

The Bulletin



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The Bulletin

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In This Issue:
Early Electrification and the Long Island Rail Road in the Rockaways (Continued)
...Page 2

GRAND CENTRAL TERMINAL IS 100 YEARS OLD

Starting February 1 and continuing for several months, there is a Grand Celebration in Grand Central. Details can be found in Randy Glucksman's column.

In this issue, we will follow the original operation of the New York Central's predecessor and New York, New Haven & Hartford Railroad, both of which used the old terminal.

The New York & Harlem Railroad obtained its franchise from the New York State Assembly on April 25, 1831 and it was confirmed by the City Council on December 22. It was the first street railway in the United States, and it was planned to be operated by steam, animal, or mechanical power. An amendment prohibited steam operation south of 14th Street and provided that speed was not to exceed five miles per hour.

Cars (more accurately, "Carriages") were operated on the former route of the Fourth and Madison Avenue street car line.

The following is a capsule chronology of subsequent events:

- November 26, 1832: Cars started running between Prince and 14th Streets, Manhattan
- June 10, 1833: Service was extended to the "Sun Fish Pond" near 32nd Street
- May 1834: Service was extended to Yorkville (65th Street)
- May 7, 1837: Service was extended from Prince to Walker Street
- October 10, 1837: The line was completed to the Harlem River
- May 4, 1838: Service was extended from Walker Street to City Hall
- March 29, 1839: A building was leased at Tryon Row and Centre Street (Foley Square) for use as a station
- 1841: Service was extended from the

Harlem River to Fordham in the Bronx.

- December 1, 1844: The Harlem Railroad was completed as far as White Plains in Westchester County

On March 17, 1848 the New Haven established an agreement for trackage rights into Manhattan with the Harlem road and opened a passenger station with offices on Canal Street near Broadway. This station was abandoned in 1857 when the new Union Station was opened, but the company still carried freight to White Street, one-half block from Canal Street, with the cars being pulled by teams of four or six horses.

In 1857 the original Harlem River station at Centre Street was relocated to Madison Avenue between 26th and 27th Streets, a 12-track facility that was the nation's first "Union" station. Its southern half was occupied by the Harlem road and the northerly portion by the New Haven. There was very little steam operation south of 32nd Street, where locomotives were replaced by horses.

The original New York Central Railroad was merged with the Hudson River Railroad on November 1, 1869, and a connection built that same year between Hudson River and Harlem's previously-separate lines by way of Spuyten Duyvil. Around the same time, the Assembly passed an act which authorized the construction of a new Grand Central Station, its opening to be concurrent with the prohibition of steam operation below 42nd Street, Manhattan. In turn the Harlem Railroad was leased to the expanding New York Central on April 1, 1873.

*Data for the above history was obtained from the November 1921 issue of **Transit Record**, a publication of the Transit Commission. The histo-*

(Continued on page 5)

THE GENESIS OF “DASHING DAN”
Part One—Rapid Transit and Early Electrification
on the Long Island Rail Road
by George Chiasson
(Continued from February, 2013 issue)

STEP THREE — ELECTRIC TRAINS TO THE TRACK

Five weeks later, electric suburban service was extended past Rockaway Junction and into Nassau County for the first time (albeit by a minimal distance), ferrying crowds to and from seasonal horse racing meets at Belmont Park. The park itself had opened as an exposition site; horse racing was just one of its attractions though likely the most significant. It was named after August Belmont, the first President of the American Jockey Club, who hosted a yearly championship meet under his name as far back as 1867, then in the Bronx. Belmont was a wealthy and well-known New York businessman and politician and the father of August Belmont II, who, among other notable titles, was the first president of the Interborough Rapid Transit Company. The younger Belmont desired an event facility of the highest quality, patterned after the magnificent race courses then found in Europe. He was certainly no novice when it came to transportation and eagerly encouraged the Long Island Rail Road to construct a special branch onto his 620-acre property off Hempstead Turnpike, which was in turn administered under the auspices of the Westchester Jockey Club. The entire Belmont Park complex (then and now) straddled the Queens-Nassau County border, with the actual race course located in the Nassau County community of Elmont (that is, “Belmont minus the B”). Originally opened along with the horse racing race track on May 4, 1905, the first LIRR terminal was placed on the far side of Hempstead Turnpike, immediately across from the park, and thus lay in Nassau County. As a result, trains that operated there moved in an arc from the Main Line in Queens onto the Belmont Park spur and passed along the extreme eastern edge of Queens County, literally by a few feet, to reach the terminal. In general the track was used on a daily basis for “Spring & Summer Meets” in the April to July time frame, then again in September and October. The annual Belmont Stakes was held in late May between 1906 and 1910, then in June starting in 1913. Belmont Park’s first annual “Fall Meet” started on Monday, October 2, 1905 and the Long Island Rail Road piggy-backed on this special occasion to extend its electrified suburban rapid transit service beyond Rockaway Junction. In the beginning, most of the electric trains that started from Flatbush Avenue were extended right into the track whether it was open or not, as station access was independent of the track itself,

but starting on November 14, 1905 this service was cut back to the Queens station (now Queens Village). The race track and LIRR terminal were temporarily shut in the 1911 and 1912 seasons when wagering was banished, but upon its reopening for the 1913 season Belmont Park was again served by race track specials for every meet. The terminal then saw infrequent use otherwise and the Long Island Rail Road’s “regular” rapid transit trains continued to be turned at Queens (Village) for the longer term.

Beyond Rockaway Junction, the new electric trains passed by Holban Yard (on which construction had begun in October, 1904; it would open in 1906) and made their way to the Hollis station, which was located near Farmers Avenue (now Farmers Boulevard) and had low-level platforms. Tower 43 (“IS”) was immediately past the station and would oversee the easterly lead from Holban as it joined the main line. Next in sight was Interstate Park, another sporting venue that was once almost as famous for sport shooting as Belmont Park was for horse racing. In existence since 1873 as part of the Creedmoor Rifle Range, Interstate Park was added as a low-platform LIRR stop on March 20, 1900 and mainly served by Mineola and Hempstead trains before October, 1905. With the LIRR’s Main Line at grade in those days, diamond crossings of the many existing trolley routes were encountered as trains clattered along. One such installation was at Hempstead Turnpike, where LIRR intersected with the Long Island Electric’s Jamaica-Hempstead route (of late N6 of Nassau Inter-County Express) and was under the governance of Tower 44½, later to be known as “HQ.” Beyond this was “Queens Station,” which was at the Creed Avenue (Springfield Boulevard) grade crossing in October, 1905 and had a set of low-level platforms that extended east to Tower 45. Trains continued from there to “QY” Cabin a short distance beyond, and then switched onto the 4-track spur entering the grounds of Belmont Park. These narrowed again to two tracks at “BM” interlocking before they passed beneath Hempstead Turnpike and entered the 10-track stub-end terminal serving the racing facility. Its westerly four irons were electrified using a “portable” substation and outfitted with high platforms for the MP-41/T-39 trains, while the easterly six tracks had low platforms, lacked third rail, and were available only to steam-powered specials from Long Island City or

(Continued on page 3)

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

(perhaps) East End points.

And so it was the Long Island Rail Road's electrified “rapid transit” line across Brooklyn and Queens was completed in its initial form, there to stay for the next 30-plus years. While its litany of station stops in December, 1905 would still be subject to some later revisions, they were already in a configuration that remains familiar to surviving New Yorkers who can still recall them in 2013 after an absence of over 70 years: Flatbush Avenue, Nostrand Avenue, East New York (having by this time vacated its alternate identity as “Manhattan Beach Crossing”), Warwick Street, [Norwood Avenue (Tower 64)], Railroad (Autumn) Avenue, Union Course, Woodhaven, Woodhaven Junction, Clarenceville, Morris Park, Dunton, (old) Jamaica, Rockaway Junction, Hollis, Interstate Park, and Queens (Village). Interstate Park was renamed “Brushville Road” in 1906 when the right-of-way from Rockaway Junction to Tower 45 (later “QU”) was widened to three tracks. This intervening station was slightly relocated, and then finally redesignated as “Bellaire” in April, 1907. In the latter month the new third main track was electrified from “IS” near the Hollis station through Bellaire to “Queens” (Village), and combined with an existing running track built east of that point in 1904 to create a fully -electrified single track (used as such for freight and express) all the way to the Nassau County suburb of Floral Park.

