 occurred after I had left New York Penn Station. The first alerts went out at 6:07 PM that Northeast Corridor and North Jersey Coast Line trains were subject to 15-20-minute delays. Ten minutes later, all service was suspended. Cross-honoring on PATH, NJ Transit buses, and private carrier buses was implemented. Delays were extended, 60-90 minutes, and remained so until nearly 11 PM. A co-worker who left New York Penn on the 5:12 PM train told me that his train was delayed leaving the station and again at Metropark. Service was reported as operating on or close to schedule at 12:27 AM the next morning.

New timetables were issued for all lines, except Atlantic City (which was changed on September 9), effective October 14. Getaway service operates on November 23 and December 24 on the Morris & Essex, Northeast Corridor, North Jersey Coast, Pascack Valley, Port Jervis, and Raritan Valley Lines. On November 23 and December 26, 27, 28, and 31, four AM peak trains have been canceled in favor of five mid-morning trains on the Northeast Corridor Line. Also on those dates, five early afternoon trains replace three PM peak trains. The North Jersey Coast Line will have one inbound AM peak train replaced by a mid-morning train and three additional early PM trains, with only the outbound Hoboken train being canceled.

Because weekend schedules will be in effect for Martin Luther King Day (January 21) and Presidents' Day (February 18), the schedules have been augmented by additional trains on the Montclair-Boonton (6 in each direction), Morris & Essex (9 inbound and 10 outbound), Northeast Corridor (5 inbound and 4 outbound), and one additional train in each direction on the Raritan Valley Line. On the latter, on November 22 only, there is one extra train in each direction.

Other notes: Secaucus Junction connections changed for some trains. All timetables in this issue have logos below the weekend train numbers indicating whether or not bicycles are permitted on board. It is interesting that while all Hoboken Division trains permit bicycles, many connecting trains to New York do not. Commercial ad-

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vertising has appeared in all timetables in the form of a full- or partial-panel ad for Bartlett Tree Experts. Trains were added on many lines. All timetables also have a box containing information about "Severe Weather Service." Below are the significant changes:

- MONTCLAIR-BOONTON: With the elimination of Train #261 (4:46 PM Hoboken/Montclair State University), passengers have the option of riding Train #1005 (4:26 PM Hoboken/Dover) or Train #1055 (5:11 PM Hoboken/Mt. Olive), which make additional stops in Montclair. There is a new train, #275, which departs Hoboken at 5:55 PM making all stops to MSU. Service west of Lake Hopatcong was adjusted
- MORRIS & ESSEX: Train #6437, formerly the 5:54 PM New York Penn, has been moved to 6:10 PM to allow for fewer stops and to reduce crowding. Train #6666 had its time changed from 6:08 PM to 5:48 PM in order to use Multi-Level cars for increased ridership at the Brick Church, South Orange, and Summit stations. Train #6355 (6:20 PM New York Penn/Summit) has been added. Train #6655 had its time moved from 6:20 PM to 6:21 PM. Three Gladstone trains from Hoboken, #437, 439, and 441, now operate earlier. Evening inbound service has changed and includes an additional Hoboken train from Gladstone and an additional *Midtown Direct* train from Dover – both serving local stops
- NORTHEAST CORRIDOR: There are two new trains, one in each direction. Westbound Train #3171 departs New York Penn at 5:43 PM. Other trains in the 5-6:45 PM time period had their departure times adjusted. Eastbound Train #3898 departs from Trenton at 5:23 PM, making stops at Princeton Junction, New Brunswick, Metropark, Newark Airport, Newark, and New York Penn. This train was added to address overcrowding on certain late-afternoon trains
- NORTH JERSEY COAST: Weekend Train #7253 departs New York Penn at 3:07 PM, which is one minute earlier than under the June 23 edition. With this change, there are clockface times between 6:07 AM and 11:07 PM
- PASCACK VALLEY: Reported under Metro-North Railroad (West) since the changes were Metro-North-related
- RARITAN VALLEY: Bridge construction near Plainfield has caused Newark-bound trains to operate up to four minutes earlier between High Bridge/Raritan and Netherwood. Westbound trains leaving Newark arrive at stations between Netherwood and Raritan/High Bridge up to three minutes later.

At the October 15 Board meeting, one of the more contentious items to be approved effective January 1,

2013, was a resolution that stripped 1,800 NJ Transit non-agreement (non-unionized) current employees, e.g., managers and office personnel, etc., and about 700 retirees from riding on NJ Transit lines free. This is a time-honored privilege, which had been available to transit employees for probably longer than any of us know. *The Bergen Record* reported that the proposal comes from Governor Christie and is the latest in a series of aggressive reforms aimed at state workers, including curbing payouts for unused sick and vacation days. NJ Transit Spokeswoman Nancy Snyder said the agency could gain as much as \$1.6 million in revenue by rescinding the benefit the state had promised to its workers. While \$1.6 million is a tidy sum to you and me, it is a rather small amount in the transit agency's \$1.9 billion operating budget, and is there really a way to determine if those funds will be realized?

At least for now, 9,200 union employees are not affected, but the issue may very likely be raised when new contracts are being negotiated. Personally, I cannot see the practicality of doing this. Friends are affected by this policy change, are not happy, to say the least, especially since their salaries have been frozen for four years, and reducing their benefits amounts to a pay cut. (On October 11, an article in *The Star-Ledger* reported NJ Transit disclosed that four of its top executives are provided with cars).

