

# The Bulletin



**Electric Railroaders' Association, Incorporated**

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## The Bulletin

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## DUAL SYSTEM CONTRACTS SIGNED 100 YEARS AGO

The dual contracts, which were signed on March 19, 1913, more than doubled the size of the transit system from 296 to 619 miles. After construction was completed, Manhattan residents, who lived in one of the most congested cities in the world, were able to move to the other, less congested boroughs. The additional train service was able to relieve the overcrowding.

The Public Service Commission, which replaced the Board of Rapid Transit Railroad Commissioners on July 1, 1907, started planning new rapid transit lines. The July, 1914 issue of the *Public Service Record*, a Public Service Commission publication, informs us that in 1907 the City had hardly any money to build rapid transit lines and existing companies were unwilling to use their own capital to finance extensions of their lines. The Commission was able to encourage new construction by recommending new laws offering the companies sufficient inducement to make an investment of capital. A constitutional amendment, which was adopted, removed from the debt limit bonds already issued for the construction of the City's docks and the existing subway. The Commission spent two years negotiating with the Interborough Rapid Transit Company and the Brooklyn Rapid Transit Company. The companies accepted the Dual System contracts, which were signed on March 19, 1913.

The City agreed to build a new subway and to make extensive additions to the existing subway. The two companies expected to add to and extend their elevated lines, and to bear the cost of providing equipment. IRT agreed to contribute \$58 million and the New

York Municipal Railway, a BRT subsidiary, about \$14 million toward the cost of construction. Each company was given a 49-year lease of the lines in its system with an arrangement providing for the payment of interest and sinking fund on all money invested by the City and the companies for construction. IRT and NYM were to continue receiving the same profits from their lines that were in service in 1913, and to pay the City one-half of the surplus profits coming from the operation of the whole system. The total cost of construction and equipment for the entire system was estimated at \$330 million, of which the City of New York contributed about \$164 million.

Passenger traffic on the original IRT subway increased from 897,100 on an average weekday in 1913 to 1 million (average) in 1916, and reached a maximum of 1,541,000 on a busy day in 1916.

When construction was completed, IRT service was increased, as shown in the following table:

	NUMBER OF TRAINS	NUMBER OF SEATS
Existing subway (March 19, 1913)	102	44,000
Existing and new subway	520	274,000
Existing subway and elevated	350	125,000
Existing and new subway and elevated	850	425,000

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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 March, 2013 issue)**

STEP SIX—“AROUND THE HORN” TO  
 VALLEY STREAM

1½ weeks later, on Monday, December 11, 1905, LIRR extended electrified train operations from Far Rockaway to Valley Stream (including both the existing shuttles and through service out of Flatbush Avenue by way of Woodhaven Junction and Hammels), immediately replacing all but the remaining steam-powered trains that plied the Far Rockaway Branch from Long Island City via Glendale and Woodhaven Junctions. Additional locomotive-hauled trains were also maintained from Long Island City to Far Rockaway by way of Valley Stream, while others were cut short at the latter point, usually laying over between trips on the west leg of what was then a full wye. These in turn connected with still-developing electric suburban trains, which may have terminated at a temporary platform on the easterly leg. Service through the Valley Stream station was also ongoing from Long Island City to Babylon, Patchogue, and East End points via the former South Side Railroad (itself using the Montauk Division to reach Jamaica) along with that of the Lynbrook-Long Beach and Valley Stream-Mineola Branches. Like the steam trains to Far Rockaway had been doing for years, those now bob-tailed at Valley Stream also diverged to the original LIRR Rockaway Branch (née Montauk Division) at Rockaway Junction, then passed onto the former South Side main line at Springfield Junction.

The Far Rockaway Branch is the only segment of LIRR's first electrification project that has not changed much through time, being on the same grade-level right-of-way that was originally opened for the South Side Railroad's "Branch" to the Rockaway beaches in 1869, with only very slight modifications. By December, 1905 the big depot at Mott Avenue in Far Rockaway had not changed much since its 1890 opening, with switches at each end (controlled from "FW" Tower starting on June 18, 1907) to oversee train reversals toward either Valley Stream or Hammels. As it headed inland from the ocean, the Far Rockaway Branch bore north-east from Mott Avenue and passed into Nassau County at McNeil Avenue (now Doughty Boulevard). The Village of Inwood did exist at the time, but was centered several blocks to the north of LIRR and as yet had no station. As it does in 2013, the line continued along the northwesterly flank of Central Avenue to the station in the Village of Lawrence (at Lawrence Avenue), and then from there into Cedarhurst. In December, 1905 the idled

LIRR Rockaway Branch still existed and turned off to the north from the station at Ocean Point (now Cedarhurst) Avenue. It then continued across an almost completely vacant landscape back to Springfield Junction in southeastern Queens, and had survived as such almost since the 1876 route consolidation, bearing a semi-mysterious identity as the "Cedarhurst cut-off." Initially the New York & Rockaway alignment south of Springfield Junction was used as a shortcut to Far Rockaway by summer beach trains between 1876 and 1880, with some service provided to the Lockwood's Grove picnic grounds through the 1877 season. Closure of the line had been personally ordered by LIRR President Austin Corbin in 1881, but there were several subsequent proposals to revive it over the years. In 1904-5 it was actually electrified and prepared for service as an added extension of the Atlantic Division (thus to directly link Far Rockaway with Springfield Junction), but a management change at the top of the railroad scotched this concept. The facilities were then stripped away starting in 1906 after some work train movements, and removed by 1918 (the rails then being recycled to create a second track on the Hempstead Branch). As the surrounding area developed after World War I, the railroad again grew into the idea that the Cedarhurst cut-off might be useful, and its right-of-way re-established through the emerging pattern of roads and residential properties by 1925 so as to keep its survey active, especially at new crossing points. Several more years of false hopes were finally quashed by the Great Depression, and an application for the formal abandonment of the Cedarhurst cut-off was filed (and approved) in 1934.

By 1960, when the Belt Parkway/Conduit Boulevard highway was completed near what was once Springfield Junction, the last of the Cedarhurst cut-off had been removed (at least in populated areas) and in the time since its survey greatly compromised. However, through the modern-day miracle of satellite mapping, one can still discern the alignment as it progressed from that point into Cedarhurst itself. The present highway barrel for the southern extremity of the Belt Parkway is laid on the original survey of the Brooklyn Aqueduct in the area of Springfield Junction, while from about 1902 until September of 1926 New York & Long Island Traction Company's Brooklyn-to-Freeport streetcar line ran along the North Conduit Road and was carried over the railroad

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## The Genesis of “Dashing Dan”

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junction on a high, spindly truss bridge. Once beyond the present-day site of the Belt Parkway, the Cedarhurst cut-off was laid between Edgewood and Lansing Avenues in Laurelton, across Brookville Park, and then between Edgewood and Huxley Streets through southern Rosedale to the Nassau County Line (a boundary point not in existence until 1899). In North Woodmere, Long Island, the cut-off continued in a straight line along the westerly edge of Cliffside Avenue, then crossed “Branch Boulevard” at grade. This road actually assumed the Long Island Rail Road survey after a short distance and continued as far as Peninsula Boulevard, where it entered Cedarhurst and fell between Arbutle and Oakland Avenues. From there it crossed the present West Broadway and edged Linwood to Bayview (Park) Avenue, where it turned sharply southwestward and merged with the South Side’s existing right-of-way by the Cedarhurst station.

Land charts from the time conflict, but it appears the original LIRR alignment did not cross the South Side’s line at any time prior to reaching Far Rockaway. When the newer line opened in 1872 the depot at Ocean Point (built by the South Side in 1869) was reconfigured with parallel facilities to serve each railroad, but this circumstance only lasted four years before it was voided by the route consolidation of 1876 and the station closed entirely. About 1881, after the Rockaway Branch’s fate had been initially sealed, the ex-South Side alignment was relocated slightly at the east end of the Ocean Point depot site and used a short piece of the newer LIRR to make way for what appeared to be a small freight transfer yard. Later on, the Ocean Point passenger station was resurrected as Cedarhurst (as it currently exists) in June of 1887, then during 1908 a third track was laid in part along the parallel New York & Rockaway easement from there to Mott Avenue that ultimately survived for about the next fifty years.

Inward from Cedarhurst, the Far Rockaway Branch continued to follow the original South Side alignment (as it still does), flanking Central Avenue at grade through the station in the Village of Woodmere (initially known as “Wood’s Station,” then Woodsburgh [Boulevard] and located at the present Woodmere Boulevard). It then left Central Avenue behind and started a northward turn across West Broadway in Hewlett and into the station so named, which was then located off Mill Road a short distance to the north and had been preceded by an earlier stop known as Cedar Grove that was contiguous to, but not quite in, the same physical location. From that point the Far Rockaway Branch passed through another section of sparsely populated land until it intersected with the original South Side main line at Valley Stream. In 1905 this had two, perhaps three sets of low platforms at ground level, surrounding

the wye where the two lines met. All interlockings in the area were under the control of Tower 20 (“VA” after April 24, 1907), and there was a depot building on the South Side (Babylon) main line that dated from 1869.

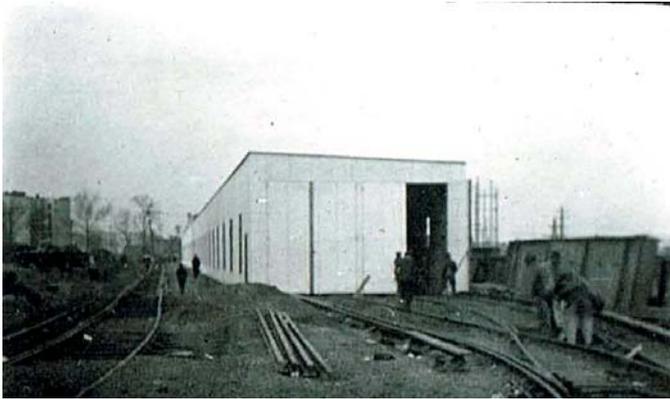
### STEP SEVEN— PHASE ONE IS COMPLETE

Through the winter of 1905-6, a third electrified track was added to the former Southern main line from Springfield Junction to the wye at Valley Stream. When opened in full on Thursday, May 17, 1906, this completed the final, key piece of the first phase of LIRR’s electrification by joining the “suburban” electric trains already running from Flatbush Avenue to Valley Stream via Hammels and Far Rockaway with those shuttling between Beaver Street, Jamaica and Central Avenue (Laurelton). For the first time since the preceding December 1, traditional “circular” trains between Flatbush Avenue and Far Rockaway via Valley Stream and Hammels were restored in electrified form, now definitely being scheduled as the full-time service pattern with up to 17 such trains per day by 1907. These “Far Rockaway Loop” trains also utilized a short piece of already-electrified track between the Beaver Street station and the Brooklyn & Jamaica alignment that granted access to and from the Atlantic Division main line, and had been used previously for storage moves by the “Southern Road’s” electric shuttles.