STEP FOUR— THE SOUTHERN ROAD IS RESTORED

On Tuesday, October 3, 1905 the Long Island Rail Road permanently energized the third rail on the “Old Southern Road,” or that portion of the former Southern Railroad of Long Island that had been relinquished as part of the Far Rockaway route consolidation of June 1876. Since the latter portion of 1904 this lightly-used piece of former mainline had been outfitted as an electrified laboratory of sorts beyond the Jamaica Race Track, with such tasks as rolling stock preparation performed at the “Springfield Sheds” as well as crew training and familiarization. Two weeks later, beginning on Monday, October 16, 1905 while traditional steam-powered trains continued to loop from Long Island City to Far Rockaway and back by way of Valley Stream and Hammels, short consists of steel MP-41 MUs and companion wooden T-39 gate cars began a shuttle service from the Southern's former Beaver Street terminal in Jamaica to a new station at Central Avenue, a minor side street next to Springfield Junction in what was then a largely undeveloped area of Queens. Technically this was an expansion of the Long Island Rail Road's new rapid transit service from Flatbush Avenue to Queens, but the desire to avoid as yet an even greater burden

on the Atlantic Division mainline, along with a continued dearth of electric rolling stock were combined to make it a connecting shuttle. In any case, the post-1876 track layout made it impossible for trains to pass through both the Beaver Street terminal and Old Jamaica station in a single move to and from Brooklyn or Long Island City without backing up. This in turn had long-since limited the use, and usefulness, of the “Old Southern Road.”

As seen in the photos which survive in 2013, the “Old Southern” terminal at Beaver Street, Jamaica was a set of tightly-grouped, low platforms tucked hard against, and somewhat parallel to, the Long Island Rail Road west of the “Old Jamaica” station, being literally laid across its namesake (now Beaver Road) where the main line began its south-southeasterly bearing, as originally established by the South Side Railroad in 1867. The two main tracks, as created concurrent with the electrification, first crossed Catherine Street (now Liberty Avenue) at grade, then South Street (now South Road) where they intersected the Brooklyn-Jamaica trolley line of Long Island Electric, and were protected by Tower 17 (later “SJ.”) until both were elevated, and the trolley crossing eliminated, in 1914. This was followed by a new station called “Power Place” located on the ground at New York Avenue, which was arranged rather typically for the time with outside low-level platforms and a small depot building. Power Place was originally named after the adjacent Long Island Electric traction powerhouse, next to the point where LIRR crossed the streetcar tracks of the Jamaica-Far Rockaway line on New York Avenue (now Guy R. Brewer Boulevard) at Tower 18, later “NA.” The railroad station was renamed Cedar Manor as of May, 1906; the trolley diamond lasted until it was converted to a rubber-tired route under the Jamaica Bus Company in December, 1933 and the grade crossing later eliminated. Both of the former streetcar routes remain active for MTA Bus Company in 2013, having been inherited from Jamaica Bus Lines in 2006. That on South Road is now Q112 (which passes the otherwise anonymous site of “SJ” at the York College athletic field) and that on Guy R. Brewer Boulevard is now Q113, which goes under MTA Long Island Rail Road at the site of “NA” in the middle of Jamaica's urban sprawl.

After getting by “NA” Tower, trains arrived at the Locust Avenue station, which was located at what is now the intersection of Baisley Boulevard & Bedell Street. The station had opened on the original South Side alignment back in 1869 but had seen little use after the 1876 route consolidation. Another big horse racing facility, the Metropolitan Jockey Club's Jamaica Race Track, was stretched along the westerly perimeter of LIRR when it originally opened on April 27, 1903, and to provide for the crowds it generated, which were served by an array of special trains, LIRR installed a full-length high platform in a siding along the westbound track

(Continued on page 7)

HORSE CARS BRING PASSENGERS TO OLD GRAND CENTRAL



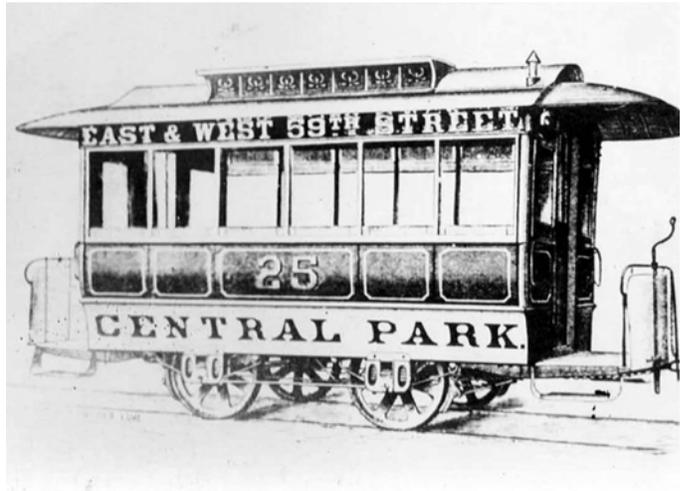
Horsecar 101 at Erie Ferry.
Bernard Linder collection



Horsecar 32.
Bernard Linder collection



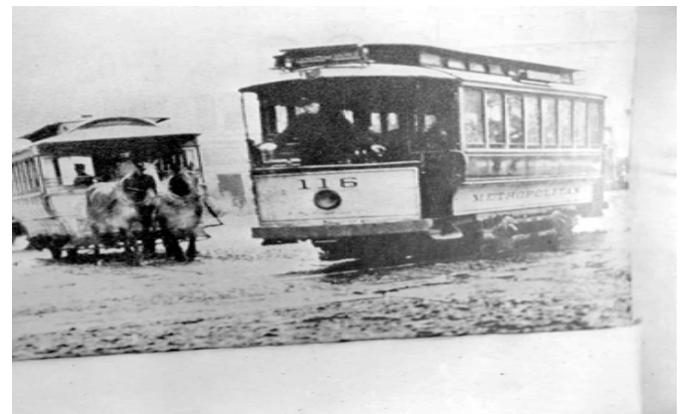
Horsecar 467.
Bernard Linder collection



Horsecar 25.
Bernard Linder collection



W. 42nd Street near Ninth Avenue, looking west, 1889.
Bernard Linder collection



Street car 116 and a horse car in 1900.
Bernard Linder collection
(Continued on page 5)

Grand Central Terminal is 100 Years Old

(Continued from page 1)

ry which follows is summarized from newspaper articles.

The Fourth Avenue Improvement Contract, which was signed on August 1, 1872, provided for better access to the new terminal, depressing its tracks, and construction of the Park Avenue Tunnel, with half of its cost to be borne by the city. In 1872 the company almost finished building the new railroad yards between 45th and 49th Streets. Crossing these new yards were four bridges, two for vehicles and two for pedestrians. The excavation started at 49th Street and dropped gradually into an open cut until it was below the level of 56th Street, with more bridges spanning the open cut at virtually every block. North of 56th Street a tunnel was built, expected

to be completed within two years, with a three-foot-thick brick wall between the center tracks. It was ventilated by 15-foot high brick chimneys set at intervals along its distance up the East Side.

The *Transit Record* reports that the Harlem Railroad operated its first train from the new Grand Central Station on October 9, 1871. It was followed by the New York Central on November 1 and the New Haven a year later in 1872, long before tunneling work was completed beneath Park Avenue.

The station occupied four acres and had a 600-foot shed covering 15 tracks. Its single arch span of 200 feet was to that time the largest train shed built in America. This original shed was then enlarged in 1876, 1899, and 1900 before ultimately being replaced by the present Grand Central Terminal when it opened 100 years ago.