Also approved was a \$1.7 million restoration of the Watsessing station, used by more than 200 passengers a day. This station on the Montclair-Boonton Line was constructed in 1912. Repairs will be done to the exterior, complementing previous work done on the inbound and outbound canopies.

The resolution for consultant services to design a powered Multi-Level car (October *Bulletin*) was not approved, pending additional information. The transit agency is looking for a way to bail itself out since those cars were ordered for the now-canceled ARC Project (courtesy of Governor Christie) and since NJ Transit did not cancel the contract, it is looking for another use for these 100 Multi-Level cars.

For the annual Steeplechase Horserace, which took place on October 20 in Far Hills, NJ Transit operated extra service to this stop on the Gladstone Branch. Because the Gladstone Branch is single-tracked, five morning and one evening trains from Gladstone and five afternoon/evening trains from Summit were canceled. Buses were used to serve Gladstone, Peapack, and Far Hills, and operated in a continuous loop. Following the event (4:30-7 PM) eastbound trains operated every 15-20 minutes.

Although NJ Transit has put its four P-40s up for sale, member Bob Vogel found 4800 powering Atlantic City Trains #4630 and 4627 on October 2 and 14. Bob posted photos of 4803 on June 9 and for several days after (July *Bulletin*). A third unit, 4802, was observed on Oc-

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tober 16.

Every time I arrive at the rotunda area of Secaucus Junction, I look to the east to see what is being displayed on the digital message board. Usually it is "NJ Transit — The Way To Go." However, on September 20, the sign read "500 DAYS TO GO/2014 Super Bowl/ nynjsuperbowl.com." Several days earlier, a scene of lower Manhattan, which flipped from a day to a night view, began appearing. On the days when Meadowlands rail service is operating, there is information concerning the service.

Another station ticket office has been closed — Point Pleasant (North Jersey Coast Line) — as of October 8. The waiting room will, however, remain open weekdays from 4:30 AM to 1 PM. Thanks to Al Holtz for this news.

On October 9 I received an email from NJ Transit announcing that it was working on a mobile ticketing app and was looking for riders to participate in a test before it was released to the general public. Although I was interested, unfortunately for me, at this time, it had only been developed for smart phones with the Android operating system, and not for the iPhone, which I use. A few days later, I received this response: "Yes, sorry that you will not be eligible for the pilot testing. We have developed the app for Android devices because it allows more flexibility to tweak and test the app before it goes fully public. Once the main issues are ironed out, we expect to launch it on the iPhone as well. Stay tuned."

PORT AUTHORITY TRANS-HUDSON CORPORATION

There could be an extension of PATH service from Newark to Newark Airport in the future. On September 20, the Port Authority announced that it would conduct a feasibility study. This project was first proposed decades ago; in fact, I have a copy of a *PATH Newsletter* dated February, 1973, which has a map on the cover showing an extension to Plainfield via Newark Airport. This was to be part of a \$650 million transportation improvement package that included much of the work that would have been part of the now-canceled ARC Tunnel project. Another element was direct Erie-Lackawanna service to New York, which arrived when *Midtown Direct* service was launched on June 6, 1996. There was also to be direct rail service to JFK Airport.

One-way PATH fares went up at 3 AM, October 1, from \$2 to \$2.25. The 10-, 20- and 40-trip tickets cost \$17, \$34, and \$68, respectively, or \$1.70 per ride. Other fare options are: *SmartLink* 1-Day Unlimited Pass, \$6.75, 7-Day Unlimited Pass, \$24 and 30-Day Unlimited, \$73. Senior *SmartLink* fares remain unchanged at \$1. This was the second of four annual fare increases that were approved on August 19, 2011. The next increases, 25 cents each time, are scheduled for October 1, 2013 and October 1, 2014.

Also on October 1, a new Timetable, Map and Guide,

was issued, replacing the September 22, 2011 edition. Some of the changes include an updated listing of the 2012-3 holidays and the new fare structure. A quick check of the train times found that the weeknight service from World Trade Center to Newark has been retimed to remove one late-evening trip.

There is also recognition of 50 years of PATH service, as represented by the logo below.



AMTRAK

During the week of September 24, on the overnight hours, Amtrak tested an *Acela* trainset along four sections of its Northeast Corridor Line at speeds up to 170 mph. At present the maximum allowable speed (MAS) is 135 mph except in western Massachusetts between Mileposts 194.5 and 205, where the MAS is 150 mph. The testing was done in the following sections: 21.3 miles between Perryville, Maryland, and Wilmington, Delaware; 22.9 miles between Trenton and New Brunswick, New Jersey; 29.2 miles between Westerly and Cranston, Rhode Island; and 27.8 miles between South Attleboro and Readville, Massachusetts. Amtrak is considering operating trains at up to 160 mph along those segments. A YouTube video that I saw showed several increasingly faster runs. The graphics on the video showed trains passing through the Princeton Junction station at 135, 155, 160-165, and finally 170 mph. Other videos on this site were for the *ICE Train* – 167 mph and the *X-2000* – 156 mph. Thanks to members David Ertlitz, Ira Haironson, and Dennis Zaccardi for this news.

These additional comments on this subject were received via email: "The UA TurboTrain did 171 mph (twice) on this track in 1967 or 8" and "The New York Central tested an RDC back in the '60s at 183 mph with a jet engine."