The new third track between Springfield Junction and Valley Stream was operated as a single iron in both directions between newly-created control points at “VN” (west end of Valley Stream) and “SM” (east of Central Avenue) with a passenger stop made between them at Rosedale, where a single high-level island platform was constructed at which trains on the Atlantic Division stopped in both directions. As a result of the necessary widening through the area, the original South Side station at Rosedale (once known as Foster’s Meadow) was discontinued when the electrified track was put into use, so from that time forward trains on the Montauk Division (i.e. Babylon and east) passed through the location without stopping. Another new flag stop with very small low platforms, intended for surveyors of the Royal Land Company and later its residents, was also established on either side of the right-of-way at Clear Stream Road. (This is now Clear Stream Avenue, directly across from the Green Acres Mall, which first opened in 1956.) It was used by both steam and electric trains, but ridership was light until the station was removed in about 1918, after LIRR had been placed under the direction of the United States Railway Administration. During April of 1907 the station at Central Avenue (by this time the closest stopping location to Springfield Junction) was finally renamed “Laurelton,” as the neighborhood so hopefully anticipated by that real estate concern began to blossom in the aftermath of early LIRR electrification. The following year, the old South Side station at “Springfield” (Springfield Avenue),

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## DUAL CONTRACTS CONSTRUCTION



Whitlock Avenue temporary inspection shed, November 1, 1918.  
Bernard Linder collection



Interior of Whitlock Avenue temporary inspection shed, December 12, 1918.  
Bernard Linder collection



E. 180<sup>th</sup> Street inspection shed, December 11, 1923. The shed had an 80-car capacity.  
Bernard Linder collection



Jerome Avenue Yard leads under construction, May 19, 1924.  
Bernard Linder collection



QUEENSBORO SUBWAY. BIRDSEYE VIEW OF REINFORCED CONCRETE STRUCTURE, QUEENS BOULEVARD

Flushing Line along Queens Boulevard.  
Bernard Linder collection



White Plains Road Line at 177<sup>th</sup> Street, looking north, November 6, 1916, during the line's extension.  
Bernard Linder collection

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**Dual Contracts Construction**

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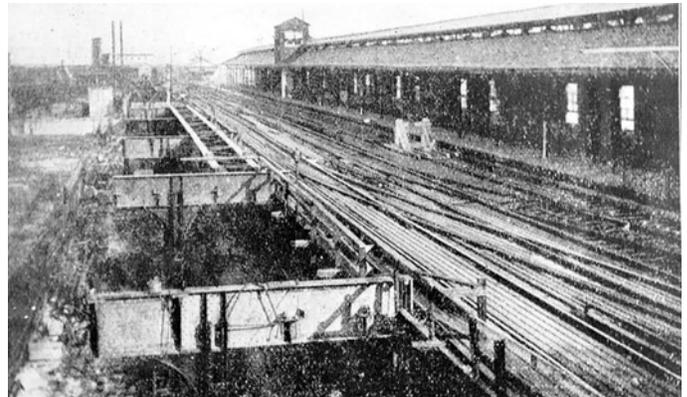
**50<sup>th</sup> Street station, Second Avenue El, looking south.**  
Bernard Linder collection



**Crossing on the Ninth Avenue El at  
53<sup>rd</sup> Street.**  
Bernard Linder collection



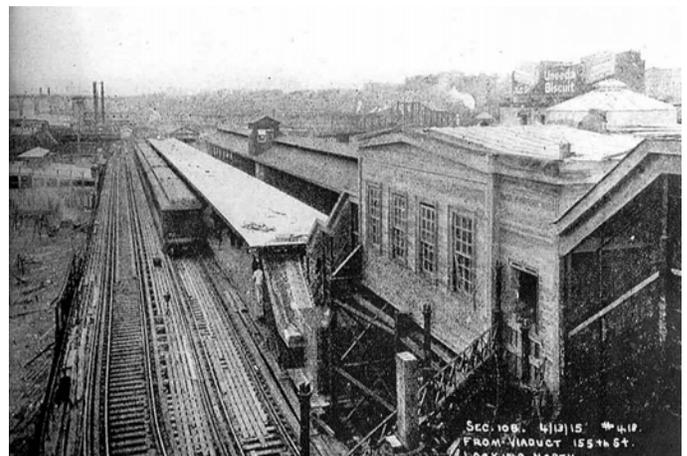
**155<sup>th</sup> Street-Eighth Avenue station before reconstruction, October  
30, 1914.**  
Bernard Linder collection



**155<sup>th</sup> Street station during reconstruction, January 14, 1915.**  
Bernard Linder collection



**155<sup>th</sup> Street-Eighth Avenue station showing temporary platform,  
February 11, 1915.**  
Bernard Linder collection



**155<sup>th</sup> Street-Eighth Avenue station reconstruction, April 13, 1915.**  
Bernard Linder collection

**Dual System Contracts Signed 100 Years Ago**

*(Continued from page 1)*

In 1913, IRT operated one subway line via Fourth Avenue, 42<sup>nd</sup> Street, and Broadway in midtown Manhattan. Trains ran from Atlantic Avenue to 242<sup>nd</sup> Street-Broadway, 145<sup>th</sup> Street-Lenox Avenue, and 180<sup>th</sup> Street-Bronx Park.

The company operated the following elevated lines:

LINE	FROM	TO
Second Avenue	City Hall South Ferry	129 <sup>th</sup> Street (except midnights) Freeman Street (rush hours)
Third Avenue	City Hall South Ferry	Bronx Park
Sixth Avenue	South Ferry	58 <sup>th</sup> Street-Sixth Avenue 155 <sup>th</sup> Street
Ninth Avenue	South Ferry	155 <sup>th</sup> Street

In 1913, BRT's system included a large network of elevated lines and a short subway between Essex Street and Chambers Street. Most elevated lines were routed to Downtown Brooklyn and terminated at Fulton Ferry, Sands Street, or Park Row, Manhattan, as shown in the following table:

LINE	VIA	SURFACE OPERATION	TERMINAL
Culver West End Sea Beach	Fifth Avenue	South of 36 <sup>th</sup> Street	Coney Island
Fifth Avenue	Fifth Avenue	—	65 <sup>th</sup> Street- Third Avenue
Myrtle Avenue	Myrtle Avenue	East of Wyckoff Avenue	Metropolitan Avenue
Lexington Avenue	Myrtle Avenue Lexington Avenue Broadway	—	Cypress Hills
Fulton Street	Fulton Street	—	Grant Avenue
Brighton	Fulton Street west of Franklin Ave- nue	—	Coney Island

Broadway Brooklyn trains operated from Chambers Street, Manhattan or Broadway Ferry to Canarsie or Cypress Hills.

Elevated cars were equipped with trolley poles in addition to third rail shoes. After reaching the surface, Conductors raised the trolley poles and adjusted the double-throw single-pole switches.

*(Continued next issue)*

**The Genesis of "Dashing Dan"**

*(Continued from page 3)*

which had been hastily reopened to accommodate the start of M.U. service in late 1905, was replaced by a permanent set of platforms at the nearby and equally pastoral "Higbie Avenue" grade crossing, a side street that survives in 2013 as 140<sup>th</sup> Avenue.

Finally, as though to signify a successful conclusion to its initial thrust toward electrification, the Long Island Rail Road capped off the complete re-creation of its Flatbush Avenue Terminal by dedicating the completed, new depot building on April 1, 1907. This was an odd-shaped, 2-story edifice of some architectural significance with built-in offices that served as a community landmark for almost eight decades, and in its time helped pave the way for a far larger and much more famous cousin in Midtown Manhattan: Pennsylvania Station. Like its predecessor of 1855 (as rebuilt in 1892), the new terminal included ticket offices, a main waiting room, passenger comfort facilities, and a baggage handling office at street level, but unlike the others the boarding platforms were situated one level down, being reached in turn through a medium-sized boarding concourse where passengers were guided to one of four relatively ornate boarding gates, similar to those in place at the Long Island City terminal, which were man-

ually attended when trains were called. Each one guarded a set of stairs down to the four boarding platforms, accessing Track 1 directly and dividing Tracks 2 & 3, 4 & 5, and 6 & 7, with a common and very compact waiting room at the west end of the terminal by the bumping blocks. On a small scale, Long Island Rail Road riders were thus able to emulate the functional experience of the coming New York Terminal without probably even realizing it. The Long Island Express Company also had an attached underground yard of seven more short, stub-end tracks that fanned out from terminal track 7 northward toward Hanson Place. By July 1, 1908 the large Merchandise Terminal had been reconfigured atop the entire terminal, resting on a steel elevated structure that ramped out of the newly-depressed Carlton Avenue Coach Yard. This ramp and the elevated lead were originally appended from the LIRR's surface trackage in 1898 and used as a passenger connection until 1905, while a leading function of the rebuilt Terminal itself was to convey meat from western-originated freight cars directly into the processing plants that lined Fort Greene Place. By 1907 the Vanderbilt Avenue storage facility had been depressed into an open cut next to Carlton Avenue and collectively was known as "VD" Coach Yard.