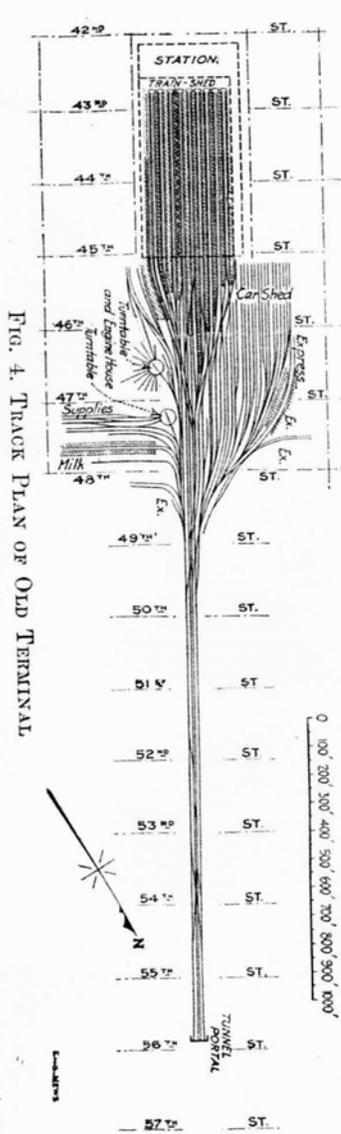
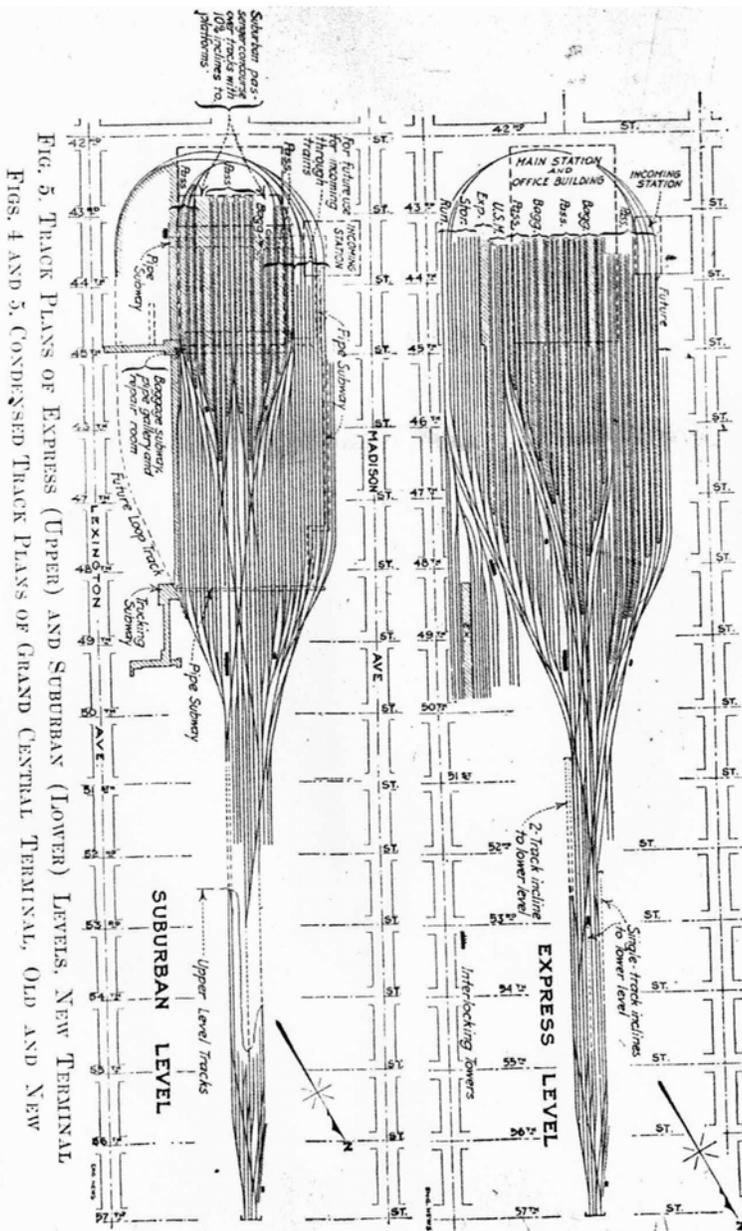


FIG. 5. TRACK PLANS OF EXPRESS (UPPER) AND SUBURBAN (LOWER) LEVELS, NEW TERMINAL
 FIGS. 4 AND 5. CONDENSED TRACK PLANS OF GRAND CENTRAL TERMINAL, OLD AND NEW

FIG. 4. TRACK PLAN OF OLD TERMINAL

LEXINGTON AVENUE CARS BRING PASSENGERS TO GRAND CENTRAL



Car 1235 on E. 42nd Street near Grand Central Terminal.

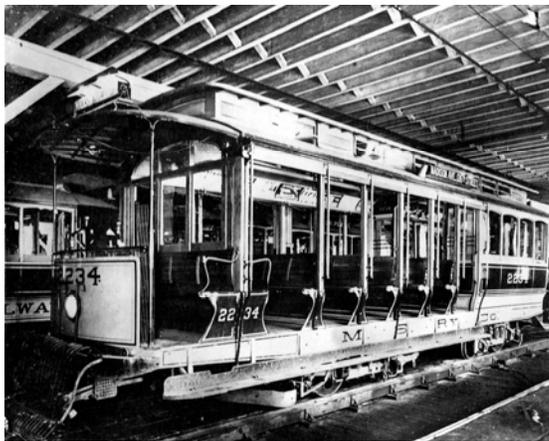
Bernard Linder collection



Convertible 535 and open car 4014 at Park Avenue and E. 33rd Street (Murray Hill Tunnel),

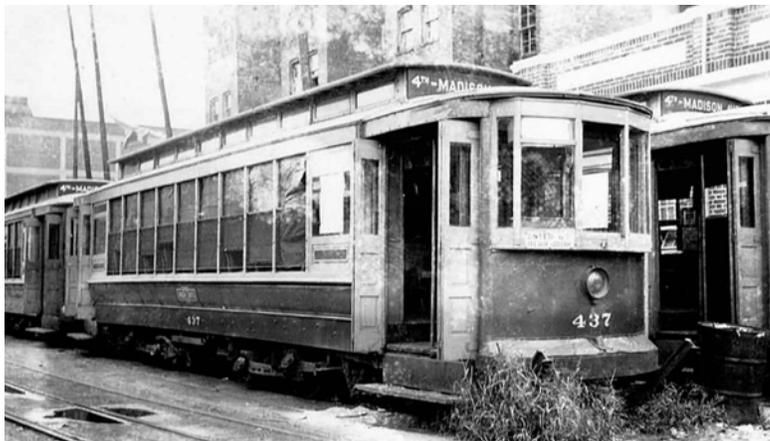
September 19, 1934.

Bernard Linder collection



Half-open/half-closed car 2234.

Bernard Linder collection



New York Railways car 437 at Madison Avenue and E. 135th Street, September 23, 1934.

Bernard Linder collection



New York Railways Madison Avenue Yard, September 19, 1934.

Bernard Linder collection



Park Avenue, south of Murray Hill Tunnel.

Bernard Linder collection

The Genesis of “Dashing Dan”*(Continued from page 3)*

across the street from the Locust Avenue station (east of the grade crossing). Otherwise the usual low platforms at Locust Avenue were set respectively at the far sides of the grade crossing itself. Like Belmont Park, the Jamaica Race Track was limited to a fairly narrow annual season, generally between April and July, but it also hosted a variety of “premium handicap” races at various times. For at least its first two years, Jamaica garnered steam-powered LIRR “specials” from Long Island City that were some of the few trains which followed the entire “Old Southern” line through Richmond Hill and Beaver Street station in Jamaica, albeit without stopping. After passing the four “Springfield Sheds” along the east side of the right-of-way between Locust Avenue and Farmers Avenue at this early stage, the new electrics next stopped at the former site of the South Side’s “Springfield” station (1867-1876), a largely vacant area at the Springfield Avenue grade crossing that was marked by an open set of low platforms. The electric shuttle then ended at the Central Avenue station, a new stop located a short distance from that at Springfield. This was established at the urging of the Laurelton Land Company, a realtor attempting to start the natural momentum of residential growth that usually accompanied a brand new railway service. As was the case since 1876, the two “Old Southern” tracks merged to one beyond the Central Avenue station, and there was a hand-operated connection to the rest of the former Southern main at Springfield Junction (at this time the Montauk Division main line toward Valley Stream) that saw little use, while power distribution to the site received a boost through the use of yet another portable substation.

