

The Bulletin



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The Bulletin

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DUAL SYSTEM CONTRACTS SIGNED 100 YEARS AGO (Continued from April, 2013 issue)

In the previous issue, we featured the 100th anniversary of the Dual Contracts. In this issue, we will describe the progress made constructing this vast network. Work began as soon as possible and continued for several years until most of the work was completed in 1920. But the remaining work proceeded slowly and was not completed until 1931.

CONTRACT 3 — IRT'S CITY-BUILT LINES

Seventh Avenue trains started operating south of Times Square on July 1, 1918 and Lexington Avenue trains ran north of Grand Central starting July 17, 1918, but through service between the Bronx and Brooklyn was not operated on both lines until August 1, 1918. Service was soon extended to the following terminals in the outer boroughs:

DATE	TERMINAL
February 1, 1917	Ditmars Boulevard
April 15, 1918	Woodlawn
August 20, 1920	Flatbush Avenue
December 11, 1920	241 st Street
December 20, 1920	Pelham Bay Park
October 16, 1922	New Lots Avenue
January 21, 1928	Main Street, Flushing

On most lines, trains were turned at intermediate stations for brief periods until construction was completed.

CONTRACT 3 — IRT'S COMPANY-BUILT LINES

The company agreed to build continuous middle track on the Second, Third, and Ninth

Avenue Lines and to build several extensions. Middle tracks were built as follows:

(A) January 17, 1916 in Manhattan; July 9, 1917 in the Bronx

LINE	DATE IN SERVICE	FROM	TO
Second Avenue	January 17, 1916	Chatham Square	125 th Street
Third Avenue	(A)	Chatham Square	Fordham Road
Ninth Avenue	January 17, 1916	Rector Street	155 th Street

On the Bowery, single tracks near each sidewalk were replaced by a three-track structure in the center of the street. A double-deck bridge replaced the single-deck Harlem River bridge. Sixth and Ninth Avenue service was extended to the Bronx on July 1, 1918 and the Webster Avenue extension was placed in service on June 28, 1920.

CONTRACT 3—IRT'S CITY-BUILT YARDS

Yards were placed in service after main line construction was completed.

ALL TRACKS IN SERVICE	
Date	Yard
April 29, 1923	Livonia
April 14, 1924	E. 180 th Street
June 30, 1924 report	239 th Street
November 2, 1925	Jerome Avenue
June 26, 1928	Westchester
July 26, 1928	Corona

Temporary inspection sheds at Jerome Av-

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THE GENESIS OF “DASHING DAN”

Part Two—The Long Island Rail Road Eyes Manhattan

by George Chiasson

COMPANY ROOTS: THE DEVELOPMENT OF THE LONG ISLAND RAIL ROAD “MAIN LINE”

As described previously, the first steam-powered trains in Queens County began rolling on June 26, 1854 when the Flushing Railroad commenced operations between its Long Island City ferryboat landing at Hunter's Point and the Village of Flushing, at the current location of the Main Street station. It originated from the point where Newtown Creek met the East River and followed its Queens side to the present-day intersection of Laurel Hill Boulevard and 49th Street, where the track began to swing around a low hill before assuming a general northeastward alignment on level terrain, through what is now Mt. Zion Cemetery, to the company's namesake of Flushing. As things remain in 2013, the latter portion of the Flushing Railroad's original main line was roughly parallel to the Brooklyn-Queens Expressway between Queens Boulevard and the Kosciuszko Bridge. The alignment also avoided a natural “mountain” in Maspeth (with a topographical “summit” of 131 feet) and the large amount of swampy terrain that then largely separated the Queens County municipalities of Long Island City and Newtown, but it did make a gradual rise of 70 feet in overall elevation as it proceeded from Newtown Creek to Flushing. This was a major consideration in engineering any railroad of the day, given the limited capabilities of the primitive steam locomotives then in use.

When it became clear to the original Long Island Rail Road Company that it would eventually be expelled from its terminus at Brooklyn's South Ferry, the company quickly sought to establish the best (and cheapest) alternative route from the banks of the East River to the core of its system, that being the original “Main Line” from Brooklyn to Jamaica, Mineola, Hicksville, Riverhead, and Greenport. Since at least early in the 18th century (and possibly before), the road presently known as Jackson Avenue was the chief thoroughfare from the center of Long Island City, near the railway terminal, to Flushing (the port of Flushing Bay), its pathway providing a ready and direct escape for the new railroad from the East River to the interior of Queens County. Unlike the roadway, however, LIRR's objective was to intercept its existing line from Brooklyn at the Village of Jamaica, and thus it had to establish a survey of its own across Newtown, in as a straight a manner as possible while still circumventing the tidal basin of Flushing Bay, which was then the second largest body of water in Queens behind Jamaica Bay. At that time this basin was collectively included in Flushing Creek, and in 2013 is mostly occupied by the enormity of “Flushing Meadows-Corona

Park.” Prescribing to the results of this survey, LIRR then chose to make a jog through the modest village of Woodside, which was the only population center within a straight line from the point where the railroad cut away from Jackson Avenue, all the way to Jamaica, where it would meet the existing Main Line. In turn the new LIRR main line also bisected the original Flushing Railroad (as assumed by the New York & Flushing in 1859) at “Winfield Junction,” an arbitrary point in almost entirely undeveloped land.

