The Bulletin

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The Bulletin

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THE WESTCHESTER'S LAST DAYS

Westchester riding kept increasing, but it never increased as rapidly as the designers or the New Haven anticipated because it terminated in the Bronx, and was unable to furnish a one-seat ride to Manhattan. It hoped that it could use its profit to finance a Manhattan extension. Because money was not available, it found a cheaper alternative — the Port Chester extension.

This portion of the railroad was constructed on the New Haven's right-of-way, which was wide enough to accommodate two tracks on its west side. The railroad constructed inexpensive high-level wooden platforms. Service was extended gradually to the following stations:

DATE	TERMINAL
1921	Larchmont
1926	Mamaroneck
1927	Harrison
1928	Rye
December, 1929	Port Chester

We do not have the exact date for most of the extensions, but we were able to find two newspaper articles with coverage of the special events at Harrison. On July 2, 1927, trains started carrying passengers on the Harrison extension.

On July 2 or July 3, 1927 (newspapers do not agree), a Citizens' Committee, railroad officials, and guests started celebrating with a bus ride from Harrison to White Plains, where they boarded a train bedecked with flags and placards. After departing at 11:20 AM, a luncheon was served in the buffet car. The train was turned at Mount Vernon and arrived at Harrison at 1:10 PM. Unfortunately, the celebration was cut short by rain.

During the 1920s, the company operated frequent non-rush hour service with one– or two-car trains, but there were only a few people in each car. Five-car trains provided adequate rush hour service. Although it charged a cheaper fare than the New Haven, the company was still unable to make a profit.

The Westchester never carried very much freight. There were only six industrial sidings on the entire line, and the company's only interchange with any other railroad was with the New Haven in the lower Bronx and New Rochelle. The company was able to handle all freight, shunting, and maintenance of way with one steeple cab locomotive equipped with four motors driving all eight wheels. Total horsepower was 655 and maximum speed was 25 miles per hour. Work equipment included 3 flat cars, 1 caboose, 1 work car, and a gasoline-powered line car.

The Great Depression, which began in 1929, grew steadily worse during the next four years and affected all railroads. Unfortunately, New Haven was nearly bankrupt in 1935 and was reorganized under the National Bankruptcy Act. It tried to divest itself and recoup the nearly $50 million it spent to finance the Westchester and make it profitable. Without New Haven's support, Westchester's financial condition deteriorated rapidly. Because the company was losing 2 to 3 million dollars annually, it defaulted on the bonds' interest due January 1, 1936. Two receivers, who were appointed August 2, 1937, were ordered to liquidate if they could not save the railroad. The railroad lost 4,000 riders when it complied with a court order for cessation of NYW&B operation on New

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THE GENESIS OF "DASHING DAN"
Part One—Rapid Transit and Early Electrification on the Long Island Rail Road
by George Chiasson
(Continued from November, 2012 issue)

SETTING THE TABLE FOR ELECTRIFICATION OF THE LIRR NUMBER 2 — BETTERMENTS TOWARD THE ROCKAWAYS

Meanwhile, some incremental improvements that eventually supported electrification of the Rockaway Beach Branch and its upgrade to an electrified suburban route had been going on over many years. As early as the 1880s, excavated spoil from various LIRR improvement projects was used to fill or repair elevations or low spots at other locations, which in this case included 40 bents on the long trestle to the Rockaways in 1891 and portions of the original trestle between Jamaica Avenue and Woodhaven Junction during 1892. In 1902, output from the Atlantic Avenue tunnel excavation was also used to create a large tract next to Hammels Wye for a substation and battery house; to ease the descending ramp from Woodhaven Junction toward Ozone Park, and also to raise and level the rough grade of the combined Far Rockaway Branch east of Hammels. The same raw material was also responsible for laying out the large plot of land that would be required for the master powerhouse in Long Island City after its groundbreaking on November 8, 1903, a facility that would ultimately be used to provide energy for both the Long Island Rail Road and the Pennsylvania Tunnel & Terminal project. Other invaluable enhancements were the early electrification of the Beach Channel drawbridge using storage batteries on July 9, 1900 and the addition of semaphore-type automatic block signals, both on the main stem from Ozone Park to West End, the future site of Hamilton Beach (June, 1901) and on the Rockaway Peninsula from Rockaway Park to Mott Avenue (August, 1902), which were extended to Valley Stream by August of 1904. Similarly, a second track was opened on the Far Rockaway Branch in Nassau County from Valley Stream to Hewlett in June of 1903, to Lawrence on August 1, then finally as far as Mott Avenue on August 15. This effectively completed double-tracking of the entire "circular" route through Far Rockaway from Glendale Junction to Mott Avenue and back by way of both Hammels and (old) Jamaica.

As demonstrated above a third track was added between Mott Avenue and Hammels in June of 1904, which first provided LIRR with a runaround of the Ocean Electric, then mainly dedicated to use by the streetcar starting in December of 1905. To provide additional capacity for meets at speed, and to park the special trains that had been serving Aqueduct Race Track since it opened in 1894, two new tracks (one on either side of the existing alignment) were added on the Rockaway Beach Branch between early October, 1903 and the end of March, 1904, from a point just south of the Ozone Park station to West End (the west end of the Grassy Bay trestle, a location later known as Hamilton Beach). In addition, the connecting tracks coming off the Atlantic Division main line at Woodhaven Junction were relocated and extended through the Ozone Park station to facilitate intense train movement at higher speeds, an action that enlarged the railroad at that point from two tracks to three. As construction subsequently continued to disrupt the Brooklyn "Triangle" of Atlantic & Flatbush Avenues, electrical distribution facilities were installed, and operational details were hashed out, a fuller picture of the electrified Long Island Rail Road began to take shape.

AND SO IT BEGINS: STEP ONE—ELECTRIC TRAINS TO THE SEA

In 1900 the Pennsylvania Railroad assumed a long-standing role as financial parent of LIRR, capping decades of financial peril and protection. More than anything this was an obvious positioning by the master company to prepare for the future construction of its terminal in Manhattan, an event that would no doubt shape its commercial fortunes for many years to come. As a direct result of this corporate intertwining, on April 11, 1902 noted Civil Engineer George Gibbs (First Vice President of the Manhattan firm Westinghouse, Church, Kerr & Company, and also consultant to PRR) was delegated with the task of designing the equipment and facilities to be utilized on the Long Island Rail Road that went along with its electrification. At the same time he was enjoined as a special expert by the Interborough Rapid Transit Company, with which LIRR enjoyed a very constructive relationship, and through which it was projected that LIRR might finally reach Lower Manhattan of its own accord. As things later developed it became only natural, as well as technologically expedient, that his existing design for a steel rapid transit car, by then being delivered to IRT for its new subway system, be chosen as the initial rolling stock deployed on the electric-powered lines of LIRR's Atlantic Division.

This was even more imperative given the incredibly short time frame available to LIRR before its first electri-

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The Genesis of "Dashing Dan"

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fied trains were projected to begin operating. The basic construction of facets associated with the initial electrification, particularly its large substations, had actually begun in May of 1904. The purchase of car equipment for same was not finalized by the parent Pennsylvania Railroad until January 20, 1905, while the initial segment of the LIRR electrical distribution system became operational in February and several aspects of its associated new construction were either already complete or in their final stages. From a strictly chronological perspective if no other, it is clear that there simply was not time to develop a new design for rolling stock, which was likely the most compelling reason that LIRR took the truest course and modified an existing design for its own use — one that was "off the shelf" in more current terms. Further, while a physical provision was included for through operation between the LIRR Flatbush Avenue terminal and IRT during construction of the former in 1905, the "Contract II" Atlantic Avenue subway extension was then only in its preliminary stages. By the time this second half of the equation was ready for service in 1908 the Pennsylvania was fully invested in its New York Terminal project and LIRR thereby assured of a protected, eternal, and purely internal means of access to Manhattan, which enabled it to adjourn the Atlantic Avenue connection entirely. When track was finally installed through the link to join the two lines after the IRT side had opened, the subway system's developmental needs had changed and its 2-track interface with LIRR, as originally envisioned, was condensed to a single lead, which was rarely (though by all evidence definitely) used.

Thusly, in early 1905, the Long Island Rail Road ordered 134 electric motor cars (PRR class MP-41, numbered 1000-1133) from American Car and Foundry, which were built at its facility in Berwick, Pennsylvania. They were nearly identical to the steel subway cars being used on IRT, but for having "pilots" ahead of each truck and vestibule "traps" that made them able to accommodate both high and low platform loading. By the time the first of them were hurriedly delivered as bodies during the spring of 1905 (with arrivals ultimately continuing into the fall), a collection of wooden maintenance-of-way car houses that had been built in 1898 was converted to a receiving and set-up shop along the "Old Southern Road" near the Jamaica Race Track. As this stretch of main line had seen very limited use since the consolidation of 1876, it was the perfect place for a fully-electrified test facility of sorts, where personnel could grow qualified in rapid transit-style control, signals, communication, and general operating practices, measures that could be greatly different from those long experienced in the steam-powered past. Also brought to the "Springfield Sheds" were the 55 open-vestibuled "Gate cars" that LIRR had originally acquired for its expected service across the Brooklyn Bridge in 1898-9. These were converted to MU trailers (bearing the LIRR car classification "T-39"), modified for electrical compatibility with the steel MP-41 cars, and intermixed between the newer MUs when the electrification was placed in operation.