STEP FIVE—STEAM DEPARTS BROOKLYN AND THE ELECTRICS REACH FAR ROCKAWAY

Effective on Sunday, November 5, 1905, the temporary surface level terminal at Flatbush Avenue, as well as the former elevated connection to BRT’s Fifth Avenue El were closed, along with whatever perfunctory facilities (water and coaling, engine house, and surface “yard”) there were as related to steam train operation. This development also brought an end to the remaining surface right-of-way to Bedford Avenue, including that station. In exchange the steel MP-41s, along with their wooden T-39 companions, began covering all remaining service from the adjacent underground station, where each of its seven tracks were at last fully available. By this time, if not somewhat sooner, the selection of “suburban” destination points from the new Flatbush Avenue terminal were limited by the existence of third rail on just a small part of the LIRR system, and only included Rockaway Park, Far Rockaway (via connections at Hammels), Jamaica (where connections ranged

far and wide), and Belmont Park. Apparently, steam-drawn, scheduled passenger service from Flatbush Avenue to Manhattan Beach had already been given up completely by the time electrified LIRR operations were initiated across Brooklyn in July, 1905, which may have had more to do with its poor competitive position versus the growing BRT rapid transit system than disruption owing to the Atlantic Avenue Improvements. At any rate, the new Tower 65 (“CN”) was placed in operation at Railroad Avenue concurrent with full opening of the new Flatbush Avenue terminal on November 5, meaning that the old station at Norwood Avenue once again disappeared from the timetable but this time permanently so. Finally, the short tunnel between Ralph and Stone Avenues that had opened in October, 1904 was gradually roofed over shortly after the Flatbush Avenue facility was completed.

As described above, the Far Rockaway Branch (in Queens) was widened to three tracks in June of 1904, with the outer two to be shared by LIRR trains and Ocean Electric streetcars, and the middle used as a runaround by LIRR. As attention was evidently focused on the electrifications to the Belmont Park and Jamaica race tracks in October, 1905, the Long Island Rail Road also energized its new third rail on the outside tracks of the Far Rockaway Branch in Queens. Starting on December 1, 1905, another new full-time electric service was established between Flatbush Avenue and Far Rockaway via Woodhaven Junction and Hammels. In contrast to the earlier arrangement in effect since July 26, this connected with the electrified service to Rockaway Park at Ozone Park, in addition to exchanging passengers with the remaining steam trains from Long Island City at Hammels, and was also matched against a truncated, steam-drawn service from Long Island City to Far Rockaway and back via Jamaica and Valley Stream. Thus was broken for the first time in more than 10 years (and only temporarily so) the pattern of “circular” trains to and from Far Rockaway. Despite its retirement from the Atlantic Division main line, steam power was nevertheless still appearing on the Rockaway Peninsula in the form of continued express service from Long Island City to both Far Rockaway and Rockaway Park via Glendale Junction. Early schedules also displayed a good number of shuttles between Hammels and Far Rockaway that were electric in nature, with more bob-tailed service from Hammels to Valley Stream that was still being run under steam.

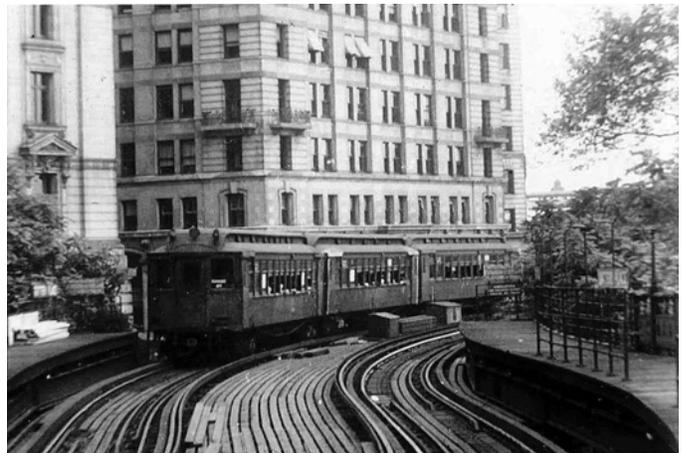
At the time of their electrification, LIRR trains to Far Rockaway continued their journey from cinder platforms on the east leg of the wye at Hammels, where they connected with through electrics and steam trains to Rockaway Park, which used the platforms on the west leg. Meanwhile, Ocean Electric surface cars paused on the south side of the depot before taking their connection to Fairview Avenue, where they assumed in-street track-

(Continued on page 16)

NEW YORK SUBWAY/EL PLATFORM SAFETY RAILINGS



South Ferry station, Third Avenue El, July 2, 1950.
Bernard Linder photographs



South Ferry station, Ninth Avenue El, looking north.
Bernard Linder collection

Battery Place station.
Bernard Linder collection



Battery Place station, looking north.
Bernard Linder collection



Grand Central station, Lexington Avenue Subway.
Bernard Linder collection

Commuter and Transit Notes

No. 292
by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

In the Metropolitan Section of the January 20 *New York Times*, there was a three-page article titled "100 Years of Grandeur," which can be found at: http://www.nytimes.com/2013/01/20/nyregion/the-birth-of-grand-central-terminal-100-years-later.html?ref=nyregion&_r=0

On January 31, between noon and 4 PM, Vanderbilt Hall was opened for Metro-North employees and other invited guests (including me) to get a preview of the exhibit celebrating the 100th anniversary of Grand Central Terminal. The next morning, a re-dedication ceremony was held with a stage set up to the east of the "Gold Kiosk." I was also there, and met many of our members. WABC-TV News Anchor Liz Cho, as emcee, introduced the speakers. Starting off was Mayor Michael Bloomberg, who undoubtedly had to change his remarks due to the death of former Mayor Ed Koch (please see below). He was followed by actress Cythnia Nixon and former United States Poet Laureate Bill Collins, who read two poems, including this one commissioned by MTA Arts for Transit:

*Grand Central
The City orbits around eight million
centers of the universe
and turns around the golden clock
at the still point of this place
Lift up your eyes from the moving hive
and you will see time circling
under a vault of stars
just when and where you live*

Mr. Collins was followed by Metro-North's first President, Peter Stangl (who later became the MTA Chairman), Karen Rae (representing Governor Andrew Cuomo), who is the Deputy Secretary for Transportation, former New York Met Keith Hernandez, Acting MTA Chairman Fernando Ferrer, NYCT President Tom Prendergast (also Acting MTA Executive Director), and current Metro-North President Howard Permut. During the remarks, it was disclosed that the keys to Grand Central Terminal were nowhere to be found, so up to the platform came Alfred G. Vanderbilt III and Paul Sparzy, decendents of Commodore Cornelius Vanderbilt, to present President Permut a set of ceremonial keys. There was also entertainment in the form of West Point Brass and Percussion and Cade Color Guard, and, for the pre-re-dedication ceremony, a fiddler and singer Melissa Manchester. At this point, I left the ceremony to meet with some friends before returning to work. All of the speakers mentioned their memories of Grand Central Terminal. It was a great day for all and media coverage was excellent in the press,

on radio, and on television.

Mark your calendars for three events to be held at Metro-North stations. All are centered around the railroad stations and street fairs.

- June 23 — Pelham — Street and Music Fair
- September 7 — Yonkers — Riverfest
- September 15 — Brewster — Founders Day

The \$500 monthly commutation ticket has arrived! Yes, that is what it costs for a ticket from either Wassaic or Tenmile River to Grand Central Terminal after March 1. As was previously reported, fares were increased an average of 9% effective March 1 (January *Bulletin*).

New timetables are to be issued effective April 7 with the weekend service enhancements on all lines that were described in the August, 2012 *Bulletin*.

MTA METRO-NORTH RAILROAD (WEST)

Effective January 24, another rite of winter returned – due to icing conditions, Haverstraw-Ossining Ferry service was suspended until February 5. Substitute bus service by Coach USA was provided between the Haverstraw parking lot and the Tarrytown station, following the Winter 2012/3 Contingency Schedule.

What started as just a temporary suspension of the Newburgh-Beacon Ferry for the morning of January 24, by 3 PM became "suspended till further notice" due to icing on the Hudson River. Here too, there is a Winter 2012/3 Contingency Schedule with bus service between Newburgh and Beacon. Trans-Express operates this service. The last time that these bus replacements took place was in January-February, 2011.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The latest M-8 update from January 7 shows 186 cars with 166 in service and 20 undergoing Kawasaki inspection. As of mid-January, member Bill Zucker has observed 9100-9227, 9230-3, 9236-53, 9256-9 and 9264-5 (156 cars).