On May 10, 1861 the new “Main Line” was opened in one piece, under the auspices of the New York & Jamaica Railroad, between Long Island City and its junction with the original Brooklyn & Jamaica route at a site called “The Jamaica Cross Switches” (later Tower 14), located at Van Wyck Avenue. At Long Island City the fledgling LIRR depot was immediately next to that of New York & Flushing, where it abutted Borden Avenue, Front (now 2nd) Street, and First Street (now 53rd Avenue). The passenger facility was in turn adjoined to a waterfront freight terminal at water's edge of the East River, which gave LIRR supreme access to the river-borne barge trade and New York Harbor. The New York & Flushing and Long Island Rail Roads crossed each other at East (11th) Street from the start, but were not physically connected until the two lines began sharing the newer LIRR depot on March 31, 1862 and the very small, original Flushing Railroad site was closed. This union became known as the “Southern Junction” with the route consolidations of 1876, at which time operation of that portion of the original NY&F line was completely surrendered to the Southern Railroad of Long Island (after it had already run the original Flushing Railroad alignment to Winfield as an ill-fated shuttle between 1870 and about 1875).

Between its Long Island City and Jamaica depots, LIRR originally included three stops: one at Woodside, consisting of platforms on a pronounced curve that was located “off Riker Avenue between 4th and 5th Avenues”; another at Winfield, west of the crossing with NY&F; and Newtown, located in a largely rural area one-half mile east of Winfield Junction. Through the early years of the 20th century the areas we know in 2013 as Woodside and Newtown were greatly reconfigured, including a major relocation of the Long Island Rail Road following the opening of Penn Station. As a result, a great deal of cartographic research is required to “translate” the former street pattern into some kind of recognizable form, and by comparing atlases and real estate maps of the time, the conclusion is reached (in reference to

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The Genesis of “Dashing Dan”

(Continued from page 2)

2013) that the first-generation Long Island Rail Road depot at “Woodside” was actually located at the present 39th Avenue between 57th and 58th Streets (now an empty space next to the current LIRR Main Line). Otherwise, the station at Winfield corresponds to 70th Street and 48th Avenue, while the short-lived stop at Newtown has a present-day reference point of Kneeland Avenue somewhere around Hilyer Street. Finally, to complete the link from its new main line to Jamaica station in 1861, LIRR was forced to appropriate a short piece of the existing Brooklyn & Jamaica right-of-way through direct purchase, a paper transaction which had no effect on either line’s trajectory or operations. Steam trains then continued to run to both Long Island City and the South Ferry terminal in Brooklyn through that summer (actually using horses to reach the latter), with service to Brooklyn being truncated at East New York starting on September 30 and operated in the name of the Brooklyn Central & Jamaica Railroad.

In contrast to the original Flushing Railroad through Maspeth, LIRR made a long, steady and gradual climb as it proceeded east alongside Jackson Avenue, rising almost 20 yards in overall elevation (13 to 71 feet) by the time it reached Woodside. The line then flattened appreciably as it passed behind Flushing Creek to the Maple Grove Cemetery and finally descended about 50 feet in the short distance between Maple Grove (near the current site of Kew Gardens) and Jamaica, which was and is approximately 30 feet above sea level. Again these numbers were an important set of determinants for LIRR, and it seems clear the engineering burden had already been reduced by advances in the development of the steam locomotive. It should also be noted that while on a typical ride over the same route in 2013 one sees mile after mile of apartment buildings, homes, and businesses (those not overgrown with vegetation or otherwise concealed from view, that is), and can spy the 7 rapid transit line of MTA New York City Transit at three separate places, a similar voyage on the “Main Line” across Queens 150 years previous (1861) could be a long, lonely journey through flat, wooded landscape with little or no development at all.

The LIRR Main Line was opened as a single-track route from end to end in 1861, but the right-of-way later widened to two through the addition of the Flushing & North Side main line as far as “Fiske Avenue” (just west of Winfield Junction). Service on this secondary route was inaugurated on November 15, 1869 for trains of the former New York & Flushing Railroad, and exactly reproduced the Long Island Rail Road to Winfield Junction. It originated from yet another, entirely new East River terminal facility at Hunters Point, oriented in a north-south manner off the intersection of Front Street

and Borden Avenue (immediately across from the LIRR depot), with trains resuming the original alignment of 1854 at Winfield Junction to complete their journey to Main Street in Flushing and Great Neck (later Port Washington) as well as Whitestone. On this newer main line the Flushing & North Side also constructed a full-blown depot building at the shared stop in Woodside and a new station at Winfield (corresponding to 48th Avenue).

The opening of the new Flushing & North Side main line between Hunters Point and Winfield liberated the old Flushing Railroad main line through Maspeth for transfer to the South Side Railroad, which (as related above) began operating it as a shuttle in 1870. Though a siding was included in its construction at Winfield, the degree of through service being provided on the new F&NS main line to Whitestone and Great Neck soon led to congestion, and starting in 1871 a “relief” track was laid all the way from the terminal at Hunters Point to Winfield Junction, being placed in service on March 29, 1872. In pursuit of even greater track capacity, grading was also performed on the empty right-of-way of the moribund Woodside & Flushing Railroad, which turned northeast from the Woodside station and closely paralleled Jackson Avenue straight into Flushing, there to connect with the Whitestone Branch at Bridge Street (known in 2013 as Northern Boulevard). Starting on January 8, 1873, even more trips generated by the Central Railroad of Long Island were added to this existing traffic, as it adopted the 1869 Flushing & North Side route as its pathway to Hunters Point. When the extra track parallel to Jackson Avenue was finally opened on April 27, 1874, it was used in entirety by Whitestone trains in both directions, while those serving Great Neck were reduced to a shuttle from “Central” (Great Neck) Junction, so that service off the Central Railroad of Long Island could have the existing, ex-New York & Flushing route to itself from that point to Winfield, Woodside, and Hunters Point. This arrangement would only last 2½ years though, as the “Woodside & Flushing” main line between its namesake points was considered superfluous during LIRR’s bankruptcy and most of it abandoned in October, 1877. Afterward a short piece of this line endured for freight purposes until about 1915, while the right-of-way through Bridge Street, Flushing, and College Point to Whitestone would continue to be accessed only via the original Flushing Railroad alignment through Corona after that time, and ultimately survive until 1932 as LIRR’s Whitestone Branch.