Member Steve Ertlitz fills in some of the details about the incident that affected the Yankees' trip to New York. "Amtrak lost all the catenary south of Aberdeen during the overnight of October 8/9, shutting down all three tracks. Amtrak service was suspended until 1 PM. MARC Penn Line trains that normally start at Perryville started their trips from Edgewood, with no alternate service from Aberdeen or Perryville. The midday MARC turn to Perryville (12:20 PM out of D.C.) did operate normally to Perryville and back since the lines were reopened and service at that time was normal. At the same time a tractor-trailer accident on the bridge over the Susquehanna River shut I-95 down for a time."

For the eleventh consecutive month, ridership has set

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new records. Amtrak reported that each respective month, when compared to a previous month, was “the best-ever.” July, 2012 was the best single ridership month in its history. Through 11 months of FY 2012 (October, 2011-August, 2012), total Amtrak ridership is up 3.4% as compared to the same period last year. When the fiscal year ended on September 30, a new annual ridership record of 31.2 million was set, surpassing the current record of 30.2 million passengers established in FY 2011. Thanks to Bob Hansen for this news.

On October 5, in advance of its planned December 12 expansion of service from Richmond to Norfolk, Amtrak began operating two qualification runs every day, Mondays through Saturdays. The distance is approximately 90 miles.

According to **Cinders**, the Fall/Winter, 2012 edition of the National Timetable (Form T1) is expected to be issued in mid-December and become effective on January 1, 2013. It will include service extensions to Norfolk, Virginia and Brunswick, Maine.

On October 1, 2013, Amtrak will end its \$8 million a year contribution to maintain *The Keystone* route (Philadelphia to Harrisburg) in order to comply with a 2008 law requiring Amtrak to shift operating costs to states. That law is called “The Passenger Rail Investment and Improvement Act” and includes a section that requires Amtrak to standardize subsidies for routes of less than 750 miles outside of the Northeast Corridor. Pennsylvania already spends about \$9 million each year on its *Keystone* service. Since 2000, ridership has doubled to more than 1.3 million passengers per year. In 2006, \$145 million was spent to upgrade the 104-mile corridor, which now provides faster and more frequent service. Trip time between the two cities is 95 minutes. Another train that would be affected is *The Pennsylvanian*. Thanks to member Alfred Gaus, Jr. for this report.

METROPOLITAN AREA

Tornado warnings, along with high winds and severe weather, were in effect throughout the afternoon of September 18. Metro-North was particularly hit hard, with service outages on all three lines plus the Danbury Branch. The next day, Metro-North reported that 20 trees were either blocking tracks or wrapped in overhead wires. The problems began at about 2 PM at Fordham, and just as that was being cleared, tree limbs became tangled in the catenary near Mount Vernon East. On the Hudson Line, there were downed trees between Glenwood and Greystone, and between Peekskill and Garrison. In addition, high water conditions near Riverdale added to the delays. Service was reported operating normally at 11 PM.

NJ Transit put system-wide cross honoring into effect from 3 PM until midnight. Between 4:39 and 6:16 PM, the *Princeton Dinky* was suspended due to a catenary problem. Substitute bus service was provided. Morris & Essex Line trains were delayed by 10-15 minutes at Summit due to weather related conditions between 6:44 and 8:48 PM.

Clearly not in the “Metropolitan Area,” but connected to this storm, is this SEPTA report sent by member Bob Wright. “We’re getting some severe rain tonight and the rail system is getting pounded. Paoli service was out when I took my train home (6 PM) and it’s back now, but Chestnut Hill West is now out according to SEPTA’s website. Not sure specifically why.”

INDUSTRY

Member Bill Vigrass sent this report from the American Public Transportation Association (APTA) concerning the results of the 2012 Spring Quarter ridership trends. Below are the results compared to 2011.

- Light Rail + 4.3%
- Rapid Rail + 2.5%
- Regional Rail + 1.7%
- Urban Buses + 0.7%

Overall, transit was up 1.62%.

Rest In Peace

Joe Canfield, a long time contributor who had ERA #1078 (joined March 31, 1947), passed away on September 26, at the age of 93. I received a photocopy of the obituary from his wife, which reported that Joe was born in Philadelphia and had a varied railroad career before retiring and moving to North Carolina.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

On September 12, MBTA approved a \$44.8 million contract for the final design of the Green Line extension to East Cambridge and Somerville. Not all of the details for funding this \$1.3 billion project are in place. A friend wrote the following: “Years ago, trolley lines extended from Lechmere in East Cambridge out to Somerville, Medford, and beyond. When the Central Artery was built in the 1950s, it was supposed to have trolley tracks embedded in the pavement for the Somerville extension. Now they are finally putting back what was removed. When I was in college, I used to eat lunch at Durgin Park in the Quincy Market. One of the people who used to regularly sit at the long table with me at lunchtime was an MTA bus driver named Walter. Before he drove a bus, he used to operate trolley cars on the Felsway in Medford and he told me stories about his experiences operating the trolley cars.”

Two executives from MARTA were finalists for the position of General Manager. Beverly A. Scott and Dwight A. Ferrell were interviewed by the state’s Transportation Board September 24, and it voted to hire Dr. Scott, who

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became the agency's first female GM under a three-year contract. Scott, a former university professor who has spent 35 years in public transit, will leave Atlanta after five years and take a 30% pay cut to come to Boston. Now 61 and a widowed grandmother, Scott said she was not looking for new employment after announcing last winter that she would step down from MARTA, Atlanta's transit agency, after her contract expires in December, 2012. Dr. Scott also worked at NYCT.