MTA LONG ISLAND RAIL ROAD

A press conference was held on January 16 at Ronkonkoma to announce that funding was secured to start construction on a project to double-track the four-mile stretch between Ronkonkoma and Central Islip, the first portion of the 18-mile single-track line between Ronkonkoma and Farmingdale. In attendance were Long Island Rail Road President Helena Williams, United States Senator Charles Schumer, some local elected officials, and members of the Long Island Rail Road Commuter Council. A special logo (below) was created and temporary offices were opened in Ronkonkoma and Farmingdale to provide information on this very important project, which will enable increased rail service. The branch carries 44,700 weekday riders, which is

(Continued on page 10)

Commuter and Transit Notes

(Continued from page 9)

double the amount over the last 25 years. With \$100 million approved by the New York State Legislature, construction is expected to begin later this year and to be completed by 2016. The railroad is hoping to complete the rest of the double-tracking from Central Islip to Farmingdale by 2018, providing \$297 million can be found.



One of our members wrote: "Three years for four miles of additional track on a stretch where there are no additional bridges to build, culverts to dig, etc., is unconscionable. That it will take until 2018 for a few other relatively short stretches is simply unfathomable."

Just after 10 AM on January 22, passengers at Brentwood observed that a car had gone around the crossing gates at 2nd Street, which were down, and was immediately struck by a westbound train, which was Equipment Train #5006 (9:09 PM from New York Penn Station). The two individuals in the car were killed, and because their bodies were so badly burned, dental records were needed to make identifications. Service was immediately suspended and bus service implemented between Ronkonkoma and Farmingdale. One person shot a cell phone video, which was used by news media, showing the car in flames. An Internet photo showed the front of M-3 9870 with its fiberglass end heavily damaged, and very likely a total loss. Service resumed around 4 PM.

As was previously reported, fares were increased an average of 9% on March 1 (January *Bulletin*).

New timetables are to be issued effective March 4, and the January edition of *TrainTalk* gave a hint of what was to come. Trains are being restored: 5:12 PM Hunterspoint Avenue/Port Jefferson, 5:40 PM Atlantic Terminal/Long Beach, and 4:30 PM Hunterspoint Avenue/Montauk. Three new westbound trains from Farmingdale between 10 AM and noon on weekdays provide half-hourly service in the midday period. Two other evening trains have been added on the Montauk Branch. Service to Atlantic Terminal is being extended until 2 AM in response to requests for more service after events at Barclays Center.

Off-peak and weekends, construction activities will result in some schedule revisions on these branches:

- Main Line concrete tie replacement between Jamaica and Queens Village for 54 hours over the weekends of March 9-10 and 23-24. Minor time adjustments were made to a few trains. Eastbound Hempstead Branch riders destined for Hollis and

Queens Village must board buses at Jamaica

- Oyster Bay: Mechanized tie replacement during midday weekdays between Mineola and Locust Valley removes one track from service. One train in each direction is canceled and other trains are adjusted between 4 and 14 minutes
- Montauk: Third rail replacement on one of the two tracks between Freeport and Wantagh during midday weekdays, with express service canceled and other trains adjusted between 4 and 13 minutes
- Montauk: On weekends, direct fixation work between Wantagh and Amityville removes one track from service. Minor adjustments on Ronkonkoma, Long Beach and Montauk Branch trains
- Atlantic Branch: Various overnight construction projects

NJ TRANSIT

During the second week of January, the digital signs on multi-level cars began displaying the train number, e.g. "TRAIN 3814." There were instances where the "next station" was not being displayed. and when a friend spoke with a train crew member about this, he was asked: "What do you want, everything?"

On January 21, I saw a Bergen County Line train that was composed of these recently delivered multi-levels: 7052, 7691, 7695, 7711, and 7721. For the record, in the last deliveries in 2010, the cab cars reached 7051, the trailers with lavatories, 7298, and trailer without lavatories 7677. Of course, you have to subtract 7229-36, which were used in the now-canceled ACES service.

In all of the years that I have been receiving email alerts, the one on January 28 was one of the more unusual. "As of 12:45pm, trains in/out of NYPS subject to 10-15 min. delays due to the Ice Patrol performing tunnel maintenance. Trains are single tracking in/out of NY." This was resolved in short order.

That was quick: due to a track condition between Secaucus Junction and Newark, Northeast Corridor and North Jersey Coast Line trains were subject to 15-20-minute delays starting at 9:52 AM. Ten minutes later, the delays were increased to 30 minutes and cross-honoring by PATH at Newark, "today only, January 29, 2012 (sic)" was implemented. At 12:15 PM, after service was operating normally, the final alert read: "PATH is no longer honoring NJT passes/tickets."

At 8:11 AM, January 30, Montclair-Boonton Line Train #1006 (7:23 AM Lake Hopatcong/Hoboken) struck the rear of a tractor-trailer at Main Street in Little Falls. 71 passengers were on board. There were ten injuries including the train's Engineer and a crossing guard who was assisting the truck driver, who had difficulty negotiating the turn when the accident occurred. The driver was subsequently issued tickets for careless driving and for improperly crossing railroad tracks. Rail service was suspended between Montclair State

(Continued on page 11)

Commuter and Transit Notes*(Continued from page 10)*

University and Route 23, with bus service. For the rest of the day, there were adjustments/cancellations to the 1000-series trains that operate between Hoboken and stations west of Dover. Normal service was resumed in time for the next morning's commute.

Three and a half months after Superstorm Sandy, a meeting of high-level transportation officials was held in Newark on January 17. It was revealed that NJ Transit is considering the use of the now-closed GM plant (since 2005) in Linden to store up to 300 rail cars should monster storms occur in the future.

General Assembly Deputy Speaker John S. Wisniewski charged that NJ Transit made a "deliberate effort to obfuscate the facts" about the preparations it made for Superstorm Sandy, according to an article written by Reuters on January 17. The Assemblyman told Reuters that the transit agency was refusing to take responsibility for its mistakes.

According to an article in *The Record* (January 28), besides the damage to infrastructure and equipment, NJ Transit lost about \$18 million in revenue. Additionally, the transit agency spent more than \$9 million to various private companies for substitute bus and ferry services. The Port Authority will pay half the cost of the Billey Bey Ferry service, something over a million dollars. According to NJ Transit spokesman John Durso, Jr., the Federal Transit Administration sent 230 loaner buses to New Jersey to supplement the emergency service, and 120 buses came from private carriers, including Academy, Suburban Transit, and Community Transit. Thanks to member Al Holtz for this report.

In late January, NJ Transit began a nationwide search for an Assistant Executive Director, a position that reportedly has been vacant for about ten years.

At the end of January, of the 323 pieces of equipment damaged in the storm, 25 locomotives and 51 railcars have been repaired and returned to service, according to a report in *The Asbury Park Press*. Spokesman John Durso, Jr. also stated that power (not generator-provided power) had been restored to the Meadowlands Maintenance Complex, which will enable repair work to be done on the Comets and Arrow IIIs and some of the locomotives. Other locomotive work has been contracted to the Morristown & Erie, and Bombardier is repairing its multi-level cars. Thanks to member Jack May for this report.

For a short time after train crews were issued UV scanners to check monthly and weekly tickets, there was compliance with this directive (September, 2012 *Bulletin*). Lately I had not seen this taking place, so I asked a Conductor, who told me that on any given day train crews could receive an alert instructing them to do the checks.

Rail fares will also be increasing on certain Main/Bergen and Pascack Valley Line New Jersey stations on March 1 in response to the Metro-North fare increase taking place that day. Details in next month's *Bulletin*.

AMTRAK

In the *Winter-Spring National Timetable* (Form T-1) which was issued in January (February *Bulletin*), there is scant information about the much-touted Norfolk Service, which began on December 12, 2012. References appear as footnotes on page 29 (southbound) and pages 38-39 (northbound). Thanks to Steve Lofthouse for this report.

METROPOLITAN AREA

On January 18, New York State Comptroller Thomas DiNapoli and Attorney General Eric Schneiderman approved the paperwork for award of the \$3.14 billion contract for the new Tappan Zee Bridge.