Even greater utility was attained by the Flatbush Ave-

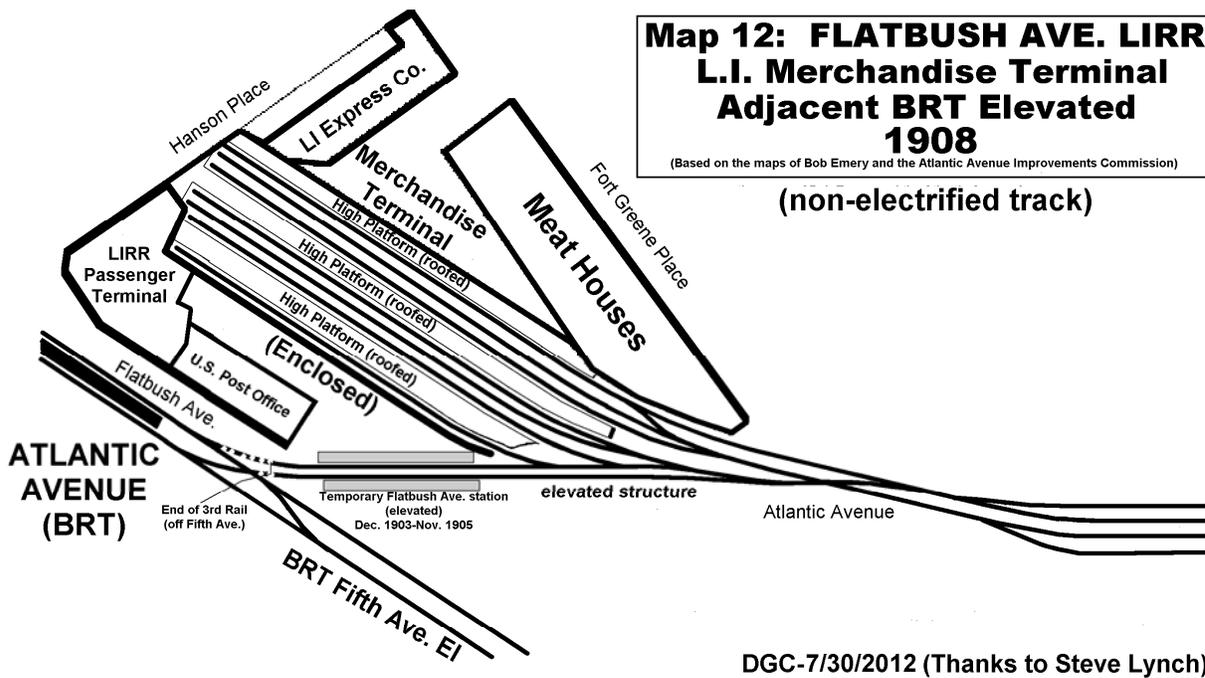
*(Continued on page 7)*

**The Genesis of “Dashing Dan”**

*(Continued from page 6)*

nue facility on May 1, 1908, when the Interborough Rapid Transit Company opened its “Contract II” extension from the Bowling Green station in lower Manhattan to a separate but adjoining stub-end terminus beneath Flatbush and Atlantic Avenues. Though planned in its earliest stages with a through connection from the new Long Island Rail Road tunnel, the IRT subway as finally constructed was physically divided from the railroad and included only a single-track connection for through travel that was rarely used (and then only for private charters run by August Belmont II). In the interim between the extension’s original design and actual construction, LIRR and by association its Pennsylvania Railroad parent had become fully dedicated to the ongoing establishment of Pennsylvania Station in Manhattan, thereby releasing IRT to pursue future subway routing opportunities of its own (which it would do in time), independent of any expansion the Long Island Rail Road might eventually undertake. Nevertheless the new rapid transit terminal was dovetailed onto the equally-fresh Long Island

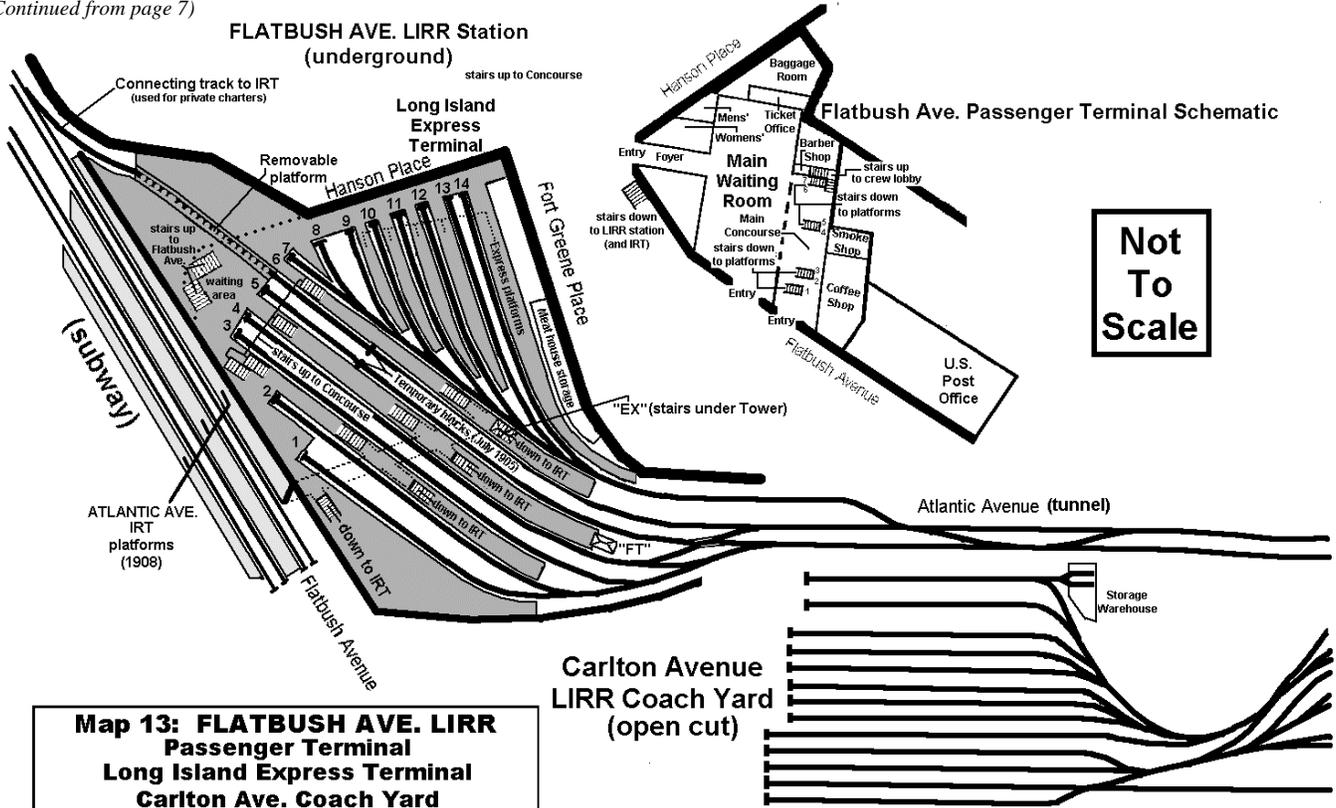
Rail Road facility, actual separation of the trains aside, by partially sharing direct access from Flatbush Avenue above to the lower level, which fed into both the general LIRR waiting area and IRT’s northerly side platform. A separate IRT kiosk was added at street level for entry to the southerly (“local”) side, with the two outer and lone inner rapid transit platforms being connected through an underpass. The same under-track passageway extended beneath the LIRR tracks to reach three of the four platforms, and thereby facilitated crowd transfer between subway and suburban trains. As in the boarding concourse, the loading of afternoon and evening trains through the transfer tunnel was guarded by iron gates at the base of each stair, which were manned at boarding time. This built-in separation of commuters staying within Brooklyn and not using the subway and those coming and going by IRT was another precursor of a future design characteristic at Penn Station. Overall, opening of the Atlantic Avenue IRT terminal made direct, connecting subway service available to patrons from anywhere on the Long Island Rail Road system for the first time, enabling one-seat travel from Atlantic Avenue through Manhattan as far as Harlem and points in the Bronx.



*(Continued on page 8)*

**The Genesis of "Dashing Dan"**

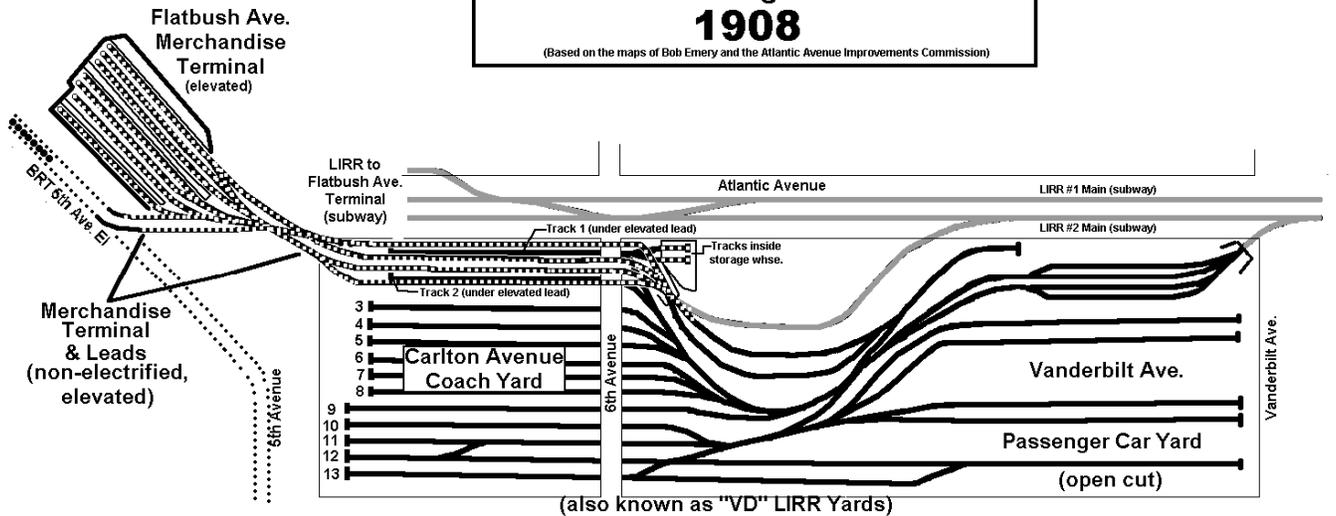
(Continued from page 7)



**Map 13: FLATBUSH AVE. LIRR Passenger Terminal  
Long Island Express Terminal  
Carlton Ave. Coach Yard  
IRT Subway  
1908**  
Based on the maps of Bob Emery and the Atlantic Ave. Improvements Commission

DGC-7/30/2012 (Thanks to Steve Lynch)

**Map 14: FLATBUSH AVE. LIRR Merchandise Terminal and Car Storage Yards 1908**  
(Based on the maps of Bob Emery and the Atlantic Avenue Improvements Commission)



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DGC-7/30/2012 (Thanks to Steve Lynch)

## NEW YORK CITY SUBWAY CAR UPDATE

### by George Chiasson

Hello, Everybody!

In its 13<sup>th</sup> year, and (hopefully) for your reading pleasure, compilation of the NYC Subway Update continues through a crossroads and into a new era with this edition. As life extension overhauls are completed on the 222 surviving R-32s and more R-44s depart NYCT property, our focus is accordingly being shifted from Subdivision "B" (and its last vestiges of the R-160 program) to a marshaling of editorial forces in preparation for the arrival of 506 new cars on 7, including a blend of new R-188s and their converted R-142A companions. As always in such endeavors, what comes out is only as good as what goes in, so it remains up to *you*, dear reader, to keep the emails, phone calls, and other various forms of alert, be they electronic, analog, or just plain human in nature, coming into this office of correspondence. Together, we will figure things out as we have now for more than a decade. Together, we record history as it happens! With that, let me wish us all well for a badly-needed springtime, and get on with the show...