On October 4, Lt. Governor Timothy Murray announced that a \$100 million agreement had been signed with CSX that enabled additional service on the Framingham/Worcester Line effective October 29. With this agreement, the State of Massachusetts owns the trackage and control of operations along this line. Initially, there will be three new inbound and three new outbound trains for a total of 31 arriving or departing Worcester. One inbound special express and one outbound special express will be added next spring, and the goal of 20 round trips will be reached by next October. Other parts of the agreement have given the state ownership of:

- 45 miles of trackage between Worcester and Boston
- 37 miles from Taunton to Fall River and New Bedford
- 8 miles known as the Grand Junction, which runs from Allston across the Charles River, through Cambridge, Charlestown, Everett, and Chelsea
- 2 miles known as the Boston Terminal Running Track, which extends from Dorchester to South Boston, including the West First Street Yard.

Weekend service ended on the Greenbush, Needham, Kingston, and Plymouth Lines due to budget issues. Although this was reported in the May *Bulletin*, at that time no effective date was given. The first weekend without service was July 7-8.

It is the goal of Governor Deval Patrick's administration to complete the permitting process for the South Coast Rail Project by March, 2013. These permits go through the Environmental Protection Agency and Army Corps of Engineers. Massachusetts Transportation Richard Davey also reaffirmed the Patrick Administration's commitment to the project and the preferred alternative, which would diverge at Stoughton and run through Taunton, Fall River, and New Bedford.

The Boston Globe asked the question: "Pop quiz: Name the only MBTA subway lines that don't meet. If you said the Red and the Blue, you're right, and you may be right for decades to come." Supporters of such a connection have allocated \$49 million for design work. If built, the tunnel would extend the Blue Line a half-mile beneath Cambridge Street from its Government Center/Bowdoin terminus to meet the Red Line at Charles/

MGH. However, state officials are not committing to spending this money on the project, terming it a "placeholder." Thanks to member Todd Glickman for these reports.

Jack May attended the ERA convention in Boston and kindly shared, in a number of emails, digital photos of what he had seen. Accompanying a group of photos of the Green Line was this comment about a policy that was mentioned in the June *Bulletin*. "A new policy, based on a stupid solution to the problem of fare evasion, results in the opening of ONLY the front doors of LRVs at non-fare control stations during non-rush hours. Since budgetary constraints do not allow the provision of sufficient service for passenger demand, this new policy has slowed down operations significantly (my observation), increasing running times tremendously. The logic of having a low-floor section in the center of the newer cars is defeated by forcing all passengers to climb up steps to pay their fares under the scrutiny of the Operator and then go down other ones if the front of the car is crowded (which it almost always is). Then, if they are exiting outside the inner portion of the line, they have to go through that rigmarole again in reverse, because only the front doors are opened. This is an especially great burden on those members of the public who cannot physically deal with steps, but are otherwise mobile, and those with baby carriages or strollers."

Comments received included this from another member, who wrote that his understanding is that at some stops on the surface during rush hour there are Platform Inspectors, and at those places, the rear doors can be opened and Inspectors let in folks who can show a valid pass or whose *Charlie Cards* can be validated. A third comment was: "Jack's analysis of 'T' service and the absurd restrictions to the front door are right on. We have a new GM coming to the 'T' — a woman from Atlanta (see story above). Let's see if she's able to make improvements."

PHILADELPHIA, PENNSYLVANIA

Bob Wright, a retired Electrical Engineer, sent this other news: "Friday September 14 was another odd day. The Norristown Line was out in the AM in both directions because of an investigation of a Police Officer shooting (the Officer was shot and killed) north of Conshohocken. It was noted to be out until at least 8 AM on SEPTA's website. A friend who took a later train advised that they were running but with short consists since no outbounds could get to Elm Street in time to turn, so whatever was in the yard there was put into service. I opted for my alternate train, Chestnut Hill West (a little longer drive to Queen Lane than my normal trip to either Ivy Ridge or Wissahickon), which was fine going in but got delayed for 20 minutes at Zoo Junction coming home as Amtrak had switch problems and trains were single-tracking from Zoo to the Chestnut Hill diverge. Two Amtrak westbounds got through as we wait-

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ed, but at least six others were slowly moving by or sitting at various places on the route as we finally moved outbound.

“On a trip to SEPTAs Bus Roadeo in Cornwells Heights on Saturday, September 15, I noticed about 20 Silverliner Vs sitting in Powelton Yard, and I keep wondering why they're getting rest while the older Silverliner IVs are providing the service needs. I did see one two-car train of Silverliner Vs inbound at 30th Street right after my trip back from the Roadeo (not sure where it was going), but every other train I saw was Silverliner IVs. I did notice about a dozen Silverliner IIs in Powelton Yard on my trips through there on Friday (they're well hidden when more trains are in the yard on weekends), most with the side number boards and plates removed. Another dead line of about six Silverliner IIs sits alongside Wayne shop as well. On Saturday September 22, Silverliner Vs were all over the place in service, including the train I took inbound. Go figure.”

At about 2 AM September 17, a driver of an SUV struck Route 15/Girard trolley 2329 with such force that it knocked it off the rails. Police said that a 32-year-old female driver had to be extricated from her vehicle and was reported in stable condition at a hospital. Two men, who had been in the car, fled the scene. The Operator was not seriously hurt and there were no passengers aboard the car. Thanks to Al Holtz for sending this report.