The coldest weather in two years arrived in the metropolitan area during the the week of January 21, with temperatures in the twenties down to the single digits. Delays to rail service occurred on all three commuter carriers caused by broken rails, defective track circuits, etc. In the following days there were similar delays to service closing out the work week (January 25) with NJ Transit experiencing two disabled trains in the North River Tunnels. This incident was first reported at 7:13 PM, with one tube out and 15-20-minute delays, which 8 minutes later became up to 60 minutes. Shortly after 8 PM, the delays were reduced to 30-45 minutes, then 20-30 minutes, and, finally, at 8:35 PM, trains reported as operating on or close to schedule. At the same time, a light snowfall blanketed the area; however, there were no delays attributed to the snow. Due to Fire Department activity between Derby and Seymour, Waterbury Branch trains were delayed up to 45 minutes between 6 and 11 PM. Harlem Line riders were delayed up to 15 minutes for about two and half hours due to switch problems between Valhalla and Hawthorne.

A public hearing was held on January 24 in Jersey City to discuss potential transportation improvements within Liberty State Park. According to the web site www.lsptransitstudy.com/, The Liberty State Park Circulator Cost-Benefit Analysis is a study that will explore various options for mass transit service throughout Liberty State Park. With over 5 million visitors each year, Liberty State Park is a major local and regional destination that provides open space and is home to several popular attractions. This study will identify recommendations that enhance the mass transit network to serve current and future park visitors in order to reduce usage of private automobiles — a goal that supports the City of Jersey City's efforts to create a more sustainable city. The study's final report is anticipated by Summer, 2013. Member Bill Vigrass, who

(Continued on page 12)

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

sent this information, added: "Our favored alternative is a 1.09 mile heritage trolley shuttle, featuring battery power, no trolley wire, and turfed track (to appeal to environmentalists)." For further information you may visit: Liberty Historic Railway - www.LHRy.org.

MUSEUMS

The Shore Line Trolley Museum (Branford) announced on January 29 that a major motion picture studio had leased ex-NYCT R-17 6688, and it will appear in the "Spider-man" movie that is expected to be released in mid-to late spring. Member Frank Pfuhrer, who sent this report, wrote: "The lease of the car will generate significant revenue for the museum." In 2007, New Orleans 850 was leased and the museum earned some much-needed revenue, which was to go back into protecting and improving its collection.

MISCELLANEOUS

United States Transportation Secretary Ray LaHood announced on January 29 that he would not serve a second term. Mr. LaHood was a former Republican congressman from Illinois and a member of the Transportation and Infrastructure Committee. A passionate supporter of public transportation, Mr. LaHood will be missed.

During the early morning of February 1, former New York City Mayor Ed Koch passed away. Among the various reports about his life was one involving him encouraging people on the Brooklyn Bridge who were forced to seek alternative means of commuting due the April, 1980 transit strike. At the time, as an IRT Motorman, I was one those who were on strike for 12 days. Two months later, I was promoted to Train Dispatcher, and subsequently had other promotions and appointments before I retired.

SUPERSTORM SANDY FOLLOW-UP*MTA NEW YORK CITY TRANSIT (SUBWAY)*

On January 17, MTA announced that the South Ferry station would not open for at least three years, and rebuilding would cost \$600 million. That breaks down to \$350 million for physical repairs, \$200 million for signal replacement, \$30 million for third rail equipment, and \$20 million for line equipment.

On January 18, the weekday hours were shortened on the **H** shuttle. From Far Rockaway-Mott Avenue to B. 90th Street, it operates 4:55 AM to 9:25 PM and from B. 90th Street to Far Rockaway-Mott Ave it operates 5:10 AM to 9:40 PM. On weekends, service operates from 4:30 AM to 12:30 AM. The reason for this reduction in service hours is in order to accommodate ongoing work along the line to restore full service.

NJ TRANSIT

On January 28 (one day earlier than originally planned), the Waiting Room in Hoboken Terminal was re-opened. It was closed on December 19, 2012 due to

the discovery of mold. The terminal had been immersed under five feet of water. I learned from a Conductor that four Comet cars of various types were placed on Track 8 to act as a warm place to "hang out."

PORT AUTHORITY TRANS-HUDSON CORPORATION

Also on January 28, Newark to World Trade Center service resumed during the overnights on weekdays, making it 24 hours/day. Service remained suspended to World Trade Center on weekends.

On January 30, service from Hoboken to World Trade Center was restored between 6 AM and 10 PM, and the following service pattern was implemented:

Monday-Friday, 6 AM – 10 PM; Newark/World Trade Center, Hoboken/World Trade Center, Hoboken/33rd Street, and Journal Square/ 33rd Street

Monday-Thursday, 11 PM-6 AM: Newark/World Trade Center and Journal Square/33rd Street

Friday-Monday, 10 PM-5 AM: Newark/33rd Street via Hoboken

STILL OUT:

MTA NEW YORK CITY TRANSIT (SUBWAY)

① Rector Street to South Ferry

Ⓐ Howard Beach to Far Rockaway

Ⓢ Broad Channel to Rockaway Park

NJ TRANSIT

Regular schedules on the Main/Bergen, Montclair-Boonton, Morris & Essex, and North Jersey Coast Lines, and electric service to Hoboken

PORT AUTHORITY TRANS-HUDSON CORPORATION

24-hour service on all lines

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

Under a plan put forward by Governor Deval Patrick's administration, MBTA would see significant improvements, including service until 2 AM on weekends and new subway cars built in Massachusetts. The cost — \$1 billion per year, to be paid for by taxes, possibly on income and fees. And then there is the proposed \$1.8 billion South Coast Rail Project, which would provide service to Fall River and New Bedford.

By 2015, MBTA expects that mobile apps will be able to provide real-time arrival information for the Green Line. Trains on the Red, Orange, and Blue Lines have been tracked by mobile applications since the fall of 2010, when the agency made real-time train location data on those lines available to private software developers, who have created numerous smartphone applications. The "T" made real-time data on bus locations available to software developers in the fall of 2009. Thanks to member Todd Glickman for these reports.

PHILADELPHIA, PENNSYLVANIA

The Philadelphia Inquirer wrote: "Can the Ethiopian change his skin, or the leopard his spots? (Jeremiah 13:23)." Or in modern terms, can Hyundai Rotem learn to build commuter cars? The same group that still has

(Continued on page 13)

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

three Silverliner Vs owed to SEPTA is now in danger of defaulting on a \$190 million contract for 75 commuter cars for the Massachusetts Bay Transit Authority (MBTA). The delay seems to be for all the same reasons: "materials shortages (remember the drain plug shortage?), design flaws, production problems, labor conflict, and workmanship errors." SEPTA placed its order in 2006. MBTA has indicated that it is unwilling to wait seven years. It has given the manufacturer 21 days notice of intent to cancel, absent some sign that it can receive operable cars somewhere near on schedule. Philadelphia has a huge stake in this set-to: loss of the contract would mean the loss of 200 jobs in the South Philadelphia plant. Oh, and the last three Silverliner Vs? They are still missing "door and brake components and communications equipment". (Apparently they have scared up enough drain plugs.) Delivery is now expected in "early February."

Pennsylvania's Governor, Tom Corbett is expected to announce that he intends to "uncap" the tax on wholesale gasoline, currently set at \$1.25/gallon. This is expected to eventually raise nearly \$2 billion annually, which would be used to address the present shortfall in the transit budget. Recommended by his own transportation-funding panel in August of 2011, this move represents a major retreat from (or finessing of) his "no new taxes" pledge. Monies raised from this tax would be separately allocated to highways, bridges, and mass transit. This is not a done deal, and many state legislators are already on record as being in opposition.

Despite having no assurance (some might say hope) of receiving the required capital funding, on January 24, SEPTA held an "expression of interest" meeting with 12 car manufacturers and other companies to start the process of obtaining new Regional Rail cars. The bulk of SEPTA's Regional Rail fleet, even after completion of the Silverliner V order, will still be 231 40-year-old, General Electric-built Silverliner IVs. Despite substantial rebuilding, including complete replacement of the car interiors, these are past their use-by dates, and will become more and more of a maintenance problem. Companies represented were Hyundai-Rotem, Alstom, Kawasaki, Nippon Sharyo USA, Sumitomo, Sojitz, Bombardier, Mitsubishi, STV, Carmen Group, Faiveley Transport, and Wabtec.