With hand-thrown switches at each end, the two additional "local" tracks that were added to the Atlantic Division main line from the base of the Chestnut Street BRT ramp to Woodhaven Junction were placed in operation on April 28, 1905 along with newly-constructed high-platform stations at Railroad (née Autumn) Avenue, Union Course (80th Street), and a restored Woodhaven, which was situated at 87th Street as its predecessor had been until July, 1895. The testing of electric trains began on May 14 between Aqueduct and Hammels, by which time there was (barely) sufficient equipment, personnel, and facilities in place to start electrified operations. Otherwise, current rolling stock deliveries and lagging construction work at the new Flatbush Avenue terminal were making any optimistic hope of an imminent service launch moot, as the first fully-powered, non-revenue trip from Woodhaven Junction to Rockaway Park did not take place until July 19. Power was generated at the big station that was newly built in Long Island City for both the Long Island Rail Road and the Pennsylvania's Terminal project, which was networked to five large substations at various points to distribute 650 volts of direct current for third rail, station lighting, and signal power. Ironically, in order to establish electrical feeder lines from the Long Island City powerhouse to sub-station (SS-) 3 at Woodhaven Junction, LIRR surveyed a right-of-way through the trees during 1904 from "White Pot" (Boulevard) to Glendale Junction that would later (by pure happenstance) enable trains of the Rockaway Beach Division to reach the new Pennsylvania Terminal station in New York. Elsewhere, Substation Number 1 was located at Atlantic and Grand Avenues in Brooklyn, west of the surface station at Bedford Avenue, while "SS-2" was next to the East New York station at Snediker Avenue. Also in Queens, "SS-5" was located at Hammels Wye, while "SS-4" would later be situated near Rockaway Junction.

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NEW YORK CITY SUBWAY CAR UPDATE
by George Chiasson

Hello, Everybody!

While it's been a couple of years since the (approximately) monthly Updates ended, basically as did the arrival of the R-160s, it is worth stepping in with a fervent wish that each of you was able to withstand the ravages of "Superstorm" Sandy, recover in good shape, and are able to carry on life in as close to a normal fashion as possible. From afar I was able to (anxiously) monitor the local situation in some detail during the storm's aftermath, thanks to continuous Internet broadcasting of "all news" stations WCBS and WINS. The stream of post-Sandy story lines, including those involving the New York City subway system, has yet to cease through the present day, and it looks like events will continue to unfold well into 2013. As for the content of this chronicle, the storm may make for a somewhat uneven presentation (as in pre- and post-Sandy commentary), but it will hopefully mesh with the tremendous timeline offered in the December, 2012 ***Bulletin*** to make some sense out of the overall state of affairs as far as the New York City subway system is concerned. With all that, let's get to the news…and by the way—a belated Happy Holidays!

Subdivision "A" Events

Through late summer, brake system testing of the "pilot" set of newly-unitized R-62As (2151-5) was conducted along the Culver Line in company with single unit 1957 and linked set 2171-5. The testing concluded soon after Labor Day, with 2171-5 then returning to 1 on September 10, 2012.

On September 11, 2012 R-142As 7441-5 were briefly shifted from Pelham (6) to Corona (7) for another electrical test related to the future implementation of CBTC on the Flushing Line.

On October 15-16, 2012 one train of 3-assigned R-62s using cars 1526-30 and 1586-90 ran on 1.

By late August 2012, it was clear what was taking shape with unitization of the fleet of single-unit R-62As assigned to 7, and how consists were to be formulated moving forward. In large measure to enable the line's Conductors to remain within a full-width cab in both directions, 190 of the line's historic allotment of 224 single units continue to be arranged into permanently-linked 5-car sets as of November 23. Unlike the prior implementation performed during the 1990s on 1651-1900 (then on 6, now on 7 and 1) and 2156-2475 (on 1), which received full-width cabs at each end, the cars in these newest links are retaining their original "quarter cab" arrangement at both operating ends. This enables them to blend seamlessly with the remaining single units (ultimately 1901-65, less the 20 assigned to the Grand Central Shuttle), which will continue to be stationed between the 5-car links in each train to compose the required string of 11 cars. In addition it will avoid the necessities of locking both storm doors on the middle single unit, and of sacrificing passenger capacity to the creation of an otherwise empty cab. Things will not change much from a casual point of view as a result of this reconfiguration, with pre-existing 5-car links 1651-1825, 1831-40, and 2236-40 remaining on the south (Times Square) end of each train, while those on the north (Main Street) end will still have the quarter cab at each end. As an interim measure during the transition period, the full-width cabs of linked cars 1651, 1656, and 1666 were removed in August so they could also be joined to single-unit cars without locking the storm door. It is anticipated that their full-width cabs will be restored at the conclusion of the R-62A unitization effort.

Overall unitization of the single R-62As assigned to 7 proceeded as follows: April, 2012: 2151-5; August, 2012: 2116-50; September, 2012: 2076-2115; October, 2012: 2026-75; and November, 2012: 1996-2025. This tabulation includes those cars still in process through November 23, by which time the highest-numbered single-unit still in operation on 7 was 1980. As can be discerned from the rapid rate of conversion, all 190 projected cars (a group to be composed of 1966-2155) should be linked before the end of December.

As part of the R-62A unitization effort, the nine cars equipped with "4 Trips" (meaning trip devices on both sides for operation on all Subdivision "A" and Subdivision "B" lines) were changed from 2011-3, 2015-7, 2019, 2022, and 2023 to 1901-8 and 1910 during November, 2012.

The seasonal use of air-conditioned single R-62As on refuse trains operated out of 239th Street (using cars from S) and Corona (using cars from 7) was stopped for the year on October 1. The actual car numbers varied from week to week.

Converted CBTC R-142As 7216-20 (which have been officially designated as the "R-142AS") were moved from their resting place at Corona Yard to 239th Street on November 17, where they were expected to be joined by the first of the new 5-car R -188 deliveries produced by Kawasaki Rail Car in Yonkers (7811-5), with the commencement of exhaustive testing on the Dyre Avenue line to begin in early December.

Summertime Subdivision "B" Events

In a fashion similar to 2011, the 2012 Subdivision "B" summer equipment swaps ended rather abruptly on September 26. At that time A resumed its exclusive use of R-46s, while the Phase I R-32s were restored to their nominal domain on C. The borrowed trains of

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New York City Subway Car Update

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Morrison-Knudsen-overhauled R-42s were returned from (A) to East New York for their usual assignments on (J)/(Z) and the supplementary R-46s borrowed from Jamaica for the hot weather months were brought back for use on (R) and occasionally (F).

"Oddball" observations during the summer included a 4-car train of R-68s on (G) on August 11, 12, and 16, while train of R-68As was roaming (N) on August 21.

Phase I R-32 SMS Update (July-November, 2012)

58 Phase I R-32s entered the life extension program during this interval as follows:

August, 2012: 3406/7, 3424/5, 3426/7, 3514/5, 3586/7, 3590/1, 3618/9, 3798/9, 3870/1, 3912/3

September, 2012: 3442/3, 3444/3777, 3574/5, 3606/7, 3792/3, 3818/9, 3864/5

October, 2012: 3360/1, 3410/1, 3438/9, 3472/3, 3484/5, 3550/1, 3628/3669, 3782/3, 3872/3, 3924/5, 3938/9

November, 2012: 3706/7

As of November 23, 2012 a total of 186 Phase I R-32s had been placed in the Life Extension SMS Program.

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

August, 2012: 3416/7, 3426/7, 3590/1, 3618/9, 3688/9, 3708/9, 3716/7, 3736/7, 3798/9, 3822/3

September, 2012: 3406/7, 3424/5, 3444/3777, 3514/5, 3574/5, 3586/7, 3870/1, 3912/3

October, 2012: 3438/9, 3442/3, 3606/7, 3628/3669, 3782/3, 3792/3, 3818/9, 3864/5

November, 2012: 3360/1, 3410/1, 3484/5, 3938/9.

As of November 23, 2012 a total of 176 Phase I R-32s had been completed in the Life Extension SMS Program.

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

August, 2012: 3682/3, 3894/5

September, 2012: 3406/7, 3416/7, 3426/7, 3488/9, 3514/5, 3590/1, 3618/9, 3672/3, 3688/9, 3708/9, 3716/7, 3728/9, 3736/7, 3738/9, 3778/9, 3798/9, 3822/3, 3876/7, 3896/7

October, 2012: 3518/9, 3586/7

November, 2012: 3424/5, 3444/3777, 3574/5, 3606/7, 3792/3, 3864/5, 3870/1, 3912/3

As of November 23, 2012 a total of 158 Phase I R-32s had been restored to service from the Life Extension SMS Program.

The mitigation of original asbestos content and reinforcement of interior structural framing (the so-called "canttrail retrofit" process) was begun with Phase I R-32s 3383/3890, which were brought back to Coney Island to have this task performed in early October, 2012. Through November 23 six previously-SMSd Phase I R-32s had this procedure completed (3383/3890, 3414/5, 3460/1), with two more in progress (3436/7). At least 34 previously-overhauled Phase Is will have this repair performed retroactively as the overall R-32 life extension program winds down.

R-44 Disposition Update (August-October, 2012)

A Correction: Contrary to the previous scrap list, R-44 A-car 5294 (ex-372) and B-car 5295 (ex-373) did not actually depart 207th Street in July and are still being held back as of late October, 2012. The quantity of scrapped R-44s from the previously published list should therefore be 54 and not 56.

In the three months since our last look, there has been extensive activity related to disposition of the retired R-44 fleet, with some 72 more carbodies departing NYCT property via cradle flatbeds for the "scrap yard" at Sims Metal Management near Newark. Many, many more were ready to depart in addition, as the actual pattern of removal was altered in early August from a complete 4-car A-B-B-A set (2 at a time) to just the B-cars as quickly as they can be prepared. This change was made at least in part because the non-operating B-cars can be harvested of reusable components at a faster rate than the corresponding A-cars, which contain more potentially useful parts in their operating cabs, underneath, and inside. The upshot is a somewhat macabre collection of 61 "single," remaining A-cars lined up at 207th Street Yard for eventual removal, while the overall ranks of the once 272-strong R-44 fleet has been whittled to a mere shadow. By late October of 2012 there were at most just 15 sets of R-44s that remained "intact" though not necessarily operable. It was no small observation then, that a fully-powered, non-revenue move involving R-44s 5386/7/9/8-5322/3/1/0 was seen going from Pitkin to 207th Street on September 29. After being quickly processed, the B-cars in this consist were already in New Jersey by October 10, and given the status as described above, it may have been *the* last curtain call for the R-44s in general.

During September 2012, R-44 A-car 5240 (ex-172) was given a light inspection and some remedial work as it officially entered the New York Transit Museum fleet. This lone car will be a functional but stationary exhibit as time moves on, with no official plans to salvage additional R-44s for this purpose.