Alfred Gaus, Jr. sent an article from *metroPhiladelphia* that reported about the growing problem of “Death By Train.” Fatalities on SEPTA rose by 50% in 2011, and may set a new record this year. Suicides are often the cause. In 2011, SEPTA had 15 pedestrian fatalities, up from 10 in 2010 and 2009. At this writing, mid-October, there had been 9 deaths. To combat this problem, SEPTA has installed fencing along with audio and visual signals at many of the Regional Rail grade crossings; however, it would be cost-prohibitive to do this system-wide. Additionally, SEPTA is in a partnership with the University of Pennsylvania to create a map of reported trespassing incidents so that safety officials can identify possible patterns. While riding a ③ train, I spotted a sign in the car reporting that in 2011, 146 people were struck by trains, of whom 49 were killed, in the New York City subway system.

Member Dave Safford sent the next three reports, along with commentary: “Work has begun on SEPTA's new fare system for its buses, trolleys, and subways. Not that much shows yet: only 30 of the 5,600 steps shown on its work flow chart for the \$129.5 million project have been completed, but preliminary site work, such as measurements, is underway, and turnstile installation will begin in the spring. The system is project-

ed for beneficial use by the end of 2013, along with a set of companion projects, elevator modifications, new control centers, etc., budgeted at a total of \$84 million. An in-house preliminary trial is planned for June, and a limited ‘beta test’ with actual riders in August. The companion system for the Regional Rail system will come ‘later’.

“The new system does away with magnetic strips, using instead contactless cards with embedded computer chips. This will allow riders with contactless bankcards to pay their fares directly without the necessity for buying a separate SEPTA card. As of now only about 15% of U.S. bankcards are contactless, but the U.S. is nearly alone in clinging to magnetic stripe technology, and the major players are pushing the country toward the more reliable contactless cards. Being technologically behind Zimbabwe is, after all, somewhat embarrassing.

“Leaving nothing to chance, SEPTA has hired a marketing firm to develop a brand name for the new system, along the lines of London's *Oyster Card* or Boston's *Charlie Card*. Why not send in your suggestions — maybe the ‘Poor Richard Card’ or the ‘Cheese Steak Card.’ Give it a shot — the team at 12th & Market could use a little positive feedback.”

From *Cinders*: By the third week of September, only 10 of the 120-car Silverliner V order had not been delivered, owing to the previously reported parts shortage. At least 90 of these cars see daily service, and are helping to relieve the car shortages that have persisted over the past year as Silverliner IIs and IIIs were retired. Three of these cars, 9010-230-235, the same three that closed out service on June 29, remain in active service as “switchers” at Overbrook Shop. Other cars continue to move to the scrapper in Newark. These cars departed on August 18 for Woodbourne Yard for pickup by CSX: 226-218-239-228-269-9004. 269 is the car that retained the PENNSYLVANIA lettering on its headboard. It was this car that Philadelphia railfans wanted preserved.

BALTIMORE, MARYLAND

Maryland Transportation Authority has a pending award to Bombardier Transportation to operate the MARC Camden and Brunswick Lines. It is a 10-year deal, which will remove CSX from having to supply crews and maintenance as they have been doing since B&O operated the service. Keolis, the American subsidiary of the French Railway SNCF, was the only bidder two years ago, but was rejected because survivors of the Nazi death camps in WW II said SNCF never came clean on its role during the war. Keolis, which presently operates Virginia Railway Express (VRE), came in #2 in price on this bid. Bombardier also scored on top for technical ability. The Maryland Board of Public Works was to approve the deal October 3, but tabled it for two

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weeks over language about minority participation in the contract. Nonetheless, it is still expected to be approved. MARC has been paying CSX penalties for some time since they failed to select an operator when their contract expired. CSX will continue to handle dispatching just like they do for Amtrak and VRE. Operation of the Penn Line will continue to be done by Amtrak as it has for many years. Thanks to Steve Erlitz for this news.

An Open House to discuss the Brunswick Line schedule was held in Frederick, Maryland on October 15.

WASHINGTON, D.C. AREA

Virginia Railway Express (VRE) sent an email blast on September 26 requesting volunteer "victims" who would be willing to participate in its annual simulated train disaster drill. During the simulated disaster, local, state, and federal first responders have their skills tested while responding to the train emergency. VRE also gauges its crews', railroad partners', and staffs' preparedness for addressing a train emergency. This year's drill took place in Alexandria. VRE wrote: "First email, first served." The response was sufficient and two days later, another email was sent advising that the response was "outstanding" and that no further volunteers were required. Those who were selected were given instructions on where to report, etc. via email.

I never really thought about it, but if evening Yankee or Met games run into extra innings, NYCT always runs additional service to bring attendees back into Manhattan. Presumably, there is a budget for these charges. Well, it turns out that there is no such provision with WMATA when National games end after the normal Metro closing time, midnight. My son Marc sent an article from *dcist* reporting that National (Nats) fans were frustrated that on September 17, their team took no action to keep Metrorail service running. According to Metro, "the responsibility lies with the team, not with the transit agency. Keeping the rail system open for an additional hour before its usual opening time or after its usual closing time costs \$29,500 an hour; Race for the Cure and the Washington Capitals, for example, have standing agreements with Metro for extended hours of operation during their events. The Nats, on the other hand, don't. (The Nats have paid Metro to stay open during single games that start later than usual, though.) 'Keeping the system open is not just a matter of running a few extra trains through Navy Yard,' said Caroline Lukas, a Metro spokeswoman, in an email. 'You have to keep all 86 stations open and keep trains running on all five lines—serving every station. That's an employee count in the hundreds. That said, we would be pleased to provide additional service for the Nats if there is interest on their part to put an agreement in place.'"