Not to do things by halves, SEPTA's latest entry into car wrapping has four regional rail cars wrapped inside and out in "wake-up" orange for Tropicana juice. An additional 21 cars are now wrapped for Bailey's Irish Cream, and the Market East station concourse was liberally wrapped in Honda ads keyed to the auto show. SEPTA expects to make about \$14 million this year from advertisers, up from \$11 million last year and

\$7.5 million in 2005. Thanks to member Dave Safford for these reports and commentary.

Planphilly.com reported that without additional funding, SEPTA could shrink. SEPTA's list of deferred state-of-good-repair projects is going to become a list of closed infrastructure if transportation funding at the state level is not increased soon. The Media-Elwyn, Norristown High-Speed, and Chestnut Hill West Lines would be first to lose these critical bridges or viaducts: Crum Creek Viaduct, Bridgeport Viaduct, Bridge 0.15, Bridge 0.35, and three viaducts on the Media-Elwyn Line. SEPTA also has a backlog of \$4.7 billion in what are termed "state-of-good-repair" (SOGR) projects, including, Wayne Junction station overhaul, rebuilding the Route 100 platforms at 69th Street, track maintenance, and signal upgrades. Over the next 20 years, the transit agency will require approximately \$8.5 billion to pay for additional SOGR projects. Thanks to member Lee Winson for this report.

WASHINGTON, D.C. AREA

New timetables with some time changes were issued effective January 14 for the Brunswick and Camden Lines. Thanks to member Steve Eritz for this report.

SOUTH FLORIDA

Member Walter Zullig forwarded a report from **The South Florida Sun-Sentinel** that Tri-Rail's Board of Directors on January 25 approved an agreement with CSX that will give the agency control of dispatching and maintenance beginning in June, 2014. For riders, there is every expectation that delays caused by freight trains, especially at rush hour, a perpetual annoyance, will disappear. Tri-Rail will contract with Amtrak to handle the dispatching over the 72-mile line between West Palm Beach and Miami. Walter added that it was expected that a new timetable would be issued this month, doubling the weekend trains to provide hourly service.

DETROIT, MICHIGAN

During a January 18 visit, United States Transportation Secretary Ray LaHood presented a check for \$25 million for the M-1 project, an 11-station, 3.3-mile light rail line. The bulk of the funding is to come from the private sector. Project details were published in the June, 2012 and February, 2013 **Bulletins**. Thanks to member Tom VanDeGrift for this news.

CHESTERTON, INDIANA

An early morning (4:55 AM) derailment in Michigan City forced the cancellation of six trains on January 28. The derailling of the rear car of 8-car Train #104 occurred as the train was moving into position to board passengers. A private company was brought in to re-rail the car, and following track inspections, service was resumed with Train #14, the 8:48 AM from Michigan City. On a typical morning rush hour, about 4,500 passengers are carried. Thanks to Al Holtz for this report.

(Continued on page 14)

Commuter and Transit Notes

(Continued from page 13)

CHICAGO, ILLINOIS

Food concessions (cafés) operated by Butterfield Kitchen are coming to two Chicago Transit Authority stations: Roosevelt (Orange, Green, and Red Lines), and Jefferson Park (Blue Line). Butterfield Kitchen, a Wilmette-based catering company, offers high quality, organic foods including homemade sausage, scones, and muffins as well as a variety of paninis and wraps for lunch and dinner. For this venture, Butterfield Kitchen has also developed a local organic blend of Intelligentsia coffee that will be sold at both cafés. The leases are for ten years. Thanks to Robert Hansen for this report.

NEW ORLEANS, LOUISIANA

The 1.5-mile Loyola Avenue extension opened on January 28, connecting the New Orleans Union Passenger Terminal (UPT), served by Amtrak and inter-city buses, to Canal Street. There are four covered stations: UPT, Julia Street, Poydras Street, and Tulane Avenue. On Canal Street, riders can transfer to other streetcar lines. It opened in time for Super Bowl XLVII on February 3. Weekday service operates every 15 minutes and weekends every 30 minutes with service extended to the French Market Riverfront station. Service adjustments were made to the other trolley lines. This was omitted from the **SCHEDULED FOR 2013** table in the January **Bulletin**.

PHOENIX, ARIZONA

Al Holtz did attend the groundbreaking for the Northwest LRT (February **Bulletin**), and sent this report: "I may have been the only attendee arriving by transit, as everyone seemed to arrive by car and parked on set-up parking areas. A piece of construction equipment was on site for the actual groundbreaking. A tent was set up with folding chairs facing the podium stage where the 'dignitaries' sat. There were food vendors under the tent from various nearby establishments serving free food. Valley Metro had some tables, where I picked up some folders, literature, and some more schedule books. There were posted photographs of construction. Also available were port-o-potties. Good idea. At 11:30 AM the speeches started. The Mayor couldn't attend, but the Deputy Mayor expressed the Mayor's regret and full support. I listened to a District Councilman tell how this will be great for the neighborhood with all the various business establishments that will be served — naming many of the free food vendors. He grew up in this area and had taken the #19 bus on 19th Avenue to and from school, never knowing that someday he could take light rail to the school and beyond to higher education — Arizona State. His 87-year-old father had also grown up in the area. There were other local politicians and reps from the engineering firm building the light rail. We also had a presentation by a local high school group of cheerleaders. There were a host of other politicians who

would be giving presentations. I wish I could have stayed and heard some of them, but I wanted to get back to the hotel."

Fares went up on March 1. 1-Ride fares increased by \$.25 on the local buses/LINK/light rail and \$.50 on Express/RAPID trips. Valley Metro has added a 15-day pass, an option that is less costly than the 31-day pass, and eliminated the 3-day pass due to lack of use.

PORTLAND, OREGON

United Streetcar delivered its first streetcar to Portland on January 21. This is the first of a five-car, \$19.5 million order. Unfortunately, deliveries were late, so transit officials last year announced a delay in the opening of the Eastside Line from April to September.

SAN FRANCISCO, CALIFORNIA

SF Muni's newest double-ended PCC, 1009, entered service in Dallas Railway & Terminal livery on January 17. Muni owned ten such cars, 1006-15, and seven have been or are in the process of being rehabbed. (Missing are 1012-4.) After being retired, 1009 was stored for possible future restoration but became terribly vandalized over the years, capped by a fire that almost destroyed it. Because it is double-ended, it was sent to Brookville Equipment for a complete overhaul. At this writing, 1011 was at Brookville undergoing restoration and will return in a Market Street Railway scheme. Thanks to Frank Pfuhler for this report.

LOS ANGELES, CALIFORNIA

Weekend Metro Gold Line headways were decreased from twelve to six minutes in response to increased ridership, effective January 27. Six-minute headways were implemented on weekdays during the peak hours about two years ago. Jack May, who sent the article from the **EchoPark-SilveLakePatch**, noted the sentence, "Weekday service was put on six-minute intervals at peak hours two years ago, Metro officials said, causing a surge in passenger patronage." Meanwhile, NJ Transit reduces frequency on the Newark City Subway's Broad Street Branch. The Gold Line connects Union Station to East Los Angeles to the southeast and Highland Park, Pasadena, and Sierra Madre on its northeast branch. Construction to extend the northeast line is underway, and studies are underway on extending the line to the south or east of East L.A. Planning is also underway to connect the Gold Line to the Expo and Blue Lines through a new tunnel across downtown Los Angeles.

MONTREAL, QUEBEC, CANADA

Canada's Transportation Safety Board (TSB) issued a final report on the derailment of AMT ALP45/DP engine 1352 on December 9, 2011 (January, 2012 **Bulletin**). There were no injuries in the slow-speed derailment that occurred as Train #805 was entering Central Station. In summary, TSB found that the weight of the locomotive and the track conditions were contributing factors to the accident. The whole report may be found at

(Continued on page 15)

Commuter and Transit Notes*(Continued from page 14)*

www.tsb.gc.ca/eng/rapports-reports/rail/2011/r11d0099/r11d0099.asp.