The second R-44 scrap list (by month of property departure) was as follows:

August, 2012: 5203 (ex-245), 5205 (ex-167), 5215 (ex-317), 5217 (ex-383), 5247 (ex-243), 5265 (ex-159), 5267 (ex-301), 5291 (ex-105), 5293 (ex-229), 5305 (ex-333), 5307 (ex-127), 5309 (ex-101), 5311 (ex-147), 5313 (ex-287), 5315 (ex-321), 5333, (ex-219), 5335 (ex -345), 5337 (ex-111), 5395 (ex-183), 5397 (ex-339), 5423 (ex-223), 5425 (ex-297), 5427 (ex-375), 5429 (ex-311), 5451 (ex-157), 5453 (ex-139) (26)

September, 2012: 5227 (ex-307), 5229 (ex-161), 5239 (ex-151), 5241 (ex-155), 5273 (ex-357), 5275 (ex-231), 5317 (ex-341), 5355 (ex-195), 5357 (ex-203), 5371 (ex-

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New York City Subway Car Update

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225), 5373 (ex-171), 5375 (ex-193), 5377 (ex-253), 5379 (ex-293), 5381 (ex-353), 5391 (ex-309), 5393 (ex-359), 5405 (ex-305), 5419 (ex-283), 5421 (ex-331), 5431 (ex-187), 5433 (ex-363), 5439 (ex-199), 5441 (ex-135) (24)

October, 2012: 5219 (ex-209), 5221 (ex-337), 5235 (ex-145), 5237 (ex-141), 5243 (ex-251), 5245 (ex-211), 5261 (ex-177), 5277 (ex-113), 5279 (ex-299), 5281 (ex-221), 5321 (ex-149), 5323 (ex-213), 5363 (ex-303), 5365 (ex-269), 5378 (ex-292), 5380 (ex-258), 5387 (ex-255), 5389 (ex-205), 5430 (ex-168), 5432 (ex-362), 5455 (ex-367), 5457 (ex-179) (22)

Miscellaneous Post-Sandy Events on Subdivision "B"

When partial service was restored on (A)(D)-(F)(J)(L)(M)(N) and (R) on October 31, 2012, lost in the shuffle were the continued suspension of rush hour (Z) service (still in place as of November 23) and the unusual operation of (M) trains through the November 3-4 weekend between Jamaica Center (in lieu of (E)) and Metropolitan Avenue. As of November 6, (E) service was restored and (M) again OPTO-shuttling from Myrtle Ave.-Broadway to Metropolitan Avenue on weekends.

That first weekend also found crews furiously working to make sure the existing interlocking beyond the JFK-Howard Beach station was operating reliably, as the (A) service restoration in effect on November 6 called for trains on the former Far Rockaway Branch (now partly washed out) to relay at that point so that line's busy passenger service toward the airport could be protected. Historically, this interlocking (as rehabilitated about 2003) had been used to relay non-rush hour Rockaway Park Shuttle trains in effect since July of 1967. Until it was cut back to the newer siding near Broad Channel station in 1999, these trains were variously designated as the "HH," "E," "CC," and "H" through 1992, at which time they became the IND's "S" (for Shuttle), in company with the IRT version serving 42nd Street, Manhattan and that of BMT to Franklin Avenue.

Morrison-Knudsen-overhauled R-42s 4788/9, 4798/9, 4806/7, 4810-3, 4816/7, and 4820-3 were assigned to (C) service when it was restored on November 6, operating as two 8-car trains but using the 10-car markers and Conductors' boards. They were still on hand through November 23.

When (G) service was restored on November 7, there were no signals through the so-called "Greenpoint Tunnel" (under Newtown Creek), which required all trains to operate at speeds of 10 mph or less. To make up for the added trip times and hold a 12-minute headway the usual R-68As (plus perhaps some R-68s) were made up in 8-car trains and supplemented by one full-length train of R-46s, making their first return since July of 2011. This added consist remained in place through the following week to be replaced by another when OPTO (G) service was resumed over the weekend of November 17-18. Modified scheduling was still in place on (G) as of November 23.

Daily from November 6-20, a total of 20 Phase I R-32s (3394/5, 3406/7, 3426/7, 3574/5, 3590/1, 3646/7, 3726/7,3728/9, 3778/9, and 3870/1) were moved by flatbed truck from Liberty Junction to Rockaway Park, where a special maintenance pit was set up as part of the post-Sandy recovery. Each was lifted from the track by a mobile crane at both ends of the transfer, with the trucks shipped separately, and hostled with a trackmobile around the powerless yard at Rockaway Park after they arrived. This marked the first known instance of car movement through this method, while it might also be the first time a New York rapid transit fleet is completely isolated from the rest of the system (see page 5). In the form of three 4-car trains, the R-32s began operating on a fare-free (H) Rockaway Shuttle from Mott Avenue-Far Rockaway to the Rockaway Park-bound platform at Beach 90th Street-Holland via the Hammels Wye track on November 20. West of B. 90th Street, the surrounding neighborhood was still in great disarray on that date, with access and/or power issues negating Transit's ability to reopen the stations from there to the Rockaway Park terminal in the near term. With over a mile of the Rockaway Line badly damaged (even washed out in part) by the storm, these 20 cars plus de-icer unit RD341, a diesel, crane, and two flat cars will be secluded until reconstruction of the damaged portions are complete and normal through service can be restored, a process which may last into the summer of 2013. For its part, NYCT engineers believe the damaged sections of right-of-way can be replaced with newer, sturdier structures than those rebuilt from the former LIRR "North Channel" trestle during the 1950s. When the line was converted for NYCT(A) use in 1955 and 1956, portions of the surviving LIRR which were undamaged in the May, 1950 Grassy Bay fire were reinforced, "coffered and covered," but proved no match for the overpowering tidal surge of Superstorm Sandy. See page 20 for more on this operation.

A train of R-68As was observed on the shortened (D) (to Bay Parkway only) on November 6, with an R-68 train seen running on the fully-restored (N) by Bill Zucker on November 21. What may have been the same train was then spied running on (Q) on November 23.

Retired Equipment and Non-Revenue Events

R-33 rider cars RD440 and RD441 have been converted to de-icer cars carrying the same numbers.

This autumn's E. 180th Street Rail Adhesion Train saw a "historic" collection of power cars, with R-36s 9584/5, R-29s 8678/9, and R-28s 7942/7925 propelling R-33 "Gel" car 8885 around.

The Westchester's Last Days

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Haven's property between New Rochelle and Port Chester. Effective November 1, 1937, service was cut back to North Avenue. The company's financial condition did not improve and service was discontinued shortly after midnight December 31, 1937.

A group, who had been trying to save the Westchester, persuaded New York City to buy the Bronx portion between 174th Street and the city line for $1,785,000. It became a part of the New York City Transit System and shuttles started running on May 15, 1941. At the present time, NYC Transit operates through service on 5 to Manhattan and Brooklyn most of the time — a feat that the Westchester could not accomplish.

Member Robert J. Powers (ERA #663), a retired Colonel in the United States Air Force, recently wrote to comment on our NYW&B article in the September, 2012 issue:

"Enjoyed your article on the 'Wobble & Bounce' MUs. Their livery was indeed 'standard New Haven green,' but I would add that it was NYNH&H green of the times, not the later olive green. The older green livery was extant on some NH passenger stock when I was in high school (1939-43). It should also be noted that NYW&B window sashes were a bright red. I last rode the line, a round trip between 133rd Street and White Plains, in December of 1937, a few weeks before its demise on 31 December of that year. I was 13 at the time.

"In 1953, I was a 1st Lt., a pilot in the Air Force, en route to a year's tour with a Rescue squadron in Saudi Arabia. I had learned that Readville-rebuilt NYW&B cars were in use on the Saudi railway. At my first opportunity I located the railroad, and there they were, in trains pulled by Alco RS diesels. Imagine the nostalgia! I had also ridden Stillwells on the Erie and the Susquehanna pre-WW2, and actually had the chance to ride one on the ACL from North Carolina to D.C. during the war, when passenger trains were often a pretty astonishing collection of odds and ends. I doubt if any Stillwell had ever gone that fast on its own home rails, the way we scorched the ballast on the ACL."

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Around New York's Transit System

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of damage. Hundreds of feet of track were destroyed on the bridge and the portion of the line that runs through the Jamaica Bay Wildlife Refuge. There is no working signal system, the rails are twisted, and in some areas the supporting roadbed was completely washed away. The Broad Channel station was filled with debris. The tidal surge not only undermined the track structure for long lengths, it also created totally new tidal estuaries between the new bays on either side of the structure.

Before Sandy's arrival, NYC Transit safely evacuated riders and secured equipment to weather the storm. After Sandy, most subway riders have quickly experienced normal service.

THE H TRAIN

The H train is not new. It s just back in a new form. Starting November 26, 1967 or sooner, the Rockaway Shuttle between Euclid Avenue and Far Rockaway or Rockaway Park was called the HH train. It was renamed H on May 5, 1985, when double letters were eliminated. On October 25, 1992, H was renamed the S Shuttle and continued as such between Broad Channel and Rockaway Park. The A train served Far Rockaway 24 hours a day, 7 days a week alternating with Lefferts Boulevard, except late nights.

The new H is running over a seldom-used piece of track called "Hammels Wye," where equipment was transferred. Until October 25, 1992, late-night "Round Robin" trains ran from Broad Channel to Rockaway Park, then to Far Rockaway and back to Broad Channel.

Even after the H designation disappeared from public timetables and maps after the 1992 schedule change, it was still used internally for NYC Transit employees for route subway car assignments right up to Sandy.