#### R-62A Unitization

Since the last Update, the 5-car unitization of R-62As 1966-2155 (190 cars) was completed, and as of March 8, 2013 all (with one notable exception) now operate in service on the north end of 7 trains with the existing "quarter cab" arrangement. 1971-95 were returned to operation as such in December, 2012, while the last "traditional" 7 consist made up with a 5-car link on the south (Times Square) end and six single units on the north (Main Street) end, as had been common since mid-2001, was taken out of service after the morning rush hour of December 14. Its make-up was: N-2054-1970-1969-1968-1967-1966-1695/1694/1693/1692/1691-S. 1966-70 were unitized and back at Corona as of January 8, 2013, being returned to revenue operation as the last newly-linked set in short order. Despite the apparent retirement of "5+6" consists as such, since December 14, 2012 a few 7 trains have employed one 5-car link on the south end (always in the 1651-1825, 1831-40, and 2236-40 group, equipped with full-width cabs), plus six of the single units now ostensibly used as "middle" cars (1901-65 group, less the 20 cars assigned to the S Grand Central Shuttle) on the north. A "5-1-5" arrangement of equipment on 7 has now been prevalent since October of 2012, though there has also been a sighting or two of complete 11-car single units since December. Through March 8, 2013 the four temporary "transition links" placed in service last August with a full-width cab at one end (1655, 1660, 1665, 1670) and a

quarter cab at the other (1651, 1656, 1661, 1666) also remained in that configuration.

On February 22, 2013, two of the three abbreviated single-unit R-62A consists used on the S Grand Central Shuttle were discovered to have been linked together in a manner similar to those on the Flushing Line. Specifically these were composed of cab cars 1945 and 1950 bracketing 1929, along with 1946 and 1951 surrounding 1953. Reputedly a third such 3-car unit will be formed by cab cars 1955 and 1956 accompanied by an unknown "middle" car, of which the possibilities include 1928, 1932, 1933, or 1937. Overall, these modifications include removal of the Master Door Control (MDC) panels and brake valves and stems from the intervening cabs, as well as the installation of link bars equipped with direct pneumatic and fixed electrical connections between cars, as opposed to the former H2C couplers, which included detachable unions. The other 11 R-62As assigned to the Shuttle are expected to remain independent single units for the interim to provide spares and equipment for the 4-car train set used on Track 3 as well as other miscellaneous duties. In due course, a "swap" of single R-62As is anticipated from 7 to the Shuttle, with the newly-expanded, unitized fleet eventually bound for longer-term use on the Subdivision "A" main lines.

#### R-188 Progress

Immediately after the last Update was produced, CBTC-converted R-142As 7211-5 were moved from Corona to 239<sup>th</sup> Street Yard, where they joined sister ex-Pelham cars 7216-20. There awaited the lone R-188 "C" car, a pilot unit numbered 7899, which was soon "snapped" into place between 7219 and 7220, and the resulting 6-car unit (7216/7217/7218/7219/7899/7220) made ready to begin a non-revenue testing regime on the Dyre Avenue and White Plains Road Lines, which was started on December 8, 2012. The first set of brand new "pilot" R-188s, represented by 5-car unit 7811-5, was delivered via the 239<sup>th</sup> Street facility as of December 7, 2012 and had begun some mixed testing with the converted R-142A/R-188 equipment by December 20, along with a "spare" set of regular R-142As temporarily brought over from Pelham for comparison purposes (7481-5). The first 6-car R-188 unit (7816-21) was delivered from Kawasaki Rail Car as per contract on December 31, 2012, being followed by the second, complete "pilot" R-188 train (5-car unit 7822-6 and 6-car unit 7827-32) between January 14 and 25, 2013. Non-revenue testing then continued involving all 33 trial cars

*(Continued on page 10)*

## New York City Subway Car Update

(Continued from page 9)

through the month of February, running singly or in various combinations. As of March 8, 2013 all or some of the pilot R-188s and converted R-142As were next expected to move over to Corona and 7, where they should commence revenue service testing during the spring. Once a "production" specification for the contract is finalized, additional R-142As will begin moving from Pelham to the Kawasaki plant in Yonkers for modification, while the balance of the 88 new R-188s (7833-98) will be completed across 2013 and eventually delivered via 239<sup>th</sup> Street Yard for set-up and initial testing. In this regard, R-142As 7221-30 had been removed from service for their transport to Yonkers by January 20, while new car bodies in the 7840s are already visible at the KRC plant.

To forestall fleet shortages with this somewhat tentative start to the shipment of 370 Pelham-assigned R-142As to Kawasaki for CBTC and R-188 compatibility modification as described above, the first train of unitized R-62As was imported from 7 on January 9, 2013. This consisted of two 5-car links culled right out of service on the Flushing Line: 1741-5 (full-width end cabs) and 2141-5 (quarter-point cabs). Whereas this redeployment is ostensibly a "loan" at this early stage, through March 8 the installation of full-width cabs in the latter is deferred to a later date and the train nominally used on but one weekday trip: the 4:38 PM out of Pelham Bay Park, which returns north as an express before laying up. This was a pre-existing run that was selected so as to keep the full-width cab on its operating end throughout the round-trip, which also enables the Conductor to stay in the opposite cab of the leading unit.

### R-142 Machinations

On or about February 25, 2013 R-142s 6671-95 were switched from 5 to 2. This expanded the 239<sup>th</sup> Street-based 2 allocation, which sees duty at almost all times of day and night, from 370 to 395, while reducing that of 5, which is fully-utilized on a less frequent basis in rush hours, to 360.

### Miscellaneous Subdivision "A" Happenings

The week of January 14 found another R-62 train from 3 on 1, specifically 1406-10 joined to 1426-30. The two newest de-icer (formerly rider) cars have been assigned to both divisions for the winter, with RD440 stationed at Unionport Yard in the Bronx and RD441 at 38<sup>th</sup> Street in Brooklyn. At the same time, retired R-110A unit 8001 of 8001-5, which had been towed from its resting place at 239<sup>th</sup> Street Yard to 207<sup>th</sup> Street Shop back in November, was stripped to a body shell by the end of February. All or part of the former prototype is to be con-

verted into a new reacher and pump train unit, capable of assisting the existing three sets of three former SMEEs, which proved to be overburdened by the flooding challenges of Superstorm Sandy. While we would all hope that such emergencies are indeed rare, there really is no practical way to guard against future natural events of equal magnitude, or even the artificial inundation produced across lower Manhattan in the wake of the 9/11 catastrophe. As such, NYCT hopes to beef up its ability to respond to such situations in a timely manner. Speaking of Sandy's wrath, the South Ferry 1 terminal will conceivably remain out of service for a period of a few years as opposed to months, especially considering the entire facility will have to be cleaned up, repaired, re-electrified (new wiring and conduit), and re-signaled to support normal operations. In the meantime, trains have been using the pre-existing South Ferry loop terminal in a non-stop fashion since November, discharging and receiving passengers at Rector Street station en route. As of March, 2013 some effort was begun to create a temporary passageway between the old station (closed in 2009) and the newer joint mezzanine with the Whitehall Street station, but the oddball, disused South Ferry platform (which dates from 1905) will require some repair work, including a re-installation of its gap fillers, before it can be reopened to passengers, possibly as soon as April (see page 15).

### Miscellaneous Post-Sandy Events on Subdivision "B"

(First, a Correction): The R-68 train used on C on November 23, 2012 was a different consist than that spied on N on November 21. North and south motors on C were: 2870-1-3-2/2820-1-9-8. The motor car observed on N two days earlier was 2830, which is linked to 2831, 2833, and 2832.

A pair of Morrison-Knudsen-overhauled R-42 trains exchanged places on December 5, 2012, with cars 4788-9, 4812-3, 4816-7 and 4822-3 leaving C to return to East New York, being replaced by another 8-car train composed of 4790-3, 4814-5, and 4826-7. Two such consists then remained in weekday use on C until December 21 (stopping at 10-car markers and Conductors' boards), when they were returned to J and Z.

The lone set of R-46s used in post-Sandy service on G was gone by the end of November, 2012, with normal operation resumed by early December. As of March 8, 2013 R-68s again are dominating G with some R-68As mixed in.

Contrary to previous perception, two sets of Pitkin-assigned R-46s did suffer damage from mishap during the Sandy debacle, with 6074/5/7/6 and 6094/5/7/6 getting caught in or near the Inwood-207<sup>th</sup> Street A termi-

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## New York City Subway Car Update

*(Continued from page 10)*

nal as that part of the Eighth Avenue Subway was inundated with flood waters backing in off the Harlem River (through the yard lead). Like the flood damage that befell equipment elsewhere (NJ Transit, PATH), these two sets required some extensive electrical and cosmetic remediation but were indeed returned to service within weeks. A third set of R-46s (6070/1/3/2) received slight body damage when it derailed while passing the 81<sup>st</sup> Street-Museum of Natural History station on a run-of-the-mill **A** trip on December 22, thanks to a broken rail. This was also quickly remedied and in fact this was one of four sets reassigned to the Rockaway Shuttle by early February, 2013.

Another R-68 or R-68A train was observed by Bill Zucker on **C** on December 15, 2012.

An R-68A train was seen on **D** on January 8, 2013.

On January 13 a series of (successful) brake compatibility tests were conducted along the Brighton Line using a mixed consist of four R-68s and four R-68As.

These occasional exceptions to normal Subdivision "B" car assignments continue as previous as of March 8, 2013: R-46s on **F**, R-68s or R-68As on **N** and **O**, and Jamaica R-160s on **R**.

R-33S units made a return to Subdivision "B" garbage train service in December, 2012, being deployed out of both Coney Island and 38<sup>th</sup> Street for the first time since 2010. These duties had been handled by the 10 Phase I R-32s converted for work service (3494-5, 3510-1, 3552-3, 3642-3, 3694-5).

Four of the retired Phase I R-32s stored at East New York, and previously Fresh Pond, since October, 2010 (3370-1, 3786-7) were moved under their own power to Coney Island Yard on January 16, 2013 and have been "adopted" as shop horses. Their initial assignment was to assist in the transport of completed Phase Is to 207<sup>th</sup> Street from the SMS effort.