BUENOS AIRES, ARGENTINA

A number of our members who work in the transit industry have been involved in projects where decisions that were made positively affected transit operations over the years. In my column, I am always looking for these kinds of stories that point this out. In last month's **Bulletin** there was a news item about the oldest operating subway cars being retired. Bill Vigrass wrote the following: "I served as a sub-consultant to George Krambles and Dave Miller, then of Barton-Aschman Associates, during March-April, 1980 on a study of maintenance practices of El Subte. Linea A's cars were built by B-N for the Anglo-Argentine Tramways Company, Ltd. in 1913, with a wooden body, steel under-frame, two motors, 1200/600-volt d.c. equipment, and used 1200-volt d.c. catenary in the subway to reach their breathtaking speed of about 24 mph. They ran under 600-volt d.c. trolley wire on the street to reach their car barn and shop. An historic society ran a streetcar at times on the street track. Linea A's shop was right out of a 1913 history book. A room contained women "bobbin winders" who made motor coils manually using a simple device like a small tabletop spinning wheel. Nothing had changed from its beginning. Linea A's cars were the most reliable in El Subte's fleet, and I attributed that, in part, to their simple design and low operating speed. (Energy used, $E = \frac{1}{2} MV^2$, low speed, low energy used). Interiors were varnished wood. Draft screens were etched glass. The cross section of their tunnel indicated that the line was in a cut-and-cover double-tracked tunnel with concrete sides and roof but with a dirt floor, ballasted. It worked! Slowly. Other lines had other equipment supplied by a variety of builders and of wildly varying degrees of reliability. That's another story."

STOCKHOLM, SWEDEN

Actually, this incident took place in Saltsjobaden, a suburb of Stockholm. Police were notified at around 2:30 AM January 15, that a four-car commuter train had crashed into an apartment building, also derailing some of the cars. Upon investigation it was determined that a 22-year old woman who had been hired to clean the trains took the train from its depot, and was the only injury. A spokesman for train operator Arriva said: "Incidents involving trains getting seized and crashed into buildings are practically unheard of." Thanks to member David Eritz for this report.

An updated report read by member Frank Miklos reported: "the lady was employed as a Car Cleaner. In the course of her duties she was cleaning the interior of the cab when she accidentally brushed against something,

which set the train into motion, and she was unable to stop it. Sounds like the train crew did not shut the train down properly or this could never have happened. No theft on her part, just negligence by operating employees."

SINGAPORE

Todd Glickman began a four-country business trip for MIT in Singapore. Since he was last there two years ago, much has changed. His report: "The first thing I noticed when entering the MRT was that certain 'General Ticketing Machines' now dispense thin card-board RFID-enabled cards, instead of the hard plastic cards. The latter, still available at some machines, requires a SING\$1 (~US\$0.82) deposit, that can be refunded at the end of your journey. The new system does not require a deposit; however, the ticket is reusable. As an incentive to do so, the third ride using the same ticket nets a SING\$0.10 discount, as does the sixth. But there is no mechanism to 'turn in' the ticket for a refund.

"Next, I noticed that the 'Circle Line' has been completed and is now fully operational. The final sections opened in October, 2011 and January, 2012, respectively, completing the 22 mile-long route that has 28 stations. Riding the entire line takes about one hour, and it is shown on maps in orange. The line uses three-car unitized trainsets manufactured by Alstom (vs. six cars on other lines). The line is operated by the private SMRT Corporation under contract with the Singapore Land Transport Authority, which built and owns the line.

"I heard a radio news report that as of the end of 2013, the MRT system will open Stage One of the Downtown Line, adding three miles of service over six stations. That line will be operated by SMRT's competitor, SBS, and utilize three-car unitized sets manufactured by Bombardier. The trains will be driverless, operating by CBTC and Automatic Train Control. The line will be shown in blue on maps."

FROM THE HISTORY FILES

60 Years ago: On March 1, 1953, passenger service ended on the Central Railroad of New Jersey's Freehold Branch. Freight service continued under different operators until 1983. This 12-mile line branched off today's North Jersey Coast Line at Matawan, now known as Aberdeen-Matawan, and continued seven stops to Freehold. Not too many years ago, there was proposal to re-activate the branch for passenger service, but opposition killed it.

50 Years ago: On March 31, 1963, trolley and trolley bus service ended. The final trolley routes were Lines J, P, R, S, and V. Rail would return to Los Angeles on August 1, 1990, when service using LRVs on the Blue Line to Long Beach using a combination of new trackage (short subway under Flower Street and street running on Flower and Washington) and the former

(Continued on page 16)

Around New York's Transit System

South Ferry Station Could Be Closed for Three Years

The new South Ferry ① station, opened in 2009 and used by 14,000 passengers, was severely damaged by Superstorm Sandy. At the present time, ① trains discharge passengers at Rector Street and operate light around the outer South Ferry loop. Trains cannot stop at the old South Ferry station because the gap filler motors have been removed. The inner loop platform has been closed for several years and the openings in the walls for cars' center doors have been removed.

A newspaper article reveals that the station's structural concrete box, which was inundated with 14.5 million gallons of water during the storm, is mostly below the water table. Transit officials hope that they can let contracts for station rebuilding and replacing corroded signal systems later this year. Work would take one to two years. Preliminary estimates include \$350 million for physical repairs to the station, where workers have already rebuilt a tile wall that was damaged by the flood; \$200 million for replacement of signals; and \$30 million for third rail replacement.

Most of the 600 electromechanical relays, switchboards, circuit breakers, and thousands of feet of electrical wiring in the signal relay room were damaged by the salt water. Damaged equipment must be removed because corrosion returned several days after it was scrubbed. Because the relay room may be flooded again, engineers may decide to relocate it to higher ground.

Since ② service was resumed via the Montague Street Tunnel, reconditioned equipment has failed about once a day. To cope with breakdowns, Signal Maintainers are on duty there at all times.

NYC Transit Considers Sliding Doors on Subway Platforms

Because accidents involving people hit by subway trains are increasing, transit officials will reconsider installing sliding doors on subway platforms, probably on ③. There are similar installations in several cities, including London and Paris. In 2007, NYC Transit expected to install sliding doors on the Flushing Line extension and possibly on the Second Avenue Subway after construction is completed. Installing these doors along two platform edges would cost \$1.5 million in a new station and more to retrofit an existing station. Because door spacings are not the same on all trains, the platform door controls would probably be complicated. These doors cannot be installed at several stations whose platforms are too narrow.

Prior to 1930, the Interborough Rapid Transit Company installed relatively inexpensive railings with spaces for openings on either subway or elevated cars. These railings, which were installed on curved or busy platforms, did not furnish complete protection, but may have reduced accidents.

At the Grand Central (④⑤) and Times Square (②③) northbound platforms, railings contained the rush hour crowds. Passengers stood being chains at separate locations depending on their destination. When a train arrived, platform men allowed passengers to exit in the center, disconnected the correct chains, and let the crowd dash into the train. In non-rush hours, chains were disconnected. This unusual arrangement, which reduced the dwell time at these busy stations, allowed trains to adhere to rush hour headways, 2 minutes at Grand Central and 32 trains per hour at Times Square.

See page 8 for a related photo essay.

Commuter and Transit Notes

(Continued from page 15)

Pacific Electric Long Beach Line right-of-way. Since that time Los Angeles has added four more light rail lines

totaling over 50 route miles, much of it recreating former PE and Los Angeles Railway lines.

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

The Genesis of "Dashing Dan"

(Continued from page 7)

age for the rest of their trip. From Hammels the Far Rockaway electric trains swerved around the east leg of the wye and entered the Far Rockaway Branch through Tower 102 (later "HU") interlocking, then took the outside tracks along the surface level right-of-way, while the Ocean Electric could use any of the three as required. Stops were then made at "Olde" Arverne (Gaston), Straiton Avenue (Arverne), Edgemere, and the Mott Avenue surface level depot in Far Rockaway,

where connections were available with steam trains to Valley Stream, Jamaica, and Long Island City. As was mentioned above, LIRR installed third rail on the middle track of the Far Rockaway Branch (in Queens) in June of 1910 as part of its preparations for service from Penn Station to the Rockaways, after which it was shared again with the Ocean Electric streetcar operation and the overhead wires later removed. As part of that same effort, an improved block signal system was installed on the entire Far Rockaway Branch, from Hammels to Valley Stream by late 1909.

(Continued next issue)