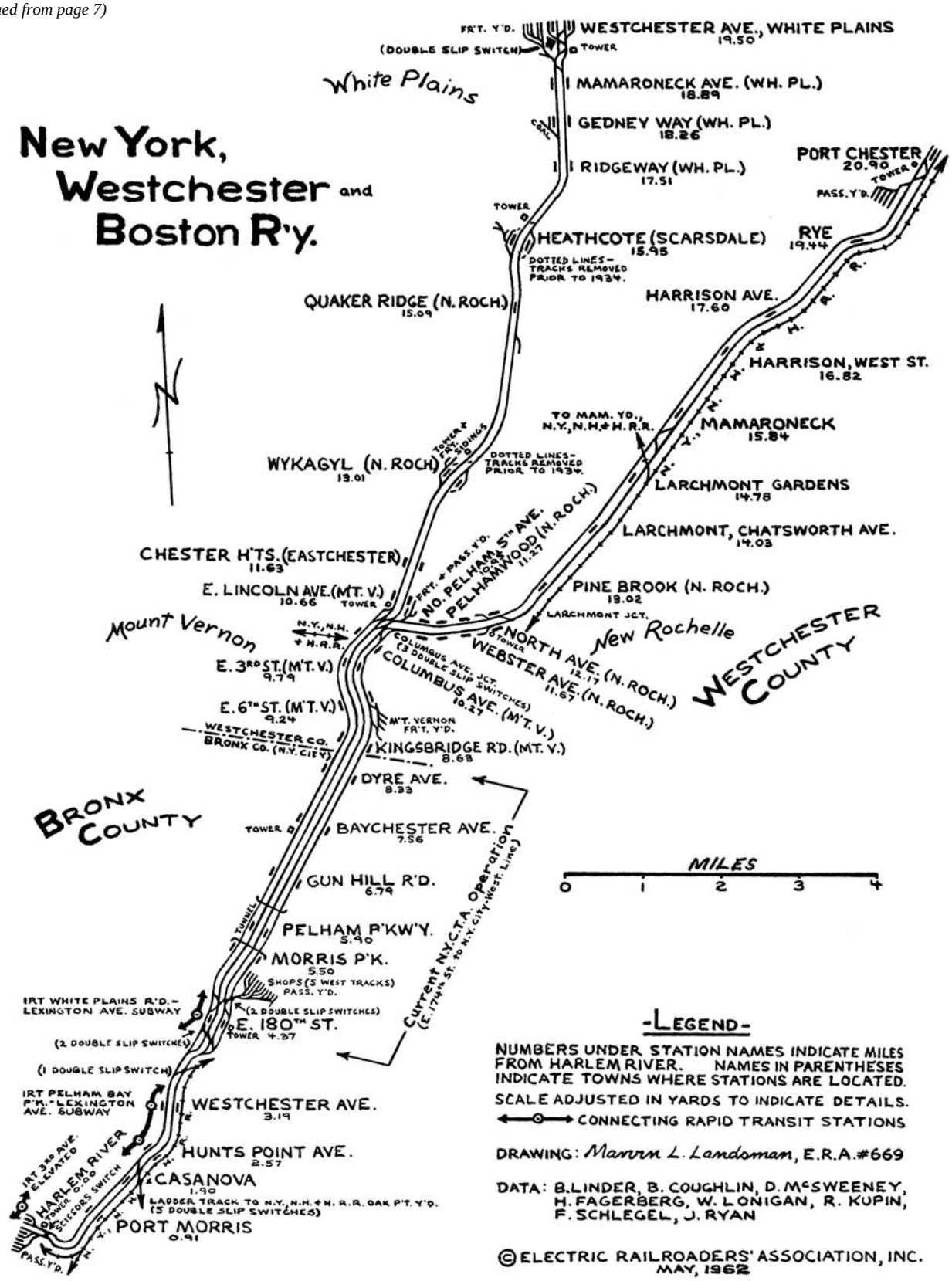
TEMPORARILY ISOLATED LINES
by Henry Raudenbush

I think that this is the first time since the 14th Street Line in 1924-7 that a piece of the system is operated with no track connection to anything else. Sure, it occurs to me that at the very beginning of each of the systems—Manhattan el, Brooklyn el, IRT, and IND, and after the initial delivery of cars, perhaps through a temporary connection, there were no connections for a while. But these cases are the only ones I can think of as examples of isolated lines after the systems were well-established:

- IRT—The subway was linked to the Manhattan el at Jackson Avenue on the White Plains Road Line. The Manhattan el was connected to railroads by Putnam Bridge and also via the connection to the New Haven at 133rd Street
- BRT—When the el lines were linked to the surface roads at Coney Island and Canarsie, that furnished a permanent connection to the railroads
- IND—It had a float bridge at 207th Street, a temporary connection to South Brooklyn at Ditmas Avenue in 1937, and a single-track connection to BMT at Ditmas Avenue for delivery of R-10s
- Steinway Tunnel, Corona Line—There was a two-car temporary inspection shed beside the line, just outside the Hunters Point Avenue portal. The track ran through the shed and connected to PRR/LIRR. Until the Manhattan el crossed the Queensboro Bridge, this was the only connection for that line.

The Westchester's Last Days

(Continued from page 7)



Commuter and Transit Notes

No. 290
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

The financial impact of "Superstorm" Sandy was reported as approximately $5 billion, $4.7 billion of which is attributable to damaged infrastructure. An additional $261 million is lost fare revenue. MTA officials anticipate that a substantial portion will be covered by business interruption insurance and FEMA. Of the infrastructure losses, after recoveries from FEMA and MTA's own insurance, approximately $950 million of damages may need to be covered by the transit agency. MTA Chair Joe Lhota on November 28, 2012 announced that riders would not have to pay for the repairs, nor would they have to endure any service cuts.

Due to Hurricane Sandy, the fare increase hearings that were to be held in Ronkonkoma and Staten Island earlier in the month were rescheduled to November 27 and 28, 2012.

As expected, the MTA Board voted unanimously to raise all fares and tolls effective March 1. The cost of a single-ride subway/bus trip would go from $2.25 to $2.50; 7-Day MetroCards from $29 to $30; 30-Day MetroCards from $104 to $112; and LIRR and Metro-North fares are rising an average of 9%. The range of the increase will be 7.1% to 15.3%. The goal was to generate $450 million per year. The next fare increase is planned for 2015.

MTA Chairman Joe Lhota announced his resignation effective December 31, 2012, so that he can run as the Republican candidate for New York City Mayor this year.

MTA METRO-NORTH RAILROAD (EAST)

The covers of the Thanksgiving Weekend timetables (November 22-25, 2012) had the same turkey design that has been in use since 2007. A record 83,000 passengers were carried on Thanksgiving Day, which surpassed the previous year's 81,000.

Special timetables for Christmas through New Year's Day were not available at press time.

MTA METRO-NORTH RAILROAD (WEST)

Following the restoration of Hoboken Division trains stopping at Secaucus Junction, I found that ridership was off when compared to pre-Hurricane Sandy ridership. This could be attributed to riders finding alternative ways of commuting due to the non-availability of PATH service at Hoboken, or as my former seatmate found, the Route 49 bus better suited their needs. That trend continued into December.

Work to install a new signal system on the Port Jervis Line started November 26, 2012. The $67 million project will replace the existing 40-year-old wayside system and renew 10 interlockings and 4 grade crossings between Suffern and Port Jervis.

For 48 hours starting at 9 PM Friday, December 14 through Sunday, December 16, 2012, buses replaced train service on the Port Jervis Line between Harriman and Suffern to accommodate infrastructure improvements near Sloatsburg, an area that received significant damage due to Hurricane Irene. Leprechaun Lines provided the bus service during this period.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The last M-8 update, still from October 15, 2012, shows 156 cars with 138 in service and 18 undergoing Kawasaki inspection. Member Bill Zucker has observed 9100-9227, 9230-3, 9238-53, and 9256-9, 152 cars.

CDOT issued a Shore Line East timetable effective November 19, 2012, with some changes to train times.

Connecticut riders are paying 5.04% more to ride trains in the State of Connecticut and to New York as of January 1, 2013. As an example, a monthly ticket from New Haven now costs $436, up from $415, closing in on the most expensive monthly ticket in the metropolitan area, which is Trenton to New York Penn Station at $440. The distances to New York Penn Station and Grand Central Terminal are 72.3 miles and 56.7 miles, respectively. Copies of the January 1, 2013 Tickets and Fares brochure were available at Grand Central Terminal on December 10, 2012.

Some New Haven residents living near the State Street station have started a petition to increase Metro-North service to this station. Opened on June 24, 2002, State Street is served by Shore Line East and a handful of Metro-North trains each weekday. A Metro-North spokeswoman said that service to this station is determined by CDOT, while a CDOT spokesman said, "We try to be flexible where we can, but there are constraints, usually, when it comes to additional service. Those constraints usually come down to money."

As of mid-December, 2012, a June, 2013 opening is scheduled for the West Haven station. West Haven will be in the same fare zone as New Haven and most, if not all, trains that stop in Milford will also stop there. When it opens, it will be the second station to be added on the New Haven Line in recent years. Fairfield Metro opened on December 5, 2011. Thanks to member David Cohen for these articles from ***The New Haven Register***.

MTA LONG ISLAND RAIL ROAD

Special timetables/timetable cards were issued as follows for a concrete tie project:

- Port Jefferson, November 16 and 30 and December 7, 2012
- Montauk, November 16 and December 7 and 14, 2012

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Commuter and Transit Notes

(Continued from page 9)

- Hempstead and Hillside Facility, November 16-18 and December 7-9 and 14-16, 2012

The loss of power to the signals could not have come at a worse time – November 21, 2012, the eve of Thanksgiving, but that is what happened shortly after 5:30 PM. Due to crowding, within minutes, New York Penn Station was closed and passengers were not permitted to enter. They were advised to use 2 3 to Atlantic Terminal or E to Jamaica. Limited service was restored just before 7 PM, but train delays continued for several hours.

Timetables with effective dates December 17, 2012 through March 3, 2013 were issued. All covers have a "Season's Greetings" motif. Most, but not all, lines had extra service for Christmas Eve, New Year's Eve, and New Year's Day. There will also be extra service supplementing the weekend schedules on Martin Luther King Day and Presidents Day for the Port Washington, Ronkonkoma, Port Jefferson, Babylon, and Montauk Branches.

Buses will replace rail service on the Montauk Branch in the Hampton Bays area over the weekend of January 15-18, 2013, to enable rehabilitation work on three bridges. A special timetable (not available at press time) will be issued in support of this project.

NJ TRANSIT

Just before November 17, 2012 a YouTube video showed Amtrak delivering 21 multi-levels with P-40 832 (in Heritage colors) leading and assisted by P-42DC 43 passing through Schenectady. The car numbers are: 7052-3, 7681-2, 7684-6, 7689-91, 7695, 7706, 7710-1, 7713-5, 7718-9, 7721, and 7725. After changing engines in Albany, the train, with P32-ACDM 716 leading and 700 trailing, was filmed at Peekskill. These cars are very much needed to replace storm-damaged cars.