### Rockaway Shuttle Revisions & Projected Restoration of the **A** Train

By mid-December, 2012, enough of Track 4 had been pieced together on the Rockaway Line to provide for reconstruction purposes between Howard Beach-JFK and Broad Channel, such that it could support service moves to the Rockaway Peninsula without electrical

power or signals. At about the same time, a "gapping" incident near Hammels Wye made it desirable to reassign 75-foot equipment to the isolated **H** Shuttle (as well as their ability to support OPTO). Between December 19 and 22 its entire allocation was changed from the 20 Phase I R-32s with which the service had originated on November 20 (3394-5, 3406-7, 3426-7, 3574-5, 3590-1, 3646-7, 3726-7, 3728-9, 3778-9, 3870-1) to a like number of Pitkin-assigned R-46s, arranged in five 4-car links: 5850-1-3-2, 5858-9-61-0, 5958-9-61-0, 6174-5-7-6, and 6198-9-6201-0. The first of these (5858, etc.) was activated on Friday, December 21, which proved to be the only day when both types were on the road (two 4-car trains of R-32s plus the lone set of R-46s), with all three runs being filled by the newer, longer equipment the following day. The last of the R-32s had been removed from the Peninsula by that Sunday morning and operations on the Shuttle have been maintained by 20 R-46s through March 8. Schedules were adjusted slightly on January 21 (a smaller spread across the day and on weekends), by which time the line's Conductors were eliminated and it was converted to OPTO for the duration. Between January 28 and February 2, 2013 four of the five sets of R-46s were swapped out, with 5850-1-3-2, 5858-9-61-0, 5958-9-61-0 and 6198-9-6201-0 departing back for Pitkin and replaced by 5822-3-5-4, 5934-5-7-6, 6070-1-3-2, and 6102-3-5-4. A check of the Rockaway Park Shuttle on March 1, 2013 found general conditions only slightly better than those earlier observed on December 21, though more of the debris from Sandy has either been removed or dispersed. The closed stations at B. 98<sup>th</sup> Street-Playland and B. 105<sup>th</sup> Street-Seaside still do have power but that at Rockaway Park-B. 116<sup>th</sup> Street does not (only the platform and yard tracks do). The terminal and adjoining buildings, including a police station, were still hooked up to a series of portable generators as they have been since their main connection with LIPA was destroyed in an explosion and fire during the storm. Work to reclaim this area was only in its earliest stages and should be ongoing for several weeks, so it may be a close call for the restoration of Rockaway Park and complete **A** and **S** service on the Rockaway Line in general, which is now optimistically tabbed for June, 2013.

*(Continued next issue)*



# Commuter and Transit Notes

No. 293  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

In connection with the March 1 fare increases, there have been several changes. A new Military Ticket for Active Duty Personnel with approved ID allows off-peak fares at all times. Family Fare tickets are accepted on PM peak trains with no step-up fee for children ages 5-11, but not on AM peak trains. City Ticket prices went up by 25 cents to \$4. NYCT fares did not go up until March 3, and there is now a \$1 charge for a new *MetroCard* purchased at commuter rail stations, *MetroCard* vending machines (including PATH), or subway booths. To avoid the fee, it is suggested that current *MetroCards* be re-filled. Damaged cards will be replaced free of charge. Those who purchase combination railroad/*MetroCard* tickets do not pay this fee. Updated Tickets and Fares brochures were issued for the Long Island Rail Road and Metro-North.

## MTA METRO-NORTH RAILROAD (EAST)

At the 100<sup>th</sup> Anniversary celebration of Grand Central Terminal on February 1 (March *Bulletin*), member Walter Zullig, who is also a Global Director for the National Railway Historical Society, presented Metro-North with a special plaque.

*Railway Age* reported that in the Capital Program starting in 2014, Metro-North could make access to New York Penn Station a priority. The plan — West Side Access — would allow trains from the New Haven (Phase I) and Hudson (Phase II) Lines to operate into New York Penn Station: New Haven via Amtrak's Hell Gate Line and Hudson via Amtrak's Empire Line. Stations would be constructed under Phase I at Morris Park, Parkchester, and Hunts Point, and at 125<sup>th</sup> Street and possibly 59<sup>th</sup> Street under Phase II. Metro-North trains are expected to use slots vacated by Long Island Rail Road trains re-routed to Grand Central Terminal via East Side Access. M-8s can handle the different power changes and operate on either third rail and catenary. There could be an issue here as third rail shoes differ on Metro-North, which uses an under running type, where through New York Penn Station, the third rail is like NYCT. The Empire Line does not have third rail, except on the connection into New York Penn Station, which is the domain of diesel-powered locomotives.

The final numbers for 2012 are in, and the on-time performance (OTP) was 97.6%, this in spite of Superstorm Sandy. In 2011, the OTP was a very respectable 96.9%. During the first quarter, the OTP was a record-setting 98.8%. By line, the yearly totals are: Harlem (98.2%), Hudson (98%) and New Haven (96.8%). The M-8s becoming more numerous, caused the OTP to increase from 95.6% in 2011. However, the ongoing catenary replacement work in a 7-mile stretch between

Greens Farms and Bridgeport continues to affect operating flexibility.

On the subject of numbers, last year 83.2 million passengers were carried, an increase of 1.5% over 2011, when 82 million rode the rails. Impressive as it seems, in 2008, before the recession, ridership was higher at 83.6 million. Still, Metro-North carries more riders than any other railroad in the nation.

Annually, Metro-North updates a report titled, **Strategic Investments and Planning Studies**. At the end of December, 2012, the east-of-Hudson EMU fleet stood at 172 M-2s, 140 M-3s, 54 M-4s, 48 M-6s, 336 M-7s, and 172 M-8s. When deliveries are completed there are to be 405 M-8s, and all M-2/M-4/M-6s would be replaced. The diesel fleet contains 213 coaches (104 end door and 109 center door), 31 Genesis and 12 Brookville locomotives, and 12 switchers.

Some of last year's accomplishments include:

- Completion of the M-3 in-house overhaul of 138 cars. The mean distance between failures (MDBF) has increased from an average of 58,700 (2002-2006) to the current 662,637, up 800%
- 24 of 31 Genesis units have been overhauled and the remainder are to be completed by the end of 2014. The MDBF for the overhauled units is 35,302 vs. the goal of 25,000
- Overhaul of eight west-of-Hudson F-40 diesel-electric locomotives was completed. Besides rebuilt engines, main and auxiliary generators, and other components, the 1,800-gallon fuels tanks were replaced with 2,500-gallon tanks that enable two Port Jervis round trips before re-fueling
- Work on a joint procurement with the Long Island Rail Road or a separate procurement to develop the specifications for the M-9, which will be built on the success of the M-7. The contract could be for married pairs and single cars, or multi-levels with dual-mode locomotives
- Station rehabilitation projects completed at Poughkeepsie, Cortlandt, and Tarrytown. Work continues at Peekskill, Croton-Harmon, Mt. Vernon East, Pelham, Larchmont, Mamaroneck, and Harrison
- Danbury CTC Signal Project (CDOT-funded): There are four phases:
  - Phase I - Norwalk to Wilton was completed
  - Phase II - Wilton to Branchville is expected to be completed this spring
  - Phase III - Branchville to Bethel is expected to be completed in July
  - Phase IV - Bethel to Danbury is expected to be completed by the end of 2014

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

- In October 2012, there was a significant increase in service when 79 trains a week were added. With the April 6 schedules, there will be 151 additional trains each week, for a total of 230 each week when compared to the pre-October 2012 schedules

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**

A March 4 hearing at MTA Headquarters was held to establish fares for the West Haven station, which is set to open on or about June 1. It is proposed that fares mirror those at New Haven.

The latest M-8 update remains from January 7, and shows 186 cars with 166 in service and 20 undergoing Kawasaki inspection. As of mid-March, member Bill Zucker has observed 9100-9227, 9230-3, 9236-53, 9256-9, 9262-5, 9270-5, and 9284-5, 166 cars.

**MTA LONG ISLAND RAIL ROAD**

Member Richie Schulman gave me a brochure for the Ronkonkoma/Farmingdale Double Track Project (March *Bulletin*), with the following schedule:

- May, 2012 – \$138 million committed to expedite the project
- July, 2012 – Awarded Design/Environmental contract
- November, 2013-September, 2016 – Phase I Design/Build/Construction (Ronkonkoma to Central Islip)
- January, 2015-September, 2015 – Phase II Preliminary Design (Central Islip to Farmingdale)
- April, 2016-December, 2018 – Design/Build Award and Construction

Despite Superstorm Sandy, ridership was up slightly, 0.7%, in 2012 to 81.7 million. The opening of the Barclays Center in September caused a 334% increase in ridership to/from Atlantic Terminal. Prior to Sandy, ridership was up by 4.3% over the comparable period in 2011. Thanks to member Al Holtz for this news.

Timetables were issued effective March 4 that will remain in effect through May 19. Service additions were reported in the March *Bulletin*.

Special timetables were issued for the following purposes:

- Port Washington: March 9-10, 23-24 and April 13-14 – Manhasset Viaduct bridge timber replacement. Bus/Van service between Port Washington and Great Neck
- Hempstead and Babylon: March 8-11, 22-25, April 5-8, 12-15, 19-22 & 26-29, May 3-6 & 17-20 – Main Line concrete tie project
- East of Speonk: March 12-15 - East End bridges rehabilitation – Bus service east of Speonk 72 consecutive hours
- St. Patrick's Day: March 16 – Extra service on the Port Washington, Ronkonkoma, and Babylon Branches

- St. Patrick's Day in Montauk: March 17 – Extra westbound service. (These were cards)

For the remainder of the year, Holiday Eve trains operate on the Eves of: March 25 (Passover), March 29 (Good Friday), May 24 (Memorial Day), July 3 (Independence Day), August 30 (Labor Day), September 4 (Rosh Hashanah), September 13 (Yom Kippur), November 27 (Thanksgiving), December 24 (Christmas), and December 31 (New Year's). The branches with this service are Port Washington, Far Rockaway, and Babylon.

This year's Major League Baseball All-Star Game at Citi Field will be the first time since 1964 that a Queens baseball stadium will host this event. Back then it was Shea Stadium. Special schedules will very likely be issued. Thanks to member Barry Zuckerman for this report.

**NJ TRANSIT**

History was made when ALP-45-DPs operated into New York Penn Station for the first time on March 2. According to the National Association of Railroad Passengers (NJ-ARP), this was done due to power being removed from the catenary between Hoboken and Dover in order to do electrical work. NJ-ARP reported: "This marks the first major use of the dual-mode locomotives into New York Penn Station, thus finally fulfilling the purpose for which they were procured. NJ-ARP would like these units able to substitute in a few 1000-series Montclair-Boonton trains for the MSU-NYP runs during rush hours. Off peak and weekends NJ Transit should be able to run at least some through trains from Bay Head if they so desired. Maybe they should seriously consider New York to Bay Head Beach specials this summer." The trainsets for the #6900-series trains, two Comets and two multi-levels, were powered by 4503, 4505, 4509, 4515, 4518, or 4534.

Whenever I am near someone using a ticket vending machine (TVM), I often think that I am next to a slot machine, as dollar coins are returned as change. By the end of the year, this will be a sound from the past with the launching of a program to retrofit all 674 TVMs with Bank Note Recycler (BNR) technology. BNR allows the machines to dispense change in the form of paper bills—ones to twenties—instead of dollar coins. Over the past year, tests were conducted at TVMs in New York Penn Station, the Port Authority Bus Terminal, and Hudson-Bergen Light Rail.

The cost for Superstorm Sandy repairs has risen to \$450 million, an increase of \$50 million over what was previously reported. As of early February, the transit agency had received \$10 million from insurance carriers and was about to submit an application for a share of \$2 billion in Federal Transit Administration storm repair funding. *The Star-Ledger* (February 14) reported that NJ Transit was having problems securing parts or getting repairs for dozens of damaged cars. A revised num-

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

ber of damaged equipment was 70 locomotives and 272 cars, up from 65 locomotives and 257 cars (December, 2012 **Bulletin**). 43 engines and 72 cars had been returned to service by mid-February.