On September 27 it was reported that LivingSocial,

the daily deals company based in the District, would fund extended Metro service for any playoff game that ends late. The agreement between LivingSocial and WMATA requires a \$29,500 deposit to keep the service operating for one hour.

In New York, MTA picks up the bill for extra service. The only exception concerns special service to Belmont Racetrack, for which the New York Racing Association pays. Officially, MTA says it's just part of the agency's overall job. "Our subway, bus, and commuter rail services remove cars from road, help improve the environment, and support the economy. If thousands of people want to travel to a sporting event, a concert, a parade, or just a nice day in the park, we are there to make their trips as safe and efficient as possible," MTA said in a statement. "Of course, the main reason we add extra trains and buses following sporting and other special events is to increase capacity in order to accommodate everyone, including regular customers who are not traveling to or from an event."

NORFOLK, VIRGINIA

Hampton Roads Transit reported that 44% of its *Tide* ridership would be driving their cars, if not for the light rail. The survey results also drew a demographic picture of who uses *The Tide*: about 45% of survey respondents are under 30 years old, compared with 34% under that age who ride buses. Weekday riders use *The Tide* primarily to go to work or home; more than 30% board at Newtown Road, and of those riders, 61% live in Virginia Beach and nearly 60% of riders said *The Tide's* most needed improvement was to extend service to Virginia Beach. Thanks to Jack May for this news.

TAMPA, FLORIDA

On September 18, the Tampa Port Authority, which seemed on the verge of eliminating the annual subsidy for the 2.7-mile TECO Trolley, approved the \$100,000 for the coming year. This subsidy has to be approved each year. At the same time, several Board members expressed the belief that riding should ultimately be free. TECO's highest ridership, 467,000, occurred in 2009 when the city hosted Super Bowl XLIII. It is expected that this year's total will be 340,000, a 27% decline. Thanks to Dennis Zaccardi for this report from *The Tampa Tribune*.

CHICAGO, ILLINOIS

Metra provided additional service on the Milwaukee West (Elgin) Line for the Ryder (Golf) Cup, which took place at the Medinah Country Club from September 25-30. Member Jim Beeler kindly sent copies of the 8-panel, color brochure with the train schedules and other information. This was also available on line at the Ryder Cup website. Jim wrote that the Medinah station is within walking distance of the main gate.

The Chicago Transit Authority (CTA) on September 13 awarded a \$220 million contract for the reconstruction of the Red Line South. The project, which is one of the

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largest in CTA's history and will begin in the spring of 2013, calls for rebuilding the 43-year-old Red Line South, including all track, ties, ballast, and drainage systems, from Cermak/Chinatown to 95th Street. The cost for the entire project, including design, construction, and additional CTA service is \$425 million. The project is part of more than \$1 billion in federal, state, and local funds being spent on the Red Line. Thanks to Ira Haironson for this report.

According to an article in *The Chicago Tribune*, CTA riders are feeling "squeezed" by the seats in the 5000-series cars. The reporter suggested that riders would likely prefer a "bench" type seat, similar to what NYCT uses in its new cars, noting that "scoop"-type seats were abandoned by MTA in the 1980s. CTA officials are not warm to the idea of surveying riders about their preferences.

A new CTA/PACE farecard is coming next summer. At that time, riders will have the option of paying fares by credit and debit cards and a new smart-card system called Ventra. Replenishment can be made from a bank account, payroll deduction, or cash at a CTA vending machine. Thanks to Jim Beeler for these two news items.

Member Andrew Grahl reported that CTA 2200-series cars were still in service during mid-September and emailed a digital image of 2226.

Andrew also found retired Metra Highliners 1602 and 1619 on display in Mendota, Illinois.

ST. LOUIS, MISSOURI

The final routing for the *Loop Trolley* was announced on September 13, according to a report in *The St. Louis Business Journal* sent by Jack May. Starting at the Missouri History Museum in Forest Park, the 2.2-mile line will continue north on DeBaliviere to Delmar and then west to a station past Kingsland Avenue in front of the University City Library. There would be these eight intermediate stations: LeLand Avenue, Limit Avenue, Live Theater, Metrolink/Delmar, Laurel Avenue, Delmar at DeBaliviere, Kingsbury Place, and Metrolink/Forest Park. Two former Milan Peter Witts were acquired and rebuilt by Gomaco, but as was reported in the May *Bulletin*, they may be unsuitable for this service.

EL PASO, TEXAS

Additional information concerning the proposal to build a trolley line using stored PCCs (October *Bulletin*) was sent by *Interurbans* Editor Alan Fishel. "As for the El Paso PCCs, they were among the very first PCCs built. In the St Louis Car Company Orders 1600-11 (1936-7), there were 496 cars built to the original 1936 specs. This excludes order 1602, for Chicago, which had different specs. Only 9 of these cars have been preserved:

- Brooklyn 1001 – Shore Line Trolley Museum (Branford)

- San Diego 502 – Colfax, California
- San Diego 503 – Baltimore Streetcar Museum
- San Diego 508 & 528 – Orange Empire Railway Museum
- Los Angeles 3001 and 3072 – Orange Empire Railway Museum
- Washington, D.C. 1101 – National Capital Trolley Museum
- Pittsburgh 1138 – Pennsylvania Trolley Museum

"If Brookville rebuilds the cars for El Paso no doubt they will use only the body and interior and use their own running gear. So this is a great opportunity for museums to get early air-electric Clark B1 trucks for future use or to restore some pre-PCCs from Chicago, etc. Also OERM could temporarily use the standard gauge trucks under a narrow gauge car for operating on their main line."