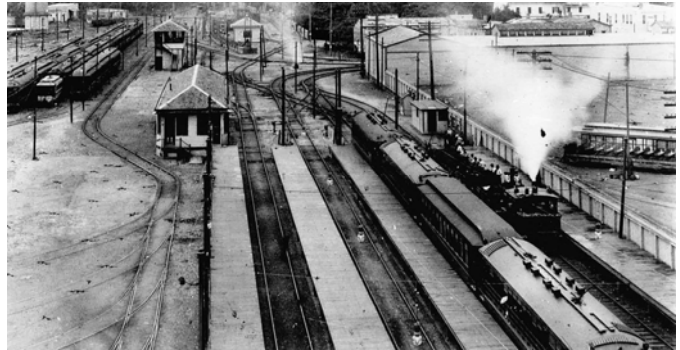
The LIRR terminal at Long Island City was finally completed by August 1, 1861 and then expanded in various ways in 1870, 1875, 1878, 1879, and 1881 as traffic levels grew. As a result of the “Poppenhusen” consolidations, the recently-opened (1869) main line of the

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BROOKLYN RAPID TRANSIT BEFORE CONTRACT 4



Culver Depot, Coney Island, 1899.
Bernard Linder collection



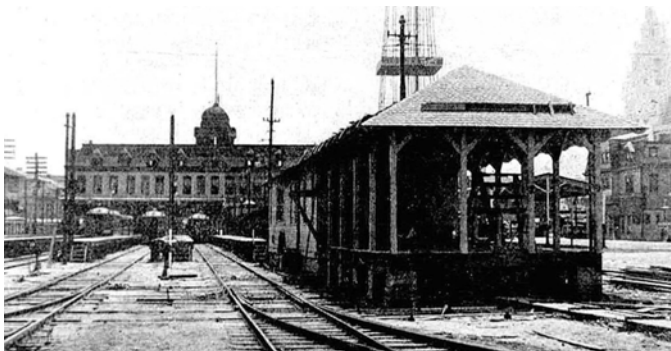
Culver Terminal, Coney Island, about 1908.
Bernard Linder collection



Culver Terminal, Coney Island, about 1910.
Bernard Linder collection



BRT Culver Terminal, Coney Island, 1913.
Bernard Linder collection



Culver Terminal, Coney Island, showing platforms, Trainmen's pavilion, and office building at the right.
Bernard Linder collection



West End Terminal, Coney Island, about 1912.
Bernard Linder collection

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Dual System Contracts Signed 100 Years Ago

(Continued from page 1)

enue Yard and Lowell Street (south of Whitlock Avenue) were probably closed when the permanent shop opened.

CONTRACT 4 — BROOKLYN RAPID TRANSIT'S COMPANY-BUILT LINES

As soon as the contract was signed, BRT started planning the reconstruction and extensions to its existing

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Brooklyn Rapid Transit Before Contract 4

(Continued from page 4)



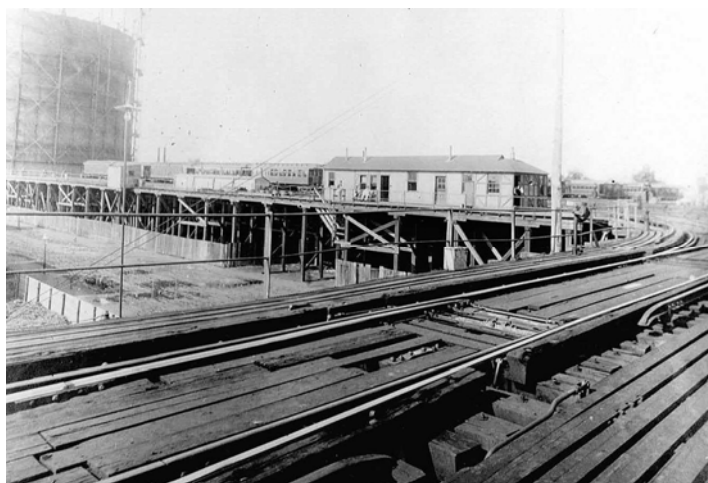
Bath Avenue between 21st Avenue and Bay 26th Street about 1890.
Bernard Linder collection



Fresh Pond inspection shop (on the left), looking east on Lutheran Line at Fresh Pond Road about 1904.
Bernard Linder collection



Fresh Pond elevated inspection shop about 1910. It was converted to a trolley inspection shop in 1917.
Bernard Linder collection



Alabama Yard circa 1910, located at Pitkin, Williams, Alabama, and Belmont Avenues.
Bernard Linder collection



Seneca Avenue, August 20, 1914.
Bernard Linder collection



Fresh Pond Road, July 26, 1915.
Bernard Linder collection

The Genesis of “Dashing Dan”

(Continued from page 3)

Flushing & North Side (known as the Flushing, North Shore & Central after 1874) was tied into the Long Island Rail Road between 6th and Hunters Point Streets (now 48th and 49th Avenues) at “Long Island Crossover” (later known as North Side Junction, later still as Tower 30), a second depot building completed at the Long Island Rail Road’s 1861 terminal site in April of 1878, and for the first time, trains from all three trunk lines (Long Island Rail Road, Southern, and Flushing & North Side) were united at that single location beginning on May 27. This resulted in a suspension of service to what was actually the newer of the two passenger facilities until its building was assigned to the summertime needs of the Brooklyn, Flatbush & Coney Island Railway (otherwise known as the “Brighton Line”) between June 15, 1879 and June 2, 1880. Its use was temporarily discontinued when at that time the excursion line curtailed its operations strictly within Brooklyn, but the depot was once again reactivated for passengers of the New York, Woodhaven & Rockaway starting on August 26. By 1884 the big Long Island City terminal shed consisted of 16 passenger and express tracks served by 8 platforms, while the modest ex-Flushing & North Side depot building was still being used by passengers of the line to Rockaway Beach, whose trains were berthed on tracks in the LIRR terminal. A medium-sized train yard, which also contained an engine servicing center, was established along the Newtown Creek edge of the Southern near the bridge across Dutch Kills about 1886, followed by a second facility across the main line in 1892-3 that was intended for equipment storage and light repair. This expanded area (later known in general as the “Wheelspur” Yard) was joined by a new steel swing bridge across Dutch Kills itself which replaced the original structure installed for the Flushing Railroad. As previously related, in May of 1891 the Rockaway Line’s passenger functions located in the former Flushing & North Side depot were finally transferred to the Long Island Rail Road terminal, which was enlarged across that site as a massive new building was erected by 1892. This was believed to be a high point in the long service life of the terminal at Long Island City, but the huge facility then burned spectacularly on December 18, 1902. Reconstruction was paramount as many of the railroad’s essential functions were housed in its offices, so yet another round of improvements and redevelopment then occurred which saw not only rebuilding of the destroyed building undertaken, but also an even greater overall expansion of the terminal. The reclaimed building was reopened on April 26, 1903; more train storage space was added in October and the main leads doubled in scope during November. By March of 1904 the main terminal had been expanded to 21 tracks served by 11 platforms (all with individual canopies in

place of one large train shed) while across the property what was left of the 1869-built Flushing & North Side depot was dismantled. In turn, it was replaced by an enlarged terminal for the 34th Street LIRR ferry connected to the reconfigured passenger terminal, as well as industrial and freight processing facilities that were accessed by the former passenger main line. In 2013 the once-expansive site is marked by a small brick building, originally built for the Long Island Express Company on the west side of 2nd Street north of Borden Avenue, which was part of the “Tennisport” recreation facility until it closed on July 31, 2009.

For almost a year from July 19, 1875 to April 17, 1876, during the brief life of LIRR’s Newtown & Flushing affiliate (the so-called “White Line”), a pair of passenger stations called “Schwabenberg’s Park” and “Sunnyside” had existed on the Main Line off Jackson Avenue. The first was located (in that time) at Van Dam Street, where later reconstruction that resulted from installation of the “Queensborough” Bridge and Sunnyside Yard produced the present-day Queens Boulevard; the other at about 35th (then Bartow) Street. This was then in an area occupied mostly by historic farmland from the Revolutionary War era that was slowly giving way to residential development. By November of 1875 the original Main Line station at Newtown was gone and another called “Hopedale” established at the rather placid crossing of Union Turnpike (now Lefferts Boulevard, at the present Kew Gardens). This lasted until August of 1884 when it, too, was shut, being ultimately succeeded by a part-time flag stop serving the Maple Grove Cemetery (located at the current intersection of 125th Street & 84th Road) that had opened in May, 1879 and finally took hold. As part of LIRR’s route consolidations, in August, 1876 the former Flushing Railroad station building at “Winfield” that had been closed by the Southern Railroad of Long Island by November, 1875 (originally located at the present 70th Street and 50th Avenue) was moved onto the newer main line at what is now 48th Avenue and merged with the pre-existing (1861) LIRR stop. Also as part of the Poppenhusen-era consolidations, a second track was added to original Main Line in 1876 from Rockaway Junction to the crossing at Old Country Road (where a new stop at Hollis was established in June, 1885), then extended to Hinsdale (later known as Floral Park) in 1882. During the immediate aftermath of LIRR’s bankruptcy (fall, 1877 to spring, 1879) its receiver diverted all passenger traffic off the “Main Line” entirely during the slack winter months, and forced trains to utilize either the Flushing & North Side for access to Great Neck and Whitestone, or the former Southern main between Long Island City and Jamaica for all other lines.

In 1879 improvements were made to the LIRR Main Line between Long Island City and Winfield Junction, in advance of its interim use as the full-time connection

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

between the East River terminal and Jamaica, which included the addition of a second track to Fiske Avenue on May 12, with nominal operation then carried on as two parallel 2-track main lines ("North Side" and "LIRR"). A perfunctory signal system was then activated between the same two points on July 3, but at no time during this era did trains of the two "North Side" branches (Great Neck and Whitestone) regularly use the older LIRR Main Line of 1861 between Long Island City and "Winfield Junction" to reach their own lines. Though this fact made the latter name a bit misleading, that title had actually denoted the former crossing between the original Flushing Railroad and the Main Line of the Long Island Rail Road, which existed between 1861 and 1876, but was actually configured as such only before the Flushing & North Side's opening of November, 1869. In any case, utilization of the "Main Line" for the lion's share of passenger service finally began to live up to that affectation on May 3, 1880, when the former Southern Main Line was closed to traffic so it could be rebuilt for the looming New York & Rockaway Beach operation and stayed busy following the completion of this task on August 25.

After work to widen the right-of-way began on October 9, 1902, it would be almost another year before the rest of the Main Line was double-tracked from Fiske Avenue (Winfield Junction) to "Brighton Junction" where the Main Line connected back toward Flatbush Avenue on the former Brooklyn & Jamaica trunk, and its Jamaica-bound union with the Atlantic Division main line at Tower 14 (later known as "AC"). This improvement included a new block signal system that was activated in September,

1903, and a good number of long freight sidings were thrown in for good measure by 1905. In 1906 another new station was added where the railroad (even then) passed above Continental Avenue, named "Forest Hills" to match its surrounding real estate development. Meanwhile an extensive construction zone had been staked out since as early as October, 1902 in the previously vast trapezoid of land that was beside the Long Island Rail Road, centered roughly on Jackson Avenue from Hunters Point to Nott Avenues (now 49th Avenue and 44th Drive, respectively), and the former Middleburgh (39th) Avenue from Laurel Hill to Woodside Avenues. Its boundaries were Hunters Point Avenue in the southwest, Laurel Hill Avenue (now 43rd Street) in the northeast, Jackson Avenue (part of which is now Northern Boulevard) in the northwest, and Meadow Street (now partly Skillman Avenue) to the southeast. This was the site of the Pennsylvania Railroad's future Sunnyside Yard and reversing loop that were to be installed to support the New York Terminal project, as well as even more freight transfer and classification facilities for the Long Island Rail Road. Overall, as the Pennsylvania Station project was advanced through time, both before and after the actual New York Terminal was placed in operation, the Long Island Rail Road Main Line was itself to be totally rebuilt in seven "packaged" segments. This process and the surrounding urban development which ensued were what transformed the line from its modest origins as a well-engineered "alternative" single track to a true piece of American "high-speed rail" by late 1915, one which contained four fully-electrified, grade-separated and operationally superior tracks of almost perfect alignment and gradient.

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NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

(Continued from April, 2013 Issue)

Phase I R-32 SMS Finale

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

December, 2012: 3354-5, 3428-9, 3440-1, 3448-9, 3496-97, 3500-1, 3512-3, 3522-3, 3646-7, 3660-1, 3670-1, 3770-1, 3774-5, 3834-5, 3840-1

January, 2013: 3388-9, 3432-3, 3471/3658

By January 14, 2013 all 222 active Phase I R-32s had been placed in the life extension SMS program.

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

November, 2012: 3472-3, 3550-1, 3872-3, 3924-5

December, 2012: 3354-5, 3428-9, 3496-7, 3500-1, 3522-3, 3670-1, 3706-7, 3774-5, 3834-5

January, 2013: 3440-1, 3660-1, 3770-1, 3840-1

February, 2013: 3388-9, 3432-3, 3448-9, 3471/3658, 3512-3, 3646-7

By February 12, 2013 all 222 active Phase I R-32s had been completed in the life extension SMS program.

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

December, 2012: 3360-1, 3410-1, 3438-9, 3442-3, 3484-5, 3628/3669, 3782-3, 3818-9, 3938-9

January, 2013: 3428-9, 3472-3, 3496-7, 3500-1, 3522-3, 3550-1, 3706-7, 3774-5, 3834-5, 3872-3, 3924-5

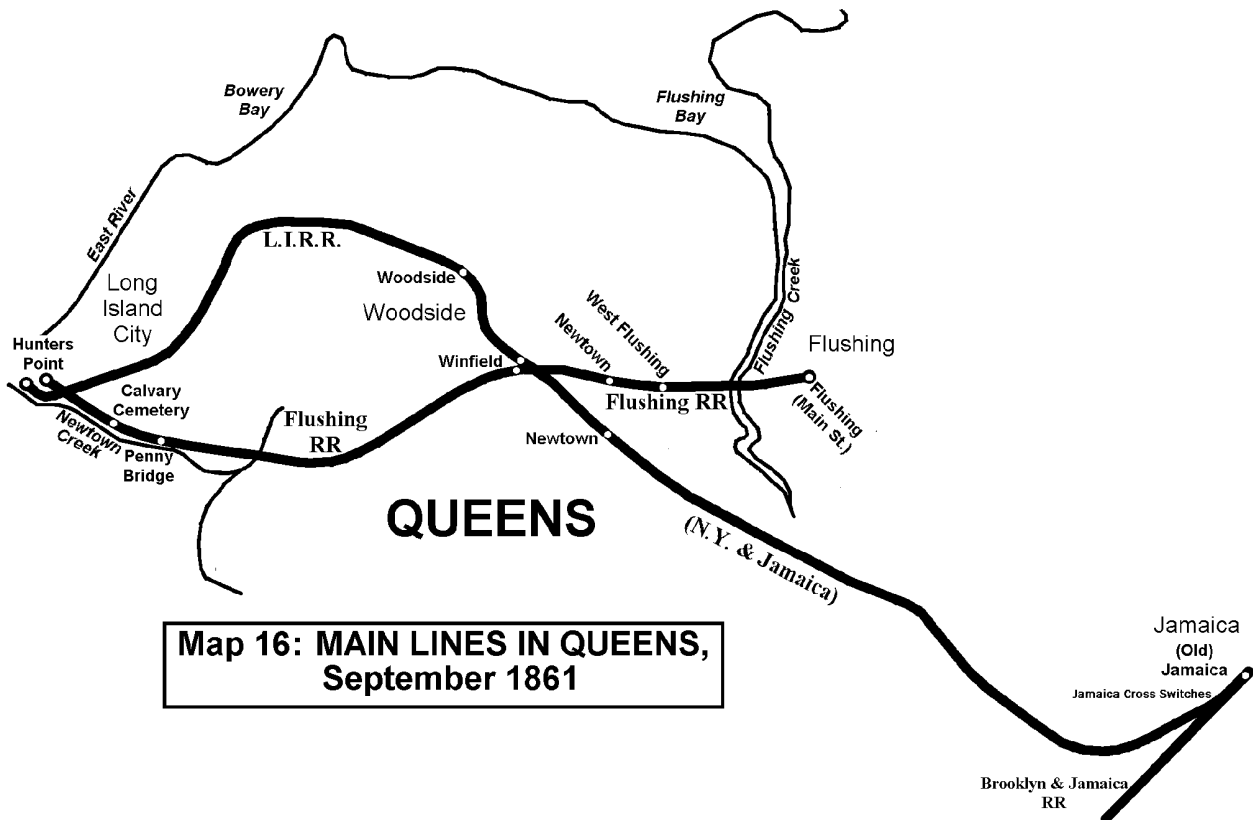
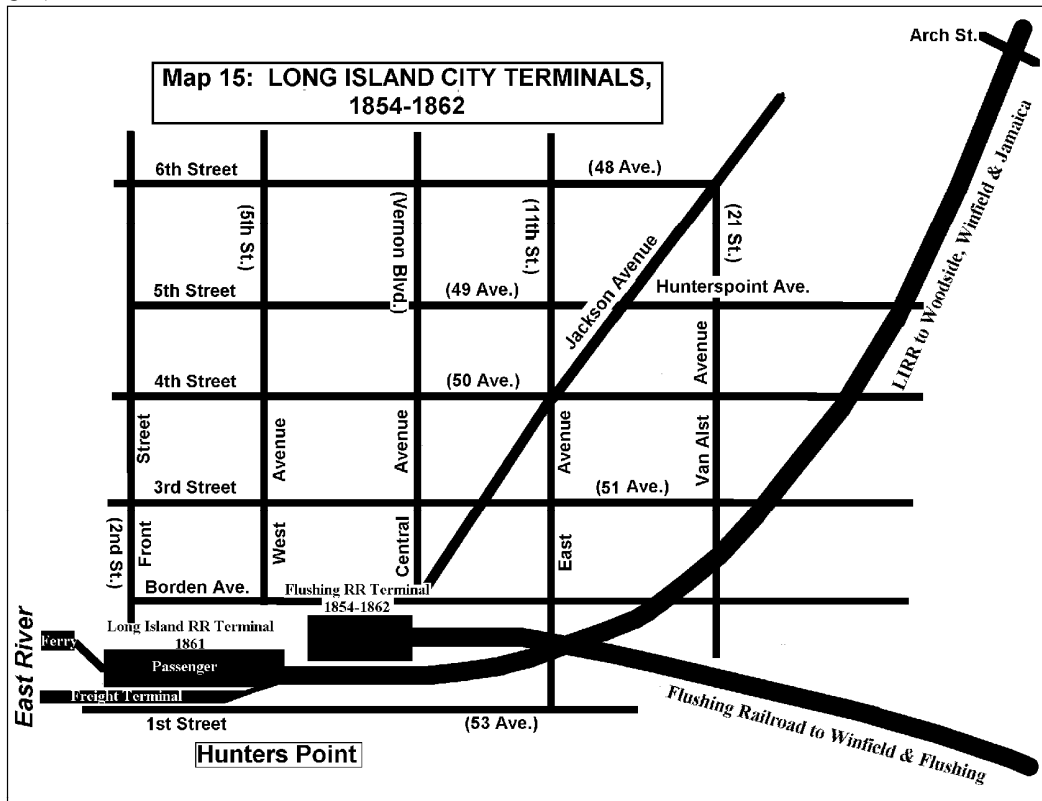
February, 2013: 3448-9, 3512-3, 3646-7, 3660-1, 3670-1, 3840-1

March, 2013: 3388-9, 3432-3, 3440-1, 3471/3658, 3770-1

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The Genesis of "Dashing Dan"

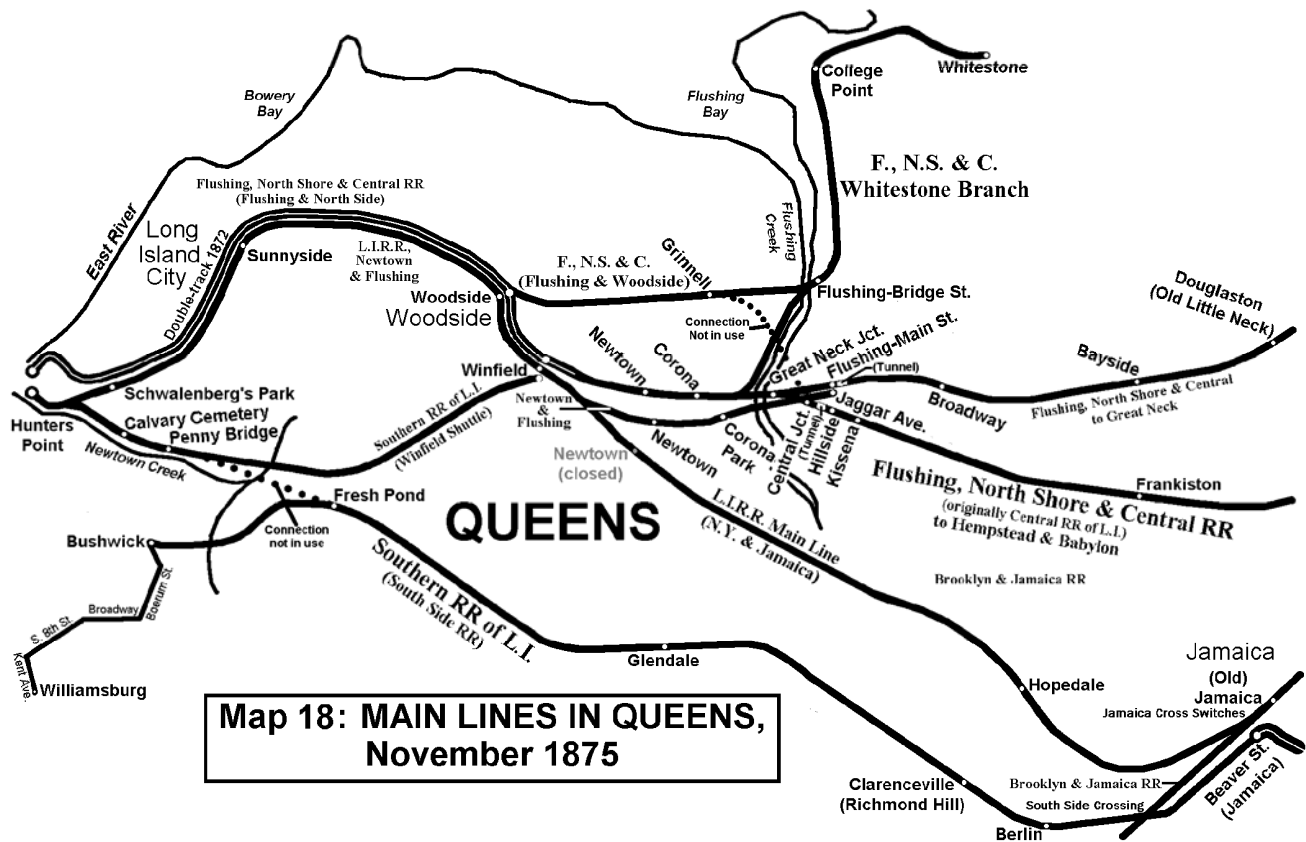
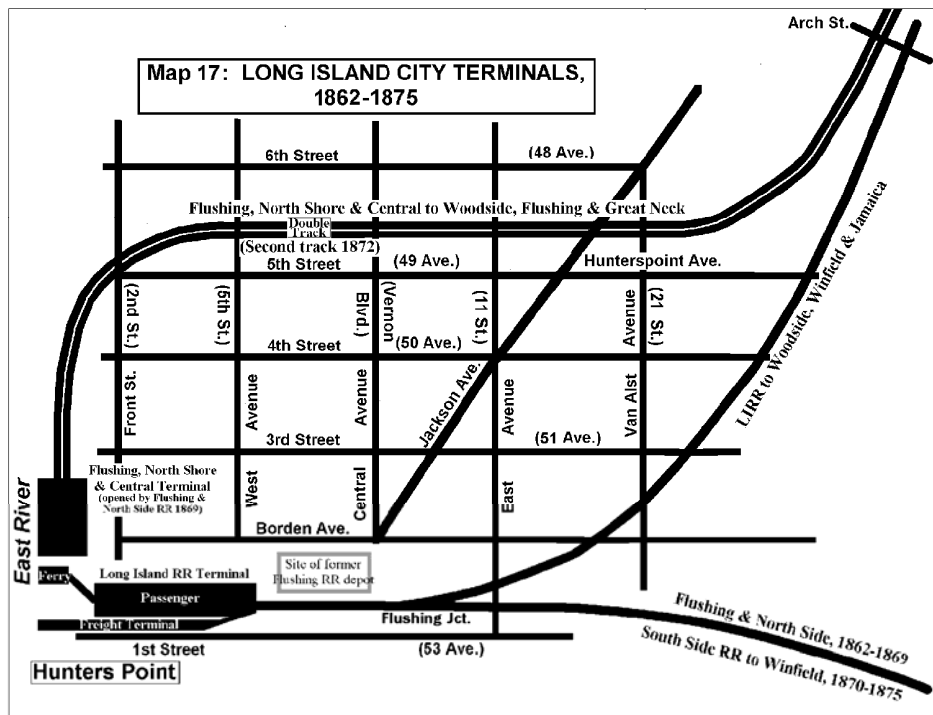
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The Genesis of "Dashing Dan"

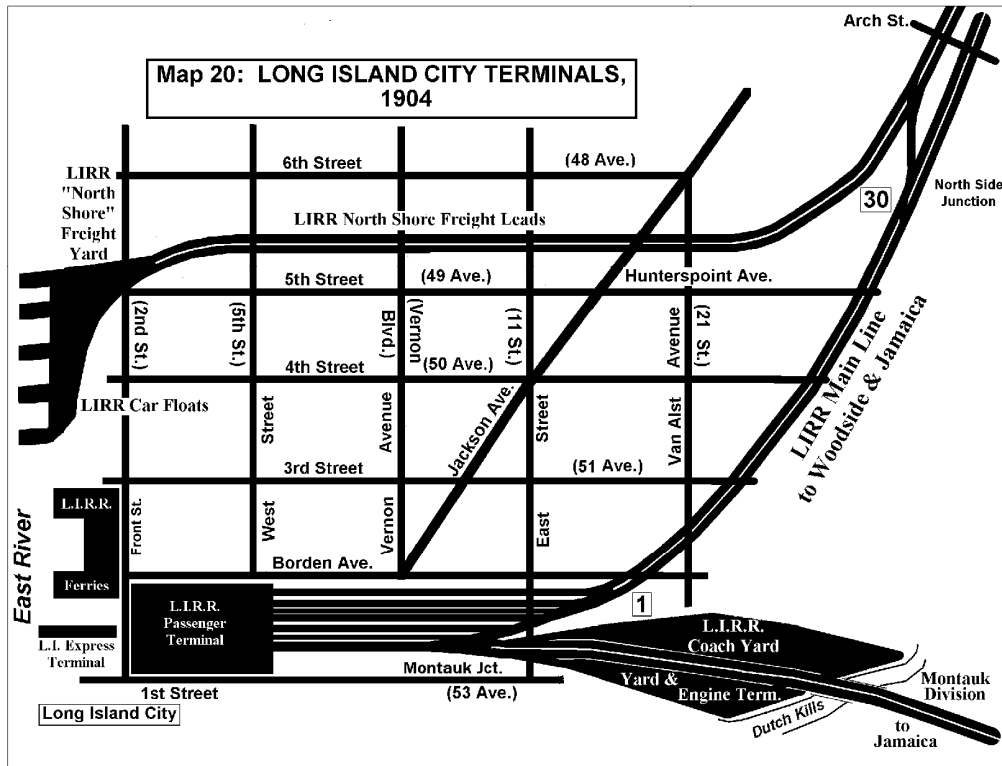
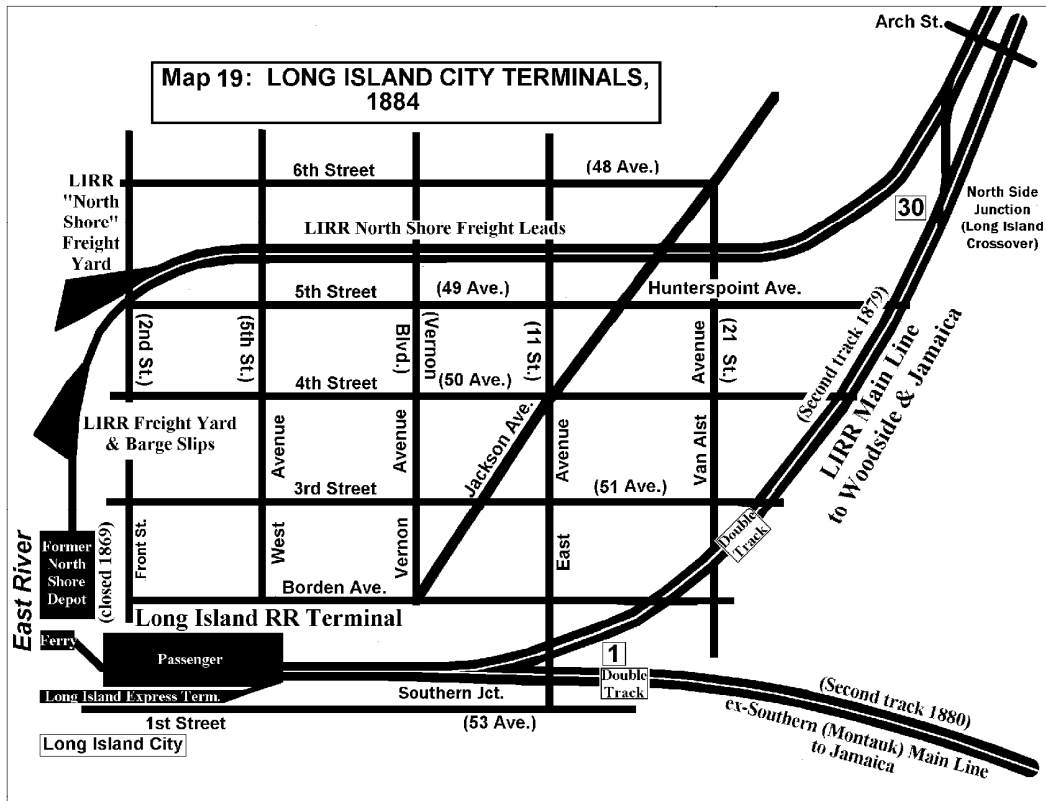
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