As was reported in the March **Bulletin**, due to the Metro-North fare increase, fares at some Main/Bergen/Pascack Valley Line stations, where a "hold down" had been in effect, went up. Stations on the Main/Bergen Line from Glen Rock to Suffern, and the Pascack Valley Line from Oradell to Montvale, saw increased fares. For most of these stations all ticket types were increased, while at others only 10-Trip or ORT were affected.

At the February 13 Board meeting, a \$2.5 million contract was awarded that would extend the platforms by 120 feet on the lower (Hoboken) level of Secaucus Junction to accommodate 10-car trains. At present, the platforms are only capable of handling 8-car trains, but the foundations were installed when the station was constructed. While this effort is primarily being done for Super Bowl XLVIII, which will be played in MetLife Stadium on February 2, 2014, in the future, it is expected that daily service would be provided to the American Dream retail and entertainment complex. The Meadowlands station was built to platform 10-car trains.

A special (telephone) Board meeting was held on March 4, wherein contracts were awarded to Bombardier not to exceed \$16 million to repair 77 multi-level cars, and to ORX Corporation not to exceed \$3 million for the repair of passenger car and locomotive gear assemblies for Arrow IIIs, multi-levels, Comets, PL-42s, and ALP-46s. Another contract, not to exceed \$1 million, was awarded to Hall Construction for the repair of Hoboken Terminal.

There was another controversy during February over the decision to send four NJ Transit employees (the Chief of Staff of Rail Operations, Superintendent of Hoboken Rail Operations, one Police Officer, and a police official) to New Orleans to observe firsthand how their counterparts handled the transportation logistics for Super Bowl XLVII. **NorthJersey.com** reported that the expense reports came to \$14,505, broken down as follows: \$7,800 (lodging), \$5,241 (airfare), and \$423 (miscellaneous expenses). It is not uncommon for cities hosting future Super Bowl games to visit prior games as part of the planning process, including planning for crowd, transportation, and customer service logistics. Indeed, a spokesman for the New Jersey Association of Railroad Passengers, (member) Phil Craig, called it a "a worthwhile expenditure of public funds." NJ Transit officials have said little so far about their visit. Thanks to Al Holtz for this report.

In support of the St. Patrick's Day Parade in Belmar on March 3, hourly service operated on the North Jersey Coast Line between Bay Head and Long Branch

from 9:21 AM-9:21 PM eastbound and 8:46 AM-10:46 PM westbound. For the New York St. Patrick's Day Parade, two extra trains in each direction were scheduled between Trenton and New York Penn Station and Long Branch and New York Penn Station. North Jersey Coast Line riders benefited with extra service due to the four New York Penn-Secaucus Junction trains being extended to South Amboy or Matawan-Aberdeen.

Effective February 16 and continuing for one year, free parking is being allowed on weekends at these five HBLR park and ride locations: Tonnelles Avenue, Westside Avenue, Liberty State Park, 34<sup>th</sup> Street, and 22<sup>nd</sup> Street. Those who will benefit from this initiative can thank members Jack May and Frank Miklos and the New Jersey Association of Rail Passengers, who have offered this suggestion numerous times at NJ Transit Board meetings.

Member Bob Vogel who visited the site of the Pennsauken Transit Center on March 2, reported that the parking lot has been blacktopped, and the latest news is that the station is to open this September.

**METROPOLITAN AREA**

Bee Line fares for Westchester County buses were raised to match MTA's bus and subway fares on March 1. Riders using *Metrocards* on NICE buses also saw their fares increased, but this does not apply to those paying with cash.

**AMTRAK**

Chief Executive Officer Joseph Boardman told a Congressional committee that in FY 2012, the railroad paid just 12% of its operating costs because the other 88% was covered by ticket sales and other revenue.

National Train Day will be held on May 11. The closest event to the New York metropolitan area is in Philadelphia.

**MISCELLANEOUS**

With the announced retirement of U.S. Transportation Secretary Ray LaHood, some members of Congress are supporting former Representative Jim Oberstar as his replacement. Mr. Oberstar is a former Chairman of the House Transportation and Infrastructure Committee who led the panel from 2007 to 2011. Oberstar lost his seat in Congress in the 2010 election after over 30 years in public service.

**INDUSTRY**

On February 15, there was enough daylight as my Hudson Line train passed Kawasaki's Yonkers facility to see what was in the yard, almost exclusively NYCT R-188s. Visible were 7838-41 plus PATH PA-5 5812.

Some more details have surfaced about the effort to restore service following Superstorm Sandy. **Mass Transit Magazine** reported that besides the buses NJ Transit borrowed from SEPTA (30) and DART (20), which we reported in the December, 2012 **Bulletin**, other transit agencies also assisted. SEPTA repaired 25 air controlled valves for PATH and offered other unnamed

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**Commuter and Transit Notes**

*(Continued from page 14)*

transit agencies assistance in making repairs. SEPTA Transport Workers Union members collected and shipped cleaning supplies such as bleach, masks, Tyvek suits, shovels, brooms, etc. to New York. As was previously reported, the Morristown and Erie Railway made repairs to a number of NJ Transit diesel engines.

**SUPERSTORM SANDY FOLLOW-UP**

*MTA NEW YORK CITY TRANSIT (SUBWAY)*

On February 12, there were reports that NYCT was considering operating limited service into the former South Ferry 1 station, which closed on March 16, 2009. NYCT President Tom Prendergast seemed to suggest to the New York City Council that partial service could start sooner than the agency had anticipated, as soon as two to three months from that point. Following the meeting, a spokesperson backtracked from that timeframe but would not be specific. But, on March 8, it was announced that in fact, the 1905 South Ferry station would re-open during the first week of April. Only five cars can platform at the old South Ferry station.

*NJ TRANSIT*

At the March 12 Board meeting, it was announced that effective March 24, electric service would return to Hoboken. New schedules were also issued. With those and other added trains, totaling 21, the service level increased to 97% of the pre-Sandy schedules, or 679 of 700 daily trains. In addition, 19 trains that were operating only part of their trips are now making their entire trip. However, these lines are still short trains: Main/Bergen (4), Montclair-Boonton (6), Morris & Essex (7), and North Jersey Coast Line (4). Due to space limitations, a table showing the status of rolling stock will appear in the May Bulletin. A "Progress Card" has been added to NJ Transit's home page.

*PORT AUTHORITY TRANS-HUDSON CORPORATION*

On February 27, it was reported 24-hour-a-day service would be restored on all lines as of March 1. Looking further into the fine print, there is one hitch — no direct service on weekends between Hoboken and World Trade Center.

STILL OUT:

*MTA NEW YORK CITY TRANSIT (SUBWAY)*

- 1 Rector Street to (new) South Ferry
- A Howard Beach to Far Rockaway
- S 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*

Weekend service to World Trade Center

**FEBRUARY 8-9 BLIZZARD**

My wife and I were on a 10-day tour of Israel when the

storm struck the metropolitan area. My thanks to members David Cohen, Todd Glickman, Marc Glucksman, Al Holtz, Larry Kiss, and Bill Zucker for their emails so that I could include this section in the **Bulletin**. When the storm was over, it was the easternmost portion of Long Island, New Hampshire, and Maine, and virtually the entire states of Connecticut, Massachusetts, and Rhode Island that were severely affected. Snowfall amounts ranged from less than one inch in Atlantic City to 40 inches in Hamden, Connecticut. Power outages were measured in the hundreds of thousands. Below are summaries of how the commuter agencies fared.

*MTA LONG ISLAND RAIL ROAD*

Eight extra trains, the same ones that are scheduled on the eve of holidays, were operated Friday afternoon, February 8 on the Port Washington (1), Port Jefferson (4), Far Rockaway (1), and Babylon (2) Branches. All service was shut down around 3 AM. However, starting at 7 AM Saturday, February 9, a "Modified Schedule 4" was put into effect, which provided service every two hours between New York Penn Station and Port Washington, Huntington, and Babylon. Shuttle service between Atlantic Terminal and Jamaica was also initiated. Due to snow accumulations, which in some areas were up to four feet, there was no service on any of the other branches. Later in the day, service began operating to Farmingdale.

On Sunday morning, February 10, weekend service was restored to all branches except east of Huntington, Ronkonkoma, and Babylon. For the Monday morning commute, a "Modified Schedule 1" was in effect. Ten of the 143 normal rush hour trains were canceled. One westbound train on each of these branches was canceled: Port Washington, Port Jefferson/Huntington, Hempstead, Far Rockaway, Long Beach, and West Hempstead. The Babylon Branch had four cancellations. Stops were added to some trains. Normal service was operating on all branches on Tuesday morning.

*MTA METRO-NORTH RAILROAD (EAST)*

Due to the predicted severity of the storm, extra service operated beginning Friday at noon. Special storm PDF timetables for all three lines showing trains departing between noon and 8 PM were posted on the Internet. Later, email alerts were sent reporting that the last trains would be as follows:

LINE / BRANCH	LAST INBOUND	LAST OUTBOUND
Hudson	Train # 792 - 9:59 PM Poughkeepsie	Train #891 - 10:05 PM Grand Central Terminal
Harlem	Train #998/698 - 9:25 PM Wassaic/ Southeast	Train #593 - 10 PM Grand Central Terminal
New Haven	Train #1595- 9:17 PM New Haven	Train #1590 - 10:22 PM Grand Central Terminal
New Canaan	Train #1795- 9:30 PM New Canaan	Train #1790 - 11:10 PM Stamford

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**Commuter and Transit Notes**

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Danbury	Train #1895 - 8:59 PM	Train #1890 - 11:26 PM South Norwalk
Waterbury	Train #1997 - 9:35 PM	Train #1990 - 10:37 PM Bridgeport

Upon completion of snow fighting efforts at NYCT on Saturday night, two snow blowers at 239<sup>th</sup> Street Yard were placed atop lowboys and driven to the North White Plains shops. (Photos were posted on MTA's Flickr site showing R-146s ST201 and ST202 being prepared for the move). From there, they were dispatched to the New Haven Line to assist in snow removal east of Stamford, including the three branches. Their return to NYCT was not reported.

Late Saturday morning, service gradually returned, on the Hudson Line starting with Train #8722 (11 AM from Croton-Harmon) and Train #723 (11:20 AM Grand Central Terminal) and on the Harlem Line, Train #9522 (11:06 AM North White Plains and Train #9527 (11:25 AM Grand Central Terminal). Service to Wassaic returned at 1:21 PM with Train #9927, which turned for Train #9942 (2:24 PM). New Haven Line service was suspended due to "impacts of the storm" until early afternoon when service returned west of Stamford beginning with Train #6331, which departed at 1:30 PM. There was no service east of Stamford or to any of the branches.