ST. PAUL, MINNESOTA

Railway Age reported that the first LRV, 201, for the Central Corridor (Green) Line was placed on Hiawatha Line tracks for the public to view on October 10. The Siemens-built S-70 car is the first of 47 cars that have been ordered. 12 additional cars will be used to expand Hiawatha Line trains from 2 to 3 cars. A spokeswoman for Metro told reporters that the 11-mile line was 74% complete and is expected to open in 2014.

SEATTLE, WASHINGTON

Construction for the 2.6-mile South 200th Link extension to SEATAC Airport is set to begin early next year, following the award of a \$169 million contract to a local Seattle firm. Service is set to begin in 2016, the same time as the University Link extension opens.

PORTLAND, OREGON

As of mid-September, there were 50 third-party apps available for riders.

TriMet and local software company GlobeSherpa are working on a pilot of a mobile ticketing system that lets riders buy and use tickets directly from a Smartphone. It is expected to be available next spring.

Effective October 8, TriMet ticket machines only dispense 30-Day Passes, which are validated for immediate use, instead of a calendar month. Un-validated tickets can still be purchased at some supermarket chains and the TriMet's ticket office at Pioneer Square.

SACRAMENTO, CALIFORNIA

Railway Age reported that Sacramento RTD awarded a contract to Siemens to refurbish 21 of the 800-series LRVs that were acquired from the Valley Transit Authority in 2003. Fifty cars were originally built by UTDC and operated in San Jose from 1987 until they were replaced by new KinkiSharyo LRVs. Twenty-eight other cars went to the Utah Transit Authority (Salt Lake City).

SAN FRANCISCO, CALIFORNIA

A recent article published in *Progressive Railroading* reported that Caltrans is "charged up and ready to go" on its project to electrify the 50 miles between San

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Francisco and San Jose. The full line runs another 27 miles to Gilroy. Finding the estimated \$1.5 billion is a work in progress. Plans call for replacement of its diesel-operated trains, which use more than 4 million gallons of diesel fuel annually, with EMUs. In July, the California Legislature approved a bond sale to finance the state's high-speed rail project, and a portion of those funds can be used for regional transit projects.

In response to 24 months of increased ridership, effective October 1, Caltrain added two new trains and restored four others that had been canceled due to previous budget constraints. Ridership has averaged more than 50,000 riders every weekday. The new schedule includes "shoulder" trains, or trains on the edges of the regular morning and afternoon commutes, to increase travel options for commuters. It also adds either a Palo Alto or Sunnyvale stop to 12 limited-service trains.

Todd Glickman was in San Francisco for the long weekend of October 4-8, and reported: "A confluence of major events made for crushing crowds everywhere! To name a few: Fleet Week (U.S. Navy, Blue Angels air show, etc.), Castro Street Fair, 49ers football game, Hardly Strictly Bluegrass Festival, Italian Heritage Parade, Ten Ten Parade, S.F. Giants playoff game, America's Cup racing, and more. The public transportation system — even though augmented — was overwhelmed! The wait for a cable car was close to two hours at Powell/Market (those in the know ride the California car from Embarcadero where there's no wait to California/Powell, then transfer). Many F/Market street-car stops were bypassed, with cars too full to take on more passengers. The MUNI subway and BART were at crush loads. MUNI ran expanded services as follows from October 4-7:

- Supplemental service on the 47L Van Ness Thursday and Friday
- Extra cars on the F/Market and Wharves
- Special E/Embarcadero Line service Saturday and Sunday (using double-ended PCCs as there's no loop on the southern end of the E).

Men and women in uniform or with military ID were invited to ride all services for free. As a special treat, MUNI Car 1 was out for two runs on Saturday. Car 1, built in 1912, was the first publicly owned big-city street-car in the U.S. It was recently completely restored by Brookville Equipment Company of Pennsylvania under a \$1.8 million contract that included total rebuilding of the trucks, motors, and running gear, as well as reconstruction of the car body and installation of low voltage electrical circuits for lighting, switch control, and communications."

Apparently, the E Line is only used for special events like those mentioned above. Thanks to member Pete Donner for this correction.

SAN DIEGO, CALIFORNIA

Progressive Railroading reported that the city of Mendoza, Argentina, has purchased 24 additional U-2 LRVs for \$5.1 million. Previously 11 LRVs were purchased. However, member Allen Morrison sent a few corrections. "Mendoza has purchased 39 San Diego units, not 35. They bought 4 extra this week for parts. And I don't think they will be shipped through Santiago. Like the first 11, they will be unloaded at Antofagasta in northern Chile, so that they can be trucked over a new highway over the Andes into Argentina. The old highway that crosses the Andes from Santiago has a tunnel, through which the LRVs will not fit. The Flyer trolleybuses passed through it OK, but Mendoza measured and determined that the LRVs would not. The new highway has no tunnels. Metrotranvía finally started charging fares on October 8. There are free transfers to/from connecting bus lines. For a whole year now passengers have been riding free and the service has become one of the most popular attractions for visitors. Everybody loves the equipment. San Diego delivered everything in superb, shiny, like-new condition. Residents of every other town in Argentina are burning with envy, for lots of cities planned such lines but never succeeded. Hopefully the Mendoza success will set a precedent."