"Getaway" service operated November 21, 2012 on the Morris & Essex, Northeast Corridor, North Jersey Coast, Pascack Valley, and Raritan Valley Lines. In some cases, these trains replaced later trains that were canceled. On Thanksgiving Day, additional train service was provided on all of the aforementioned lines except for the Pascack Valley. Some early morning Northeast Corridor trains were canceled in favor of an equal number of late morning trains on the day after Thanksgiving.

"Getaway" service also operated on December 24, 2012 on the aforementioned lines. From December 26-28 and 31, 2012, some eastbound early morning Northeast Corridor trains were combined in order to provide late morning service.

The same problems that affected the Long Island Rail Road on November 21, 2012 (please see above) also affected NJ Transit riders, although to a lesser degree. An alert sent at 5:43 PM warned: "Trains are subject to indefinite delays in/out of New York Penn Station due to a major switch problem." At 6:50 PM, trains were operating in and out of New York Penn Station 60-90 minutes late. By 9:45 PM, the delays had been reduced to 30-60 minutes; 10:30 PM, 20-30 minutes; and by 11:10 PM, trains were reported as on or close to schedule. Numerous trains were also canceled.

NewJersey.com reported that in the weeks following Hurricane Sandy, 315 commuters who were interviewed said that their commutes increased by about 20 minutes.

Water-damaged equipment included 261 of 1,162 rail cars and 63 of 203 locomotives. ***The Asbury Park Press*** provided a detailed breakdown. Locomotives: 9 ALP-45/DP, 11 ALP-46/46A, and 43 GP-40s, F-40s, and ALP-42s; passenger cars: 84 multi-levels, 124 Comets (Comet II, Comet IV, and Comet V), and 53 Arrow IIIs. These totals include seven engines and six coaches owned by Metro-North, and used in the Hoboken Division pool of equipment. By contract Metro-North provides 15 diesel-electric locomotives and 65 coaches, so the loss of this equipment is significant. During the storm, Port Jervis trains were stored in the Otisville Tunnel, where they were kept safe from harm. Some diesel-powered push-pull sets were to be moved from Hoboken to Waldwick before the storm, but because this did not occur, that equipment was damaged. Required repairs include traction motor change-out on diesel locomotives and wheelset teardown and lubrication on Comets and multi-levels. The worst damage is to some multi-level cars that got water into the lower level, which needs to be taken apart to clean, dry, and be sanitized. The multi-level work will probably take the longest. Some diesels sent to the Morristown & Erie have been returned to service after being repaired.

After canceling Meadowlands rail service for several previous games, the service returned starting with the Jets vs. New England Patriots game on Thanksgiving Day and again on Sunday, November 24, 2012 for the Giants vs. the Green Bay Packers.

At a December 6, 2012 Congressional hearing that was called by Senator Frank Lautenberg (D-NJ), Executive Director James Weinstein stated that the transit agency sustained losses of $400 million: $300 million for damage to infrastructure, extra bus service, and lost fare revenue, plus $100 million for damaged rolling stock. At the same meeting, Amtrak requested $336 million and MTA, $5 billion.

Northjersey.com reported that NJ Transit executives also appeared before the Assembly Transportation Committee on December 10, 2012 to answer questions about the aftermath of the storm and why they did not use "common sense" and move hundreds of cars and locomotives. Executive Director James Weinstein told the committee that it was not until NJ Transit shut down its system that the "dynamics of the storm changed" and

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Commuter and Transit Notes

(Continued from page 10)

the surge occurred. While all damage to the rail cars can be repaired, the agency is looking at whether it should move forward in repairing aging Arrow III rail cars that the agency had been preparing to replace with more popular multi-level cars.

The monthly NJ Transit Board Meeting was held on Thursday, December 13, 2012. A friend who attended told me that there were 15 speakers, more than typically attend. Most complained about a lack of communication regarding service restorations, temporary schedules not being posted in stations, major flaws with the substitute bus service, and that the transit agency failed to heed the warnings that their facilities would be flooded in the storm.

Member Bob Vogel sent digital images of the Atlantic City Line station buildings under construction at the Pennsauken Transit Center taken on November 25, 2012.

PORT AUTHORITY TRANS-HUDSON CORPORATION

Additional trains were added to the holiday schedule that was in effect at the time on Thanksgiving Day. On Friday, November 23, 2012, a modified schedule with 10-minute headways was operated. Thanks to member Al Holtz for this report.

Please see **SUPERSTORM SANDY FOLLOW-UP** (below), for further service restorations.

METROPOLITAN AREA

On December 5, 2012, a state advisory committee announced that Tappan Zee Constructors, part of a consortium that designed the existing 3-mile-long 57-year-old Tappan Zee Bridge, has been recommended to build the replacement bridge. At $3.142 billion, its price was lower than the other bids of $3.990 billion and $4.059 billion. Upon award of the contract, the twin span bridge could be completed in 5 years 2½ months. TZB II would be "transit ready," which means that on Day 1, there would not be any transit service; only four lanes travel in each direction plus lanes for emergency breakdowns and BRT. Commuter rail could be added in the future. The New York State Thruway Authority approved the contract on December 17, 2012, and, following approvals by the Attorney General and Comptroller, construction could begin this month.

AMTRAK

How do you like this? On November 15, 2012, nearly one month before the inaugural run of the Norfolk to New York service on December 12, Amtrak reported that the train had been sold out and four additional cars were added, which provided 280 additional seats. This is the first time since 1977 that a one-seat ride has been available between Norfolk and New York City.

Details about the previous train were not readily available on the Internet, so I turned to my friend Steve Lofthouse who sent the following: "Checking the 'Official Guide' of July-August, 1976, I found that Amtrak ran a train called *The Mountaineer* (Trains #54/55) between Norfolk and Chicago over the N&W via Petersburg, Lynchburg, Roanoke and Tri-State Station, Kentucky, where it was combined with a train called *The James Whitcomb Riley* (Trains #50/51), now known as *The Cardinal,* to continue on to Cincinnati, Indianapolis, and Chicago. Both trains carried coaches, sleepers, diner, and *The Mountaineer* had a dome coach! At that time, there was no *Capitol Limited*. How things have changed."

DAYS	TRAIN NUMBER	DEPARTS NORFOLK
Monday-Friday	174	4:50 AM
Saturday and Sunday	88	6:05 AM
DAYS	**TRAIN NUMBER**	**DEPARTS NEW YORK**
Monday-Friday	125	11:35 AM
Saturday	71	3:04 PM
Sunday	157	12:05 PM

On November 16, 2012, two extra P-42s were sent north on Train #69, *The Adirondack*, to bring back two consists of VIA cars, each consisting of 6 coaches and a Park Observation/Dome. *(Editor's Note: Amtrak would classify these over 50-year old coaches (although they have been rehabilitated) as "Heritage" cars.)* These would see service on *The Adirondack* between Albany and Montreal, with through passengers from New York doing a cross-platform transfer at Albany from an Amfleet consist shuttle to the VIA consist. The equipment freed up was deployed as a single consist on the Northeast Corridor, substituting for what would normally have been covered by an Arrow III consist over Thanksgiving Weekend, and released some equipment for maintenance the following week. Thanks to the New Jersey Association of Railroad Passengers (NJ-ARP) for this report.

Bob Vogel reported: "Amtrak used VIA equipment on Trains #68 and #69 *Adirondack* for a week or so, so I rode Train #69 to Port Henry and Train #68 back. The electrical equipment boxes on the VIA cars reportedly would tear down third rail covers, if not the third rails themselves, so two trainsets were used for *The Adirondack*s, Amtrak cars between New York Penn and Albany-Rensselaer, and VIA cars between Albany-Rensselaer and Montreal."

For additional equipment for the Sunday after Thanksgiving, Amtrak turned to NJT and MARC. Bob Vogel sent digital photos of a MARC trainset composed of HHP-8 4913 with six MARC single-levels and an Amfleet Café car assigned to Train #1054 (9:55 AM Washington, D.C./New York Penn). Train #1057 (11:20 AM) and Train #1099 (12:50 PM) New York Penn/ Washington, D.C. used 8-car sets of NJ Transit Arrow IIIs. Bob also found that cars were added to several Regional and Keystone trains. My son Marc photo-

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Commuter and Transit Notes

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graphed another MARC set in New York Penn with HHP -8 4912 as the power for Train #1056 (2:30 PM Washington, D.C./New York Penn).

Member George Chiasson found CDOT engine P-40 (ex-Amtrak) 833 paired with CDOT GP-40-PH-2 6696 sitting alone on a track in Boston's South Station. There was no further information.

Amtrak issued a Request For Proposals in February, 2012 for the purchase of 40 *Acela* coaches. Amtrak's Inspector General (IG) canceled the contract after an investigation found that the high dollar value of the proposal contained amounts that "were not based on well-supported and/or reasonable cost data" for a sole contractor. The IG recommended that Amtrak attempt to negotiate a lower price, and retain the audit provision that had been specified by Amtrak and altered by the contractor. Thanks to the New Jersey Association of Railroad Passengers (NJ-ARP) for this report.

Almost on the heels of the aforementioned report, on December 13, 2012, Amtrak announced that early this year it would begin the process of replacing its 20 *Acela* trainsets.

Effective 12:01 AM December 1, 2012, a long-term lease with CSX gave Amtrak full control of the Hudson Line between Poughkeepsie and Schenectady. Now, work will commence on four significant rail improvement projects valued at $181 million that will reduce travel times along the Empire Corridor.

On December 11, 2012, the State of New York held a sale for the retired Turboliners and assorted spare parts. Seven trainsets were acquired from Amtrak during the administration of former Governor George Pataki as part of a $70 million project. The idea was to create a high-speed rail service within the state; however, just three were able to run due to various problems and fires due to the air-conditioning units. Those three were removed to an Amtrak yard in Delaware, and the four remaining sets that were stored in a yard outside of Schenectady were sold for $420,000 to two firms that will dismantle them and sell every part that can be sold. Thanks to Production Manager David Ross for this report.

The Winter/Spring National Timetable (Form T-1) is to be issued sometime this month.