As the work week began, service was normal on the Hudson and Harlem Lines, and the New Haven west of Stamford. There was limited AM Peak service on the New Haven Line between Stamford and New Haven. Regular New Canaan and Danbury Branch service also resumed, but remained suspended on the Waterbury Branch. Substitute bus service was not provided due to poor local road conditions. On Tuesday morning, Metro-North reported that 75% of its regularly scheduled service from New Haven to New York City, 90% from South Norwalk to New York, and 95% from Stamford to New York was operating as crews continued to dig out the east end yards. Full service returned on Wednesday, February 13.

**MTA METRO-NORTH RAILROAD (West)**

Special Winter Storm schedules were put into effect on the Haverstraw-Ossining and Newburgh-Beacon Ferries for Friday evening. Port Jervis Line service was terminated after the departure of Train #67 (9:58 PM Hoboken). It's follower, Train #69 (12:40 AM Hoboken), was canceled at Suffern. Service was normal Saturday.

**SHORE LINE EAST**

Friday evening service ended around 6 PM. A test train operated on Sunday afternoon. Service was restored on Monday.

**NJ TRANSIT**

On Friday, systemwide cross-honoring was implemented. After 7 PM, Morris & Essex Lines (including

Gladstone Branch), Montclair-Boonton, and all *Midtown Direct* services were suspended through Saturday, February 9. At 12 noon, all of those services were reported as being in operation.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY**

A full service closure went into effect at 3:30 PM Friday afternoon. Effective 2 PM Sunday, limited Red Line, Orange Line, and Blue Line service between Orient Heights and Government Center, and Green Line service between Kenmore and Lechmere was operating. Some bus lines were also restored. Full service as well as commuter service was restored in time for Monday morning's commute.

**AMTRAK**

Service east of New York was suspended on Friday afternoon. Later in the afternoon, service west of New York was also suspended. On Saturday morning, services between Washington, D.C. and New York as well as the *Keystone* and *Empire Services* were restored. Details are lacking, but all services were restored on February 12.

**OTHER TRANSIT SYSTEMS**

**MONTPELIER, VERMONT**

Vermont Governor Peter Shumlin and Quebec Premier Pauline Marois met in February to discuss improving the time it takes to clear passengers and freight trains crossing the U.S.-Canada border, according to *The Wall Street Journal*. Both elected officials have committed to improving rail connections between Montreal and the U.S. border, possibly taking an hour off the trip to New York. The major impediment remains the pre-clearance of passengers by customs officials.

The Vermont Agency for Transportation has proposed re-routing *The Ethan Allen* via Mechanicville, New York, rather than its current route, Saratoga Springs, New York. Should this come to fruition, the recently opened Saratoga & North Creek Railway would see the number of trains serving its line cut in half. Vermont transit officials claim that the cost to operate the current service has doubled in the past five years from \$1.5 to \$3 million, and by changing the routing, they are hoping to have New York pay part of the costs. Saratoga & North Creek Railway officials would rather not see any route changes. More than 1,220 riders were carried on their trains during January and February, an increase from last year's 810 in the same period. Thanks to Al Holtz for this report.

**CONCORD, NEW HAMPSHIRE**

The Executive Council, on February 6, approved a federally funded \$3.6 million study that would bring commuter rail service to the Capitol Corridor from Concord to Boston. Not all of the elected officials are on board with this idea, but with the federal government paying for 90%, New Hampshire is responsible for the remaining 10%. The line would be 78 miles long. Thanks to Todd Glickman for this and the following four

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

reports.

**BOSTON, MASSACHUSETTS**

As the date for the start of FY 2014 comes closer, MBTA is facing a projected deficit of \$130 million. April 15 is the date that a balanced budget is due. Options under consideration are a fare increase, or a combination of fare increase and service reductions across all services.

With the Massachusetts Bay Commuter Rail (MBCR) contract to operate commuter trains set to expire on June 30, MBTA may seek an extension while it considers if it will renew the contract or hire Keolis America, Incorporated to operate its service. MBCR has held the contract since 2003.

Construction began during January at Assembly Square in Somerville, a fill-in station on the Orange Line. Details were previously reported in the July, 2012 **Bulletin**. The station is set to open during the fall of 2014.

Major reconstruction of the Longfellow Bridge is set to get underway this summer. Red Line service will be suspended for 25 weekends and riders will use buses to travel between downtown and Cambridge. Weekdays, trains will operate via temporary tracks to be installed over one of the closed lanes. During the first half of the project, the Boston-bound side of the bridge will be closed, as well as the inbound Red Line track. Inbound trains will shift to the outbound track, and outbound trains will ride along a temporary track on the eastern side of the bridge, squeezing next to a single lane of outbound car traffic.

**PROVIDENCE, RHODE ISLAND**

Between February 12 and March 29, daily parking at T.F. Green Airport in Warwick and at Wickford Junction was free. Normally, the costs are \$6.75 and \$4 per day, respectively.

**LINDENWOLD, NEW JERSEY**

**Progressive Railroading** reported construction of elevators at PATCO's 9-10<sup>th</sup> Streets, Locust Street, and Ferry Avenue stations has been delayed by various problems, including discovery of the remnants of a subway station that had been part of the never-finished Locust Street Subway and was apparently built between 1916 and 1918. The elevators were supposed to be ready for use by the end of 2012. PATCO engineers got to the bottom of the story and concluded that the remnants of the old station were not historically significant enough to preserve. In the 1930s, the station was demolished during construction of part of a Center City subway loop that was never completed. However, the north wall was only partially demolished, and that is what crews encountered last year as they excavated for the elevators. The current crews finished the demolition begun by their Depression-era counterparts.

Member Bill Vigrass added: "When I first started with PATCO 8/5/68, I looked at the Philadelphia Department of Public Property drawings of the Locust Street Subway and saw dotted lines within the section of 9-10<sup>th</sup> Streets station, and dotted lines outlined a Market Street-type station with outside platforms. It was demolished (I thought) to build the present 9-10<sup>th</sup> Streets-Locust Street station. It was clearly on the drawing, so it was not a secret or hidden anywhere. To the extent that the old station was outside the envelope of the new station since it had outside platforms, that portion would not have been demolished. So I guess that is what was found. Since this is a City-owned station, the elevator would be owned by the City."

PATCO announced plans for a \$168,240 contract with Cubic Transportation Systems to upgrade its fare card readers to accept "Smart Cards," which have a computer chip embedded in lieu of a magnetic stripe. This would be similar to, but incompatible with, SEPTA's proposed system. This is not primarily a matter of technology, but rather of agreements to be worked out between the two companies. Thanks to member Dave Safford for this report.

**PHILADELPHIA, PENNSYLVANIA**

From **Cinders**: Two Silverliner Vs (numbers were not provided) were delivered on January 8, leaving the final three (738, 881-2). At the time, 95 were in service. 738 arrived February 28, and 881-2 were expected around March 21. Six Silverliner IIIs were moved to scrap on February 28 (from Wayne Electric Car Shop to CSX's Woodbourne Yard): 202, 211, 229, 254, 255, and 9002.

Three public information sessions were held January 29-31 to discuss alternatives for rail service to King of Prussia and Upper Merion Township in Montgomery County as part of the alternatives analysis/Draft Environmental Impact Statement, expected to be complete by 2014. This would be an extension of the Norristown Line. Thanks to Jack May and Lee Winson for this news.

Member Alfred Gaus, Jr. reported that 707, 711, and 729 are three of the cars that have been wrapped in the Tropicana Orange Juice advertisement.

New Regional Rail timetables were issued effective February 10. Lee Winson reported that some train names have been eliminated. Those that no longer appear are: *North Penn Limited* (Lansdale/Doylestown Line), *Schuylkill Flyer* (Manayunk/Norristown Line), and *Neshaminy Limited* and *Pennypack Limited* (West Trenton Line). They simply appear as "Express." On the Paoli/Thorndale Line, the *Great Valley Flyer* retained its name. According to "Plan Philly," SEPTA is removing the names of some its Limiteds, in an effort to eliminate rider confusion.

By October, if state funding is not forthcoming, *The Pennsylvanian* may be history. That is the deadline for the State of Pennsylvania to decide whether to pay the

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## Commuter and Transit Notes

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estimated \$5.7 million cost for subsidizing the Pittsburgh to Harrisburg service, a cost Amtrak now pays. The reason for this conundrum is a funding change called for in the federal Passenger Rail Investment and Improvement Act of 2008, which requires Amtrak to develop and implement a consistent formula for sharing costs with states on corridor routes of 750 miles or less. No decision has been made, but remarks from Pennsylvania Department of Transportation officials suggest the route is in trouble unless it can be shown to benefit large numbers of passengers connecting at Pittsburgh to/from cities other than Harrisburg. If eliminated, these cities would be without rail service: Greensburg, Latrobe, Johnstown, Altoona, Tyrone, Huntingdon, and Lewistown. It would also leave Pittsburgh with no direct passenger train connections to Philadelphia and New York. Only one Amtrak route, *The Capitol Limited* from Chicago to Washington, would still stop there. Thanks to Lee Winson and Bill Vigrass for this news.

Member Bob Wright reported that there had been a two-day suspension (February 27-28) of A/B (skip-stop) service on the Market-Frankford Line, caused by door problems and some issues with motors. Press information was very vague.

Bob added: "I noticed a not-so-pleasing (at least to me) posting on the Market East train platforms this evening (February 27) — the Quiet Car program will be suspended for Flower Show week (March 3-10). My guess is that the crowds that are usually on the trains will be easy to manage if those who want to chat, etc. can be on any car. I think it will only cause confusion. We shall see. The program seems to work well now."

WASHINGTON, D.C. AREA

Virginia Railway Express held seven public hearings during March to solicit comments related to a proposed 4% fare increase. If adopted, this change would become effective the first week of July, to coincide with the start of the FY 2014 budget year.

MARC implemented new timetables on its Penn Line on March 25. Times were adjusted on two AM and five PM trains to improve on-time performance. Thanks to member Steve Erlitz for this report and copies of the timetables.

WMATA is also looking to expand. A plan, titled ***Momentum: The Next Generation of Metro Strategic Plan 2013-2025*** was released on January 25. The agency is looking to spend \$26 billion through the year 2040, but the plan does not deal with how it would be funded. Under consideration are: a Potomac River tunnel to be built between the Georgetown district and Rosslyn, and a second new tunnel that would run north-south through central Washington, under the National Mall. Thanks to member Phil Hom for this news.

Todd Glickman, riding inbound (February 5) from Dulles Airport (IAD) on the *Washington Flyer* bus from the airport to West Falls Church on the Orange Line, reported: "I saw tracks laid in the median of the Dulles Access Road out to Wiehle Avenue. There were lit signals at interlockings (red over red). Hi-rail vehicles were moving on the tracks along with hand-flats."