HONOLULU, HAWAII

At the October ERA meeting, member Phil Craig informed me that what Honolulu was building, or planning to build, was not an LRT, but, rather, an elevated Light Metro, comparable to AirtrainJFK. So, with that said, after the mayoral election this month, the fate of the city's LRT will be known. Since the Hawaii Supreme Court halted construction on August 24, the city is facing between \$64 and \$95 million in delay expenses. The final cost of the delays related to the lawsuit will depend on how long the court ruling stalls the project. HART estimates that each month of delays costs the city an extra \$7 million to \$10 million. If elected, Ben Cayetano, who is opposed to the LRT project, says he would use revenue from the state general excise tax surcharge currently designated for rail to fund a new Bus Rapid Transit system, and do it without seeking special permission from the State Legislature. It is expected that this tax could raise \$3.36 billion. Thanks to David Erlitz for this report.

TORONTO, ONTARIO, CANADA

As a follow-up to last month's report about the end of *Northlander* service between Toronto and Cochrane, member Julien Wolfe and a friend did take one last ride in late September. Julien wrote: "One of the concerns voiced by crews on the trains we rode September 13-14 was that there would be insufficient buses to handle the peak holiday and Friday and Sunday demands that the train normally handled (the trains did not run on Saturdays). Also they were concerned that wheelchair users would not be able to get their chairs onto the buses,

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Around New York's Transit System

Broadway-Lafayette/Bleecker Street Transfer Open

A new transfer passageway between the Broadway-Lafayette Street **B D F M** station and the uptown Bleecker Street **6** station opened on September 25, 2012. As far back as anyone could remember, riders on downtown **6** trains could transfer to **B D F** and **M** trains, but northbound **6** riders had to walk in the street between stations and pay another fare.

Bleecker Street platforms were staggered. The south end of the southbound platform is directly above the Broadway-Lafayette Street station, but the south end of

the northbound platform was approximately 200 feet north of there. Building the connection to the southbound platform was easy, but building the connection to the northbound passageway was too expensive, and was postponed indefinitely.

Construction finally began in 2005. The northbound platform was extended south to a point above the Broadway-Lafayette Street station where stairways and five elevators were installed at a cost of \$127 million.

This transfer point is the 24th busiest and is used by

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whereas they could fit down the aisles of the rail cars. And finally, much concern was voiced about bus service serving these locations during poor winter weather. I guess we will have to see how this all works out, as today (September 28) marked the last run of the *Northlander*, unless they got a last minute reprieve, which I doubt." *(Editor's Note: There was no such reprieve.)*

An article in *The Nugget*, forwarded by Al Holtz, reported that seven extra buses would be operated over (Canadian) Thanksgiving weekend, October 5-8. Last year, just fewer than 4,500 passengers rode the Ontario Northland system over the six days surrounding the Thanksgiving weekend, from Thursday to Tuesday. Of those, 1,200 were on the *Northlander*, the remainder on the coach bus system. Normally, the company has 24 buses in service daily, a spokeswoman said. Most of the extra buses were added on the runs from Toronto to Northeastern Ontario.

The first *Flexity* streetcar was shipped to the Canadian Pacific rail yard near Runnymede Road and Dundas Street in Toronto on September 25, according to a report in *The Toronto Star*. Built at Bombardier's plant in Thunder Bay, the unit was then trucked to TTC's Hillcrest Shops. 4800 is owned by Bombardier and is one of three test cars. The initial testing will be done at Hillcrest and then around the TTC system next year. Current plans call for the cars to enter service in 2014. Thanks to Bill Vigrass for this news.

MONTREAL, QUEBEC, CANADA

AMT riders who have Smartphones can get schedule and route information, train alerts, and ge positioning.

JERUSALEM, ISRAEL

An article in *The Jerusalem Post* (October 12) indicated normal daily ridership has gone from 70,000 to 90,000 with the additional bus lines rerouted or added as feeders. On the second and third days of Succoth, ridership doubled to 180,000 per day, and many two-car

trains were packed, with passengers left to hopefully catch the next train, despite the attempt to run a 4½-5-minute headway, with all but one or two sets on the line. Ridership continued well above normal for the duration of the holiday. Citypass, the operator, erected an attractive succah at the Ammunition Hill station at the north end of the southbound (inbound) platform, incorporating two permanent park-type benches.

TOKYO, JAPAN

Todd Glickman sent the following link, which shows the movement of Tokyo's subway lines: <http://www.demap.info/tetsudonow/>. He added, "of course any system that uses NEXTBUS can display a LIVE MAP for a single route, such as this MUNI F LINE: <https://www.nextbus.com/predictor/publicMap.shtml?a=sf-muni&r=F>."

FROM THE HISTORY FILES

60 Years Ago: November 9, 1952 was the final day of trolley service in Yonkers as the last cars ran on the 7/ Yonkers Avenue. The reverser key used on that run was preserved and placed into a block of plaster. Photos taken of the event appeared in *The Herald Statesman*, and some of those photos were pasted on the sides, including one of the President, Sam Schreiber. Many years later, this souvenir came into my hands, a gift of Mr. Schreiber.

50 Years Ago: On November 6, 1962, San Francisco voters, by a margin of 0.7%, approved a \$792 million bond issue authorizing construction of a 75-mile rapid transit system in three counties: San Francisco, Alameda, and Contra Costa. The system, which would become Bay Area Rapid Transit (BART), opened its first line between Fremont and McArthur, 12 stations, on September 11, 1972. It was also the date that I was sworn in as a Conductor at what was then known as the New York City Transit Authority. Because information was not as readily available at that time, it was not until later that I learned of the BART opening.

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