SCHEDULED FOR 2013

In the table below is latest available information about transit projects that are scheduled to open or expand service this year.

DATE	AGENCY	CITY	LINE	NOTE
Early	NJ Transit	Pennsauken, New Jersey	Atlantic City/ River Lines	Pennsauken Transit Center station opens
April 14	Utah Transit Authority	Salt Lake City, Utah	Airport TRAX Line	6 miles, 6 stations
April 26	Denver RTD	Denver, Colorado	West Corridor	12.1 miles, 12 stations
June	Connecticut DOT	West Haven, Connecticut	New Haven	West Haven station opens
August	Washington Metropolitan Area Transit Authority	Washington, D.C.	Silver Line Phase I	11.6 miles, 4 stations
Fall	District of Columbia DOT	Washington, D.C.	Anacostia Circulator Penn Ave -SE- Anacostia Metrorail Station-Bolling AFB	3 miles, 6 stations
October	South Florida RTA	Miami, Florida	-	Miami International Airport Station reopens
Late	Utah Transit Authority	Salt Lake City	Sugar House Street Car	2 miles, 7 stations
?	Connecticut DOT	West Haven, Connecticut	New Haven	West Haven Station opens

SUPERSTORM SANDY FOLLOW-UP

Picking up where I left off in the December, 2012 ***Bulletin***, service restorations took place as follows:

MTA NEW YORK CITY TRANSIT (SUBWAY)

On Monday, November 19, 2012, (J)/(Z) skip-stop service resumed and (M) returned to its normal schedule.

On Tuesday, November 20, 2012 (H) shuttle service between Far Rockaway and Beach 90th Street commenced using four-car trains of R-32s that had been trucked to Rockaway Park Yard. Fare-free service operates between 4 AM and 12:30 AM. The car numbers appear below under *MTA LONG ISLAND RAIL ROAD*.

On Monday, December 3, 2012 at 6 AM, (R) was extended from 34th Street to Whitehall Street.

On Tuesday, December 4, 2012 at 6 AM, (J)/(Z) was extended from Chambers Street to Broad Street.

On Friday, December 21, (R) service through the Montague Street Tunnel between Whitehall Street and Jay Street-MetroTech was restored.

MTA BRIDGES AND TUNNELS

On Monday, December 10, 2012, normal operation (three lanes inbound in the AM) resumed in the Brooklyn-Battery Tunnel.

MTA STATEN ISLAND RAILWAY

Subsequent to November 15, 2012, MTA's website

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Commuter and Transit Notes

(Continued from page 12)

reported that between 4:30 and 7:30 PM on weekdays, a "Modified Express/Local" service would operate. A check of the timetable found seven trains that operated express to Great Kills and then local to Tottenville. An equal number of trains made all stops to Great Kills and terminated at this station.

On Monday, December 3, 2012, limited AM express service was added. Several days later, the MTA website reported "Good Service", which led me to believe that everything was back to normal.

On Monday, December 17, 2012, regular train service resumed; however, with a Slippery Rail Schedule, St. George-bound train departures are adjusted by five minutes earlier than normal, Monday through Friday from 9 AM to 2:30 PM and from 8:30 PM to 5 AM. In addition, Tottenville-bound train departures are adjusted five minutes later than normally scheduled, Monday through Friday from 9 AM to 2:30 PM and from 8:30 PM to 5 AM. Morning and evening rush hours remain as scheduled, with some exceptions. MTA reported that Sandy hit Staten Island with unimagined ferocity, and SIR did not escape the damaging winds and high tides that left most of the island devastated.

MTA Long Island Rail Road

On Friday, November 16, 2012, LIRR announced that it was waiving the $10 refund processing fee for tickets that were purchased by riders who were unable to use them due to the storm.

On Monday, November 19, 2012 a brochure titled ***Customer Reference Guide to LIRR Post-Sandy AM/ PM Peak Canceled/Diverted Train Plan*** was issued. It was designed to work in conjunction with the November 12-December 16, 2012 timetables. There were also six reverse peak (PM) trains that were canceled.

In advance of Friday, November 23, 2012, I organized a trip to Lynbrook to ride to the diesel shuttle train that was operating in place of the electric trains that normally serve Long Beach. After the Ⓗ train service started, some in the group suggested adding this to the itinerary. Joining me at New York Penn Station were members Barry and Matt Zuckerman and Steve Lofthouse. Richie Schulman boarded at Jamaica and member Larry Kiss met all of us at Lynbrook. Train #9814 departed at 11:30 AM with the following consist: (W) DE-30 402-4106-4021-4061-4051-406, and operated via Track 2 making all stops to Long Beach, where we met members Marc Glucksman and Andrew Grahl. We would find out later that this was the last day for this service because the shuttle did not operate on weekends, and the electric service was resumed on Sunday, November 25, 2012. The diesel shuttle train ran for a total of nine days.

After lunch at a nearby restaurant, we boarded a NICE Route N33 bus for the approximate 25-minute ride to Far Rockaway. Along the way, and also while on the shuttle train, we saw some of the results of Sandy's destruction in the form of piles of discarded furniture and home interiors (sheetrock, insulation, wood framing, etc.) that was piled up next to the curb in front of those homes, awaiting removal.

Upon arrival at Far Rockaway we climbed the stairs to the platform and boarded the Ⓗ train. Perhaps because it was an early afternoon trip, there were few riders. After departing Beach 67th Street/Arverne By The Sea, the train crossed from Track F4A to F6 then to Track F3 and terminated at Beach 90th Street. The Train Operator changed ends and the train departed at 1:45 PM. We got off at Beach 67th Street to take some photos, and boarded the following train (15 minutes later) to Far Rockaway.

Three trains of R-32s were operating and we observed 3394-5, 3426-7, 3574-5, 3590-1, and 3726-29, which accounts for 12 of the 20 cars. Photos of the cars being loaded onto the flatcars from MTA's Flickr page yielded 3406-7 and 3778-9; however, four car numbers were still missing, so I asked Barry Zuckerman to post a request on SubChat and within a few hours the car numbers were provided: 3646-7 and 3870-1.

The free shuttle to Howard Beach Ⓐ was using buses of various models. Marc learned that that this service requires 94 buses, which mostly came from depots in Brooklyn and Queens, although there were a few from Manhattan depots.

On Sunday, November 25, 2012, as reported above, electric service resumed with four additional holiday trains in each direction on weekends. Long Beach riders with November monthly tickets who were displaced by the storm were able to use their monthly ticket on all other LIRR branches until December 1, 2012.

On Monday, November 26, 2012, LIRR reported that it was operating approximately at 80% of weekday rush hour capacity. Twenty-six of the LIRRs 143 morning rush hour trains were canceled or diverted to another terminal. In the evening rush hour, of the 127 trains LIRR operates, 27 were canceled. Overall, across the entire day, the adjustments provide for approximately 92% of normal weekday service capacity.

On Tuesday, November 27, 2012, U.S. Representative Steve Israel announced at a press conference held in Hicksville under the auspices of the Long Island Rail Road Commuter Council that Amtrak CEO Joe Boardman assured him that the repair work in the East River Tunnels would be completed by Christmas week, and that would permit complete restoration of all trains.

On Monday, December 11, 2012, full service was restored, although Amtrak and Long Island Rail Road crews continued to make repairs in one of the tunnels.

Shore Line East

Service resumed Friday, November 2, 2012.

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Commuter and Transit Notes

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NJ TRANSIT

On Tuesday, November 20, 2012 the free bus services were reduced to: Ramsey/Route 17, PNC Arts Center, and two routes servicing the Gladstone Branch. Riders were transported to either Weehawken, Liberty State Park, or other rail connections such as Summit, Newark Penn Station, or Hoboken.

On Wednesday, November 21, 2012 at 8 PM, all of the free bus routes ended save those for the Gladstone Branch.

On Saturday, November 24, 2012, regular weekend schedules resumed on Newark Light Rail. Late on November 26, 2012 regular weekday schedules resumed.

On Monday, November 26, 2012 another set of modified schedules went into effect on the North Jersey Coast and Raritan Valley Lines. Later in the day, new modified schedules went into effect on the Main/Bergen and Pascack Valley Lines due to some changed connecting times at Secaucus Junction.

On Wednesday, November 28, 2012 bus routes serving the Gladstone Branch were adjusted.

On Thursday, November 29, 2012 modified weekend schedules were issued for the Main/Bergen/Port Jervis, Montclair-Boonton, Morris & Essex, Northeast Corridor, and Pascack Valley Lines. The news media were reporting that repairs would be made to the Gladstone Branch by November 30, 2012, at which time test trains would be operated. Five custom-made catenary poles exceeding 90 feet in length snapped during Hurricane Sandy. New poles were installed, along with more than five miles of catenary. Crews removed 49 trees across the tracks, and were in the process of finalizing repairs to the line's infrastructure, such as signals and switches. It was announced that when service was restored, *Midtown Direct* trains would be electrically powered, while the service to Hoboken would operate with diesel engines due to storm damage at Hoboken's Mason Street Substation.

On Monday, December 3, 2012, with service restored to the Gladstone Branch, every NJ Transit rail line had service for the first time since October 28. All lines were operating under "Modified" weekday and weekend schedules except for the Atlantic City Line, which used the regular timetable. NJ Transit also announced that it would honor PATH tickets between Hoboken and Newport.

On Wednesday, December 5, 2012, another revised Morris & Essex modified weekend schedule effective December 8, 2012 was issued.

On Thursday, December 13, 2012, Executive Director James Weinstein reported that it would take 8 to 10 weeks to complete an interim replacement for the damaged substation that serves Hoboken Terminal. The permanent replacement is a year away.

On Monday, December 17, 2012, full service was restored to the Raritan Valley Line. Another modified timetable was issued for the North Jersey Coast Line, adding some service.

On Saturday, December 22, a revised weekend schedule went into effect, removing the added running time that had been part of the December 1, 2012 edition.

PORT AUTHORITY TRANS-HUDSON RAILROAD

On Monday, November 26, 2012, with weekday service restored to Exchange Place and World Trade Center, there were now two lines: Newark to World Trade Center and Journal Square to 33rd Street. The restrictions that had been in place at Christopher Street and 9th Street were eliminated, but trains continued operating only between 5 AM and 10 PM. Hoboken Terminal remained closed. On weekends, trains operated between Newark and 33rd Street.

On Tuesday, November 27, 2012, the Port Authority (PA) announced that restoration of service to Hoboken was still "weeks away." Sandy caused an estimated $300 million in damages systemwide and PA is applying to FEMA for reimbursement. Besides flooding the Hoboken station, the waters surged over a four-foot-high metal barrier that was secured with sandbags at the station entrance closest to the Hudson River. Water even poured through the station walls. Fiber optic cables will replace the existing copper cables. Other damaged items include the turnstiles, third rail, power and signal cables, relay rooms, and of course, the tracks and switches.

Over the weekends of December 8-9 and 15-16, 2012, service was reduced to just one route — Newark to World Trade Center — in order to allow extended hours in which to do repair work.

On December 13, 2012, PA announced that it was still on track to restore service to Hoboken in "weeks." However, service between Hoboken and 33rd Street began operating on Wednesday, December 19, 2012. It operated from 5 AM to 10 PM. There were news reports that there could be limited 24-hour service for the New Year.

Still out:

MTA NEW YORK CITY TRANSIT (SUBWAY)

1 Rector Street to South Ferry

A Howard Beach to Far Rockaway

S Broad Channel to Rockaway Park

MTA STATEN ISLAND RAILWAY

Full service

PORT AUTHORITY TRANS-HUDSON RAILROAD

Hoboken to World Trade Center and full-time service

NJ TRANSIT

Regular schedules on all lines

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

Actual Wachusett Extension (Fitchburg) work has be-

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gun. A highway known as "Fifth Massachusetts Turnpike" was barricaded some time before 9:30 AM on December 5, 2012 between just east of MP 334 and west of the houses west of Princeton Road/Route 31. On Authority Drive, tree and brush clearance east of the Omnova driveway was underway, and a trailer-load of Jersey barriers was waiting.

A construction kick-off ceremony for Phase I of the Green Line extension was held in Somerville on December 11, 2012. Phase I consists of the reconstruction of the Harvard Street and Medford Street rail bridges. Both will be rebuilt to accommodate both the existing commuter rail and the Green Line tracks. There will also be demolition of a building in East Cambridge, presently owned by MBTA, to clear the path for the eventual extension of the tracks from Lechmere.

The Government Center station is slated to close for two years either in late summer or early next fall, as it undergoes a $90 million renovation. "T" officials held a meeting on December 12, 2012 to discuss the project, which will construct a new station entrance, or "head house," renovate the Green Line and Blue Line platforms, overhaul the electrical system, install new elevators, escalators, and LED signs, improve lighting, add an expanded fare collection area, and reconstruct some surrounding parts of Cambridge Street and City Hall Plaza. The station will also be ADA-compliant.

Four hundred additional security cameras are planned for six Red Line stations: Andrew, Charles/MGH, Harvard, JFK/UMass, Kendall/MIT, and Porter. Bids are being sought for this project. The first installations are planned for JFK/UMass as early as late spring or early summer. At the recently opened Talbot Avenue station (Fairmount Line), 15 cameras were activated.

Starting May 24 and continuing through Labor Day, MBTA, in conjunction with the Cape Cod Regional Transit Authority, will operate weekend service from South Station via the Middleborough Line to Hyannis. There will be up to two trains to Hyannis on Friday evenings, a round trip on Saturdays, and up to two trains back to Boston on Sunday evenings. There could also be a Monday morning trip to Boston. Intermediate stops will be made at Lakeville and Buzzards Bay. A round-trip fare of $30 is proposed. The service needs 635 riders to be economically viable. You would have to go back to 1989, when Amtrak's *The Cape Codder* operated, for the last time this service ran.

Thanks to member Todd Glickman for these reports.

Todd also sent a correction for the news item concerning the Ruggles station (December, 2012 ***Bulletin***). The sentence should have read: "Plus if an outbound is coming on Track 1, then there are further delays."

LINDENWOLD, NEW JERSEY

PATCO staged a "Disaster Drill" on Sunday, November 18, 2012 from 8 to 11 AM (announced 8 to noon) above Cuthbert Road in Collingswood and Westmont. This resulted in single-track running at restricted speed with 35-minute headways for revenue trains. Fire equipment from Westmont, Collingswood, Haddonfield, Pennsauken, Gloucester, Mount Ephraim, and Bellmawr (not Belmar) was noted on the scene. There were others as well. Thanks to Bob Vogel, who sent this report along with several digital images.

PHILADELPHIA, PENNSYLVANIA

On November 15, 2012 SEPTA took another modest step towards extending the Media/Elwyn Regional Rail Line three miles to Wawa when the Board voted to spend $282,788 to acquire 4.86 acres formerly belonging to the now-defunct Franklin Mint. The land is intended for a parking garage, the main reason for the proposed extension, and its access road. Unfortunately there is no money in hand or in sight for the necessary construction of garage, station, or track, but capturing the property is seen as essential if there is to be any hope at all of extending the line. The right of way, a portion of the former PRR West Chester Branch, exists and belongs to SEPTA. Thanks to member Dave Safford for this news and commentary.

Member Bob Wright reported that as he passed Overbrook Shop a couple of times during the week of November 12, 2012, the Silverliner II/III 'switcher' set, 230-235-9010, was still on the west side of the shop building. Further west, in the yard, there were about 20 other Silverliner IIs and Silverliner IIIs possibly waiting to go to the scrap yard. They are in plain view not far from the Paoli/Thorndale (and Amtrak) tracks. A couple of them have been graffitied.

Bob Vogel sent digital images of six Budd Silverliner IIs heading eastbound through West Trenton on CSX Train C770 on November 21, 2012. They were ex-PRR 212, 219, and 259 and ex-Reading 9006, 9007, and 9012.

Several members sent reports that next summer SEPTA plans to close the 3,175-foot-long bridge spanning the Schuylkill River to Norristown that carries the Norristown High-Speed Line trains. Passengers would be bused. According to SEPTA's Chief Engineer, this will take place when warmer temperatures cause tracks to expand and pull free of steel spikes in rotted wooden ties. Economics are driving this — a lack of money to maintain the bridge. Emergency repairs undertaken in November, including gluing spikes in place, will allow the bridge to be kept open until summer. Train speeds on the bridge have been reduced to 15 mph from 25. Repairs would cost about $7 million to replace the 1,708 wooden ties and an additional $23 million to repair and repaint the bridge, he said. That would mean closing the bridge for at least four months.

Due to an editing error in the November, 2012 ***Bulletin***, I inadvertently referred to Bob Wright as a retired

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electrical engineer; that reference should have been to Dave Safford. Bob is still working as a civil engineer.

WASHINGTON, D.C. AREA

MARC released some preliminary service plans for Inauguration Day, January 21, also Martin Luther King Day. There would be a limited Penn Line schedule of eight inbound trains departing from Baltimore's Penn Station every 30 minutes from 7:30 to 11:00 AM and ten outbound trains from Union Station from 1:30 to 7:00 PM. Penn Line service would not operate north of Baltimore's Penn Station and would board passengers from Odenton, BWI, Halethorpe, and West Baltimore. Brunswick Line service would consist of four inbound trains, two from Martinsburg at 7:25 and 8:25 AM and two from Frederick at 8:15 and 9:15 AM. There would be outbound trains to Martinsburg at 3:30 and 4:30 PM, and to Frederick at 4:00 and 5:00 PM. Passengers wishing to ride the Penn or Brunswick Line from both Frederick and West Virginia to Washington would pay the normal ticket price. However, MTA plans to sell a special Inauguration commemorative ticket. The Camden Line and commuter bus will not operate. Information on the purchase and price of these commemorative tickets was not available at press time.

CHICAGO, ILLINOIS

The first of 160 new stainless steel Highliners made its debut during a November 14, 2012 ceremony. Nippon-Sharyo is building the cars at its new manufacturing plant in Rochelle, Illinois. Each car costs $3.2 million. Like the previous order for 26 cars presently operating on Metra Electric lines, half of these cars are equipped with restrooms. These cars are replacing the original Highliners, which date to the 1970s.

The Chicago Transit Authority (CTA) operated a holiday train on the Green and Orange Lines on November 23, 24, and 28, 2012. A special schedule was issued.

Eight hearings were held to discuss a Metra fare increase for 10-ride tickets by 11%. The higher fares were approved at the Board's December 14, 2012 meeting, where the 2013 budget was also approved. The higher fares would go into effect on February 1.

CTA held two public hearings in December, 2012 to discuss higher fares that would go into effect starting January 1. Riders are paying more for weekly and monthly passes, but the base fare of $2.25 remained unchanged. Under the new fare structure, weekly passes went from $23 to $28 while the cost of a monthly pass rose from $86 to $100. About 55% of riders use multi-ride passes. The fare from O'Hare Airport went from $2.25 to $5. Other changes are: 1-Day ($5.75 to $10) and 3-Day ($14 to $20). The good news, if there is any, is that fares should remain unchanged through 2015. Thanks to member Jim Beeler for these reports.

DALLAS, TEXAS

Member Steve Siegerist was in Dallas the first weekend in December, 2012 for the opening of the Blue Line extension to Rowlett and sent this report. "One station that is 3.5 miles beyond the previous end of the line at Downtown Garland, runs mostly through the woods, but does go by a sewage treatment plant. You can tell when you pass it. The Dallas, Garland & Northeastern (freight) Railroad has a track next to the light rail for the entire distance. Also happening that weekend was the extension of the Orange Line to Beltline. This is two stations further than the Irving Convention Center station that opened last December. At the end of the line you transfer to a bus to DFW Airport. The light rail will open to DFW airport in December, 2014. There is a large parking lot at the Beltline station; however, the line has a lot of twists and turns in it and a lot of grade crossings. I would question if DART is going to get many parkers there who work downtown or in the hospital district that the Orange line goes through before downtown. The ride is just too slow. There probably will be some airport parkers at Beltline who will ride the bus to DFW, and more later when the Light Rail opens to DFW. Service is two-car trains on all lines during the day, with some single cars later in the evening. The only line that will accommodate three-car trains from one end to the other is the Green Line. The Green Line trains that pull out for rush hour and go back after rush hour are three cars, but all day trains are two cars. DART now has two car yards and it appears that Red and Blue come out of the original rail yard while Green and Orange Lines originate in both yards. There are four routes, all using the same transitway in downtown. If something happens in the rush hour, it backs up really quick. Service on all routes is 20-minute headways, except in the rush hours when it is 15 minutes. Because the Orange Line and the Red Line share the same route, the headway is 7.5 minutes in the rush hours between Downtown and Parker Road. The Orange Line goes to Parker Road in the rush hours, but only to LBJ/Central Station in the off-peak.

"The Green and Orange Lines are cab-signaled, whereas the Red and Blue original lines are not. Because the Operators are braking hard when the cab signals change, or because the ABS computer program needs refinement, there are flat wheels on a lot of cars, primarily in the motor trucks at the ends of the cars. The wheels on the two center trucks don't seem to get flat. I observed this when I was there two years ago, but there didn't seem to be as many flat wheels this trip as there were two years ago. With Green and Orange trains coming out of both car yards, it is hard to segregate cars so that Red and Blue get cars without flat wheels.

"I also rode the Denton County Stadler DMUs to Denton, Texas. It is about a 35-minute ride. The cars are like the Houston LRVs, with a single truck in the middle that supports the engine and the ends of the two pas-

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senger compartments. You can walk through the center section, but there is a door on either side to keep the diesel noise down in the passenger compartment. There is a window in the Operator's door, but he sits right in front of the window, so you cannot see out the front of the train. Trains are all two cars, with one out in the midday and four in the rush hour. I think they have 10 DMUs. This interfaces with DART at the Green Line Trinity Mills station. The Denton end is several blocks from the main downtown, not where I would have expected it."

HOUSTON, TEXAS

Houston's first new H-2 car made its debut on October 16, 2012, as 201 entered service. Siemens is building 19 S-70 cars under an $83 million contract. Metro received 18 similar cars from Siemens for its 2004 opening. Thanks to ***Railway Age*** for this news.

EL PASO, TEXAS

Member Chris Zearfoss wrote concerning the news item that appeared the October, 2012 ***Bulletin***. "The inventory of surviving examples of the original 1936 spec PCC cars should have included TTC 4000, preserved at the Halton County Radial Railway Museum. Yes, it was delivered with a full-width, front anti-climber, and folding (not blinker) doors. But — unlike the preserved early PCCs from Los Angeles, San Diego, Washington, and Pittsburgh — it incorporates (as did all 290 air-electric PCC cars that TTC purchased new) the original Brooklyn configuration of a split front destination sign. In other respects, car 4000 is an excellent example of early PCC car production. As preserved, Washington PCC 1101 no longer has its original blinker doors (I believe Capital Transit converted its first batch of 45 PCCs to folding doors around 1947). And for that matter, all Washington PCCs were non-standard as to length. The Los Angeles cars have non-standard 3'6" gauge Clark trucks. And, although this does not affect exterior appearance, the Los Angeles and San Diego cars lack the heating ducts that were standard on almost all other PCC orders."

PORTLAND, OREGON

On November 27, 2012, work crews joined the first rails together on the 7.3-mile Milwaukie extension.

SACRAMENTO, CALIFORNIA

Siemens was awarded a contract to refurbish 21 LRVs, which is expected to extend their service life by about 15 years. Thanks to ***Metro*** Magazine for this news.

TORONTO, ONTARIO, CANADA

4400, the first of 204 new streetcars, was unveiled on November 16, 2012. The Toronto Transit Commission released a time-lapse video showing the delivery process that can be viewed at: http://globalaccessibilitynews.com/2012/11/16/torontos-new-low-floor-streetcars-unveiled/. Thanks to member Bill Vigrass for forwarding this report.

On November 28, 2012, agreements were signed between the city of Toronto and Metrolinx that will see four new light rail lines built and other measures to improve transit in and around the city. The Province of Ontario will provide $8.4 billion to build the LRT lines, which will be called the Eglinton Crosstown, Scarborough, Finch West, and Sheppard East lines. Construction of the 12-mile Eglinton Crosstown line is under way and scheduled to be completed by 2020. Jack May, who sent this report, wrote: "The four lines will be standard gauge (4' 8½"). I think that is a poor decision as it reduces flexibility with the existing streetcar lines with seemingly no gain." Toronto's other rail lines have a unique 4'10⅝" gauge.

MEXICO CITY, MÉXICO

Member Todd Minsk sent this report: "Línea 12, 'Línea Dorada' (Gold Line) of *Sistema de Transporte Colectivo* (Metro) was inaugurated for full service October 30, 2012, though some stations had been in limited use since July. Extending 26 kilometers from Mixcoac on the west, across the southern part of the city, to Tláhuac on the southeast, the line uses steel wheel-steel rail technology, with overhead wire and pantograph current collection, in contrast to the rubber-tired guideway with third rail method employed on STC's other lines (except Línea A). The fare control on Línea Dorada accepts farecards only (tarjetas multimodal) that are also usable on the Metrobús and various other services. Other Metro lines continue, at the present time, to accept the usual paper tickets along with the cards.

"Rolling stock is class FE-10, constructed 2011 by the Spanish company CAF (Construcciones y Auxiliar de Ferrocarriles S.A.), some at their Mexican installations in Huehuetoca, Estado de México, or San Sebastián and Zaragoza, Spain: 30 trainsets of seven cars. On inauguration day, 21 trainsets provided base service. The first several trains have been named after renowned Mexican personages and the Metro web homepage, http://www.metro.df.gob.mx/, offers opportunity to suggest names for the others.

Listed west to east, the stations of Línea 12 are:

- Mixcoac (passenger connection to Línea 7)
- Insurgentes Sur (Metrobús Línea 1 on surface at estación Félix Cuevas)
- Hospital 20 de Noviembre
- Zapata (passenger connection to Línea 3)
- Parque de los Venados
- Eje Central (STE troleybús Ruta A on surface)
- Ermita (passenger connection to Línea 2)
- Mexicaltzingo
- Atlalilco (passenger connection to Línea 8, some 500 meters away)
- Culhuacán

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Around New York's Transit System

Fare-Free Ⓗ Shuttles Operating in Rockaways

In the previous issue, we mentioned the start of a temporary shuttle service in the Rockaways. Here are more details:

With the prospect of the Rockaway Line being disabled for the next several months due to the destructive force of "Superstorm" Sandy, MTA took the unprecedented action of moving trains by flatbed truck onto the Rockaway Peninsula and setting up a temporary train service. The 60-foot, 80-ton R-32 subway cars that are being used for this special shuttle service were loaded onto flatbed trucks in Ozone Park, Queens, trucked across the Cross Bay Bridge, and rerailed at Rockaway Park. The 20 cars that were transported over four nights were assembled into four-car sets.

Effective 4 AM Tuesday, November 20, fare-free trains started running between Far Rockaway-Mott Avenue and B. 90th Street. Trains operate every 15 minutes between 4 AM and midnight from Mott Avenue and between 4:30 AM and 12:30 AM from B. 90th Street. A fare-free Howard Beach-Far Rockaway bus operates 24 hours, 7 days a week. Normal service is provided by Ⓐ trains from 207th Street to Howard Beach and Lefferts Boulevard.

While detailed assessments continue, the segment of the Rockaway Line between Howard Beach and the Rockaway Peninsula will remain out of service for the next several months. Although the construction will be a tremendous undertaking, requiring months of planning and Labor, NYC Transit is committed to rebuilding and resuming service as it operated before Sandy hit our shores. The high winds and heavy tidal surge created by Sandy effectively destroyed hundreds of feet of the mainline connection to the Rockaway Peninsula, leaving 35,000 daily riders without a direct rail link to Howard Beach. The North Channel Bridge, which connects Howard Beach and Broad Channel over Jamaica Bay, as well as a section of Broad Channel known as "the Flats," sustained a tremendous amount

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- San Andrés Tomatlán
- Lomas Estrella
- Calle 11
- Periférico Oriente (bus platforms (CETRAM) at ground level)
- San Lorenzo Tezonco
- Olivos
- Nopalera
- Zapotitlán
- Tlaltenco
- Tláhuac, with suburban bus terminal (CETRAM) (track extends beyond to the shop complex)

East from Mixcoac, the line is in tunnel beneath Calles Extremadura, Félix Cuevas, and Municipio Libre to Parque de los Venados. It turns southeast for a few blocks under Calle División del Norte, then east under Avenida Popocatépetl and Calzada Ermita Iztapalapa to turn south on Avenida Tláhuac. Total distance in tunnel of various types is 11.9 kilometers, and I believe this includes a length of tail track west of estación Mixcoac. About midway between Atlalilco and Culhuacán stations, the Metro line ramps up to elevated viaduct, on columns over the center of Avenida Tláhuac for the next 11.3 km to a point between Zapotitlán and Tlaltenco stations, where it curves away from the street, descending to ground level with the remaining 2.3 kilometers on surface parallel to and west of Calle F.C. San Rafael Atlixco. The track turns west from estación Tláhuac to reach the garage and shop complex. As far as I can tell, there is no track connection with the rest of the Metro network and the rolling stock was delivered by truck from the nearest rail transshipment point, near Chalco.

"STE troleybús routes following substantially the same streets on the surface for portions of their runs include Rutas D and O from Mixcoac to Parque de los Venados, and Ruta E from Eje Central to Atlalilco. Rutas K1 and T1 had been on Avenida Tláhuac between Culhuacán and Olivos, but service was suspended during the viaduct construction period to allow the wires to be taken down. It's not clear when this segment will be restored."

From the History Files

75 Years Ago: On January 1, 1938, service began on Honolulu's first trolleybus line, Waikiki-Liliha. They were replaced by deliveries of new buses in June, 1957, on this line as well as the Kaimuki-Kalihi Line.

35 Years Ago: On January 18, 1978, the Budd Company unveiled its successor to the RDC, the SPV-2000. Unlike its predecessor which was extremely successful, the SPV (Self-Propelled Vehicle) more often had another, less flattering name – "Seldom Powered Vehicle." Locally, Metro-North and Amtrak purchased SPVs. In the early 1990s some were converted to trailers, and they were retired years ago.

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