VIRGINIA BEACH, VIRGINIA

Hampton Roads Transit, operator of *The Tide*, held two meetings at the end of February to provide information and receive comments on the latest rail developments in the Virginia Beach Transit Extension Study. The study is examining the benefits and impacts of four possible alternatives along the proposed alignments, including: extending *The Tide*, expanding existing local bus service, Bus Rapid Transit, or doing nothing. Thanks to Jack May for this report.

ATLANTA, GEORGIA

The first tracks for the 2.7-mile streetcar line were laid on March 6. The project will connect Philips Arena, the Georgia Dome, the CNN Center, the Georgia Aquarium, the Martin Luther King, Jr. National Historic Site, the Sweet Auburn Historic District, Georgia State University, Grady Memorial Hospital, and other landmarks. A spring 2014 opening is planned. Thanks to Bill Vigrass for this news.

SOUTH FLORIDA

Richie Schulman reported: "I rode the new Orange Line (which opened July 28, 2012) from Earlington Heights to the Miami International Airport Metrorail station. When I got off I was pleased to discover that there is a people mover (MIA Mover) connecting the Metrorail station and the airport. The station for the new Tri-Rail extension to Miami International Airport is right next to the Metrorail station. The latest editions of the ***Transit System Map*** and ***Metromover Guide & Metrorail Guide*** are dated November, 2012."

At the end of February my wife and I went to Florida to attend a wedding. In between the events associated with the wedding and visiting relatives and friends, I had one day for railfanning and decided to ride the Orange Line (please see above). I learned that Walter Zullig was in Florida, but he was unable to join me. As we were staying with a friend in Lake Worth, I rode Tri-Rail from the Boynton Beach station to the MetroRail/Tri-Rail station, where I boarded a southbound Green Line train and transferred to the Orange Line at Earlington Heights. On the branches, a 15-minute headway is operated, except during the peak hours, trains operate every 10 minutes. The MIA station is very clean and modern and the adjacent Tri-Rail MIA station seems well along, although I did not try to reach it. Walter Zullig informed me that Amtrak is also supposed to serve this station, but there are still some ongoing disputes. The track work in this station was incomplete, but is scheduled to open in October. Upon arrival, passengers can

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

ride an escalator to the upper level, where, after tapping their Easy Cards on the faregates, they can walk a short distance to the MIA Metromover. I passed on riding the first few cars so that I could take some photos. No one questioned me as to what I was doing. This line operates with four cars numbered 01-04, although only 01-03 were in service. I did not time the trains, but the trains seemed to depart about every 3 minutes. En-route to the Airport station, the car that I was riding passed the other two cars.

It was on March 2 that weekend service was nearly doubled from 16 to 30 trains, thereby reducing headways to hourly between 5 AM and 6 PM. A new timetable was issued.

**CHICAGO, ILLINOIS**

Since February, all Metra trains are equipped with an automatic external defibrillator (AED), for a total of 300 units. The funding for this program came from various grants, and the support of Governor Pat Quinn, a long-time supporter of expanding access to AEDs in public spaces. They have been placed near the lavatories of all cab cars, but on Metra Electric, they are near the Engineer's cab of old Highliners, and on the new Highliners in odd-numbered cars near the lavatory.

The Chicago Transit Authority (CTA) is seeking bids to purchase up to 846 cars to supplement the 706 Bombardier 5000-series cars that are in the process of being delivered. This order would come with several options, with cars being numbered in the 7000-series. Delivery would start in 2016, and replace 400 2600-series cars (1981-7) and the 3200-series cars built in the early 1990s. By 2022, the average age of the fleet would be less than 10 years.

Eight additional 5000-series cars will be delivered under the contract due to a \$30 million credit caused by a reduction in spare parts. Bombardier reduced the price of each car by \$300,000. Also part of the deal, the now 714-car order will have its fluorescent lighting replaced by LED fixtures. There is one thing more: those eight cars will have aisle-facing rather than center-facing seats. Thanks to member Jim Beeler for these two reports.

Using a \$13.9 million grant from the Department of Homeland Security, CTA will retrofit 840 of its older cars with high-definition security cameras. The 5000-series cars are being delivered with these cameras. A consulting group recently did a \$200,000 study for this group, and the results were to be released at a March 7 meeting. Thanks to Jack May for this news.

**ST. LOUIS, MISSOURI**

A group known as the Partnership for Downtown St. Louis is proposing construction of a 7-mile streetcar system that it is hoped would be a catalyst for economic development between Downtown and the Central West

End. *The Post-Dispatch* reported that cost estimates are \$219 million for tracks and catenary or \$270 million to add more elaborate streetscapes along the routes.

**NEW ORLEANS, LOUISIANA**

Right on the heels of its 1.5-mile Loyola Avenue extension, which opened on January 28, New Orleans transit officials are considering a 1.2-mile extension along North Rampart Street at Canal Street that would run roughly parallel to the Mississippi River. One public meeting was held in early March and another will be scheduled for next month. Thanks to Jack May for this report.

**SALT LAKE CITY, UTAH**

Effective February 19, Front Runner service was expanded with the addition of peak hour trips. Some connecting bus routes were also adjusted.

**SEATTLE, WASHINGTON**

Nearly eight years after "temporarily" abandoning the Waterfront Streetcar Line, the City of Seattle is conducting a study of whether to restart the line. Peter Hahn, Director of the Seattle Department of Transportation, told KING 5 News: "The cars would be used to bring riders up and down all the way from Coleman Docks to the Sculpture Gardens, and Pioneer Square. So, we need transportation that is parallel to the water." Service on the #99 line, as it was numbered, ended November 18, 2005 when the maintenance barn was closed to enable an expansion of the Seattle Art Museum. One proposal would connect the line with the First Hill Trolley Line, which will run from Capitol Hill to Pioneer Square. Thanks to Jack May for this news.

**PORTLAND, OREGON**

On March 7, TriMet filed suit against Clackamas County over its failure to follow through on some final property acquisitions and \$1.3 million in road and signal improvements for the 7.3-mile Milwaukie LRT. Alternate means to resolve this issue have not been successful. Clackamas County has voted three times to support the project. The press release did not indicate that the planned September, 2015 date was in jeopardy.

**SAN FRANCISCO, CALIFORNIA**

\$1.5 billion has been approved to electrify and modernize the Caltrain Corridor by 2019. This year, work will commence on the installation of an advanced signal system, and staff will begin updating the environmental analysis to eventually allow construction of an electrified rail corridor. When the new signal system — CBOSS (Communications Based Overlay Signal System) — has been installed by 2015, riders will be provided with safety enhancements, trains will be allowed to operate on closer headways, and the "gate-down" time at certain street crossings will be reduced. Thanks to Phil Hom for this news.

The environmental review process to electrify the Caltrain Line between San Francisco to Gilroy was started

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## Around New York's Transit System

### Second Avenue Subway Station Contract Awarded

MTA awarded a contract to build the Second Avenue Subway's 72<sup>nd</sup> Street station. This \$258,353,000 contract includes station finishes, mechanical, electrical, plumbing, auxiliary buildings, and entrances to this station. These entrances will be located on the northeast corner of E. 69<sup>th</sup> Street and the northwest corner of E. 72<sup>nd</sup> Street and Second Avenue, in addition to a wheelchair-accessible entrance on the southeast corner of E. 72<sup>nd</sup> Street and Second Avenue. This contract is the ninth of ten contracts to be awarded for Phase One. The final Phase One contract will be for the 86<sup>th</sup> Street station's systems and finishes, which was scheduled for a bid opening in mid-March.

This \$4.45 billion project is the largest expansion of the subway system since trains started operating from 57<sup>th</sup> Street-Sixth Avenue through the 63<sup>rd</sup> Street Tunnel to 21<sup>st</sup> Street-Queensbridge on October 29, 1989. Trains were finally through-routed to the Queens Boulevard Line on December 16, 2001.

The new subway is expected to open for service in December, 2016, with  trains stopping at 72<sup>nd</sup> Street, 86<sup>th</sup> Street, and 96<sup>th</sup> Street.

### E. 180<sup>th</sup> Street Station Entrance Rehabilitation

The entrance to the E. 180<sup>th</sup> Street () station, the former New York, Westchester & Boston Railway Administration Building, received a \$66.6 million renovation gift on its 100<sup>th</sup> birthday last year. It is the only New York City subway station with an entrance through a formal landscaped plaza and a building listed on the National Register of Historic Places.

This project includes restoring stucco walls and clay roof tiles, rehabilitating the building, and constructing a ramp on the plaza. Work also includes installing an elevator, improving passenger circulation, and installing bright lights in a dingy passageway between the Administration Building and the platforms. To improve the appearance of the building, a 45-inch-diameter clock with Roman numerals will be installed.

NYC Transit's rapid transit, signals, and structures employees work in offices located on the upper floors of the building. There are two retail spaces with plate glass windows in the ground floor lobby. MTA found a tenant for one store and is trying to rent the other one.

Our late member, Roger Arcara, an expert on NYW&B, would no doubt be pleased.

### Commuter and Transit Notes

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during late February. Under present planning, electric service could begin in 2019.

#### LOS ANGELES, CALIFORNIA

On March 6, the Los Angeles City Council approved up to \$350 million to maintain a proposed 3.5-mile streetcar line that would run along Broadway, Hill, and Figueroa Streets and connect the old Banking District, South Park, Civic Center, and the Fashion District. The funding would cover repair and operational costs for the streetcar for three decades. The money will come from Measure R, the 2008 ballot measure that added a half-

cent sales tax to fund county transportation projects. A 2016 opening is planned. Thanks to member Pete Donner for this report.

#### FROM THE HISTORY FILES

*105 years ago:* On April 6, 1908, the New York Central Railroad extended electric service to Yonkers.

*75 years ago:* On April 20, 1938, the Toronto Transit Commission (TTC) received its first PCC car, 4002. TTC would ultimately own 745 mostly new, but also a number of second-hand cars. A number have been preserved, and others operate daily in Kenosha, Wisconsin.

*News items and comments concerning this column may be emailed to NYDnewseditor@aol.com.*

### The Genesis of "Dashing Dan"

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#### A Chronology of Early LIRR Electrification

July 26, 1905: Flatbush Avenue to Rockaway Park via Woodhaven Junction, Hammels.

August 29, 1905: Flatbush Avenue to Rockaway Junction via (Old) Jamaica LIRR.

October 2, 1905: Rockaway Junction to Belmont Park via Queens (Village).

October 16, 1905: (Beaver Street) Jamaica to Central Avenue (Springfield Junction) via Old Southern.

November 5, 1905: Flatbush Avenue Terminal operationally completed.

December 1, 1905: Hammels to Mott Avenue-Far Rockaway.

December 11, 1905: Mott Avenue-Far Rockaway to Valley Stream.

May 17, 1906: "Rockaway Loop" operationally completed, Valley Stream to Central Avenue (Springfield Junction) and (Beaver Street) Jamaica to Flatbush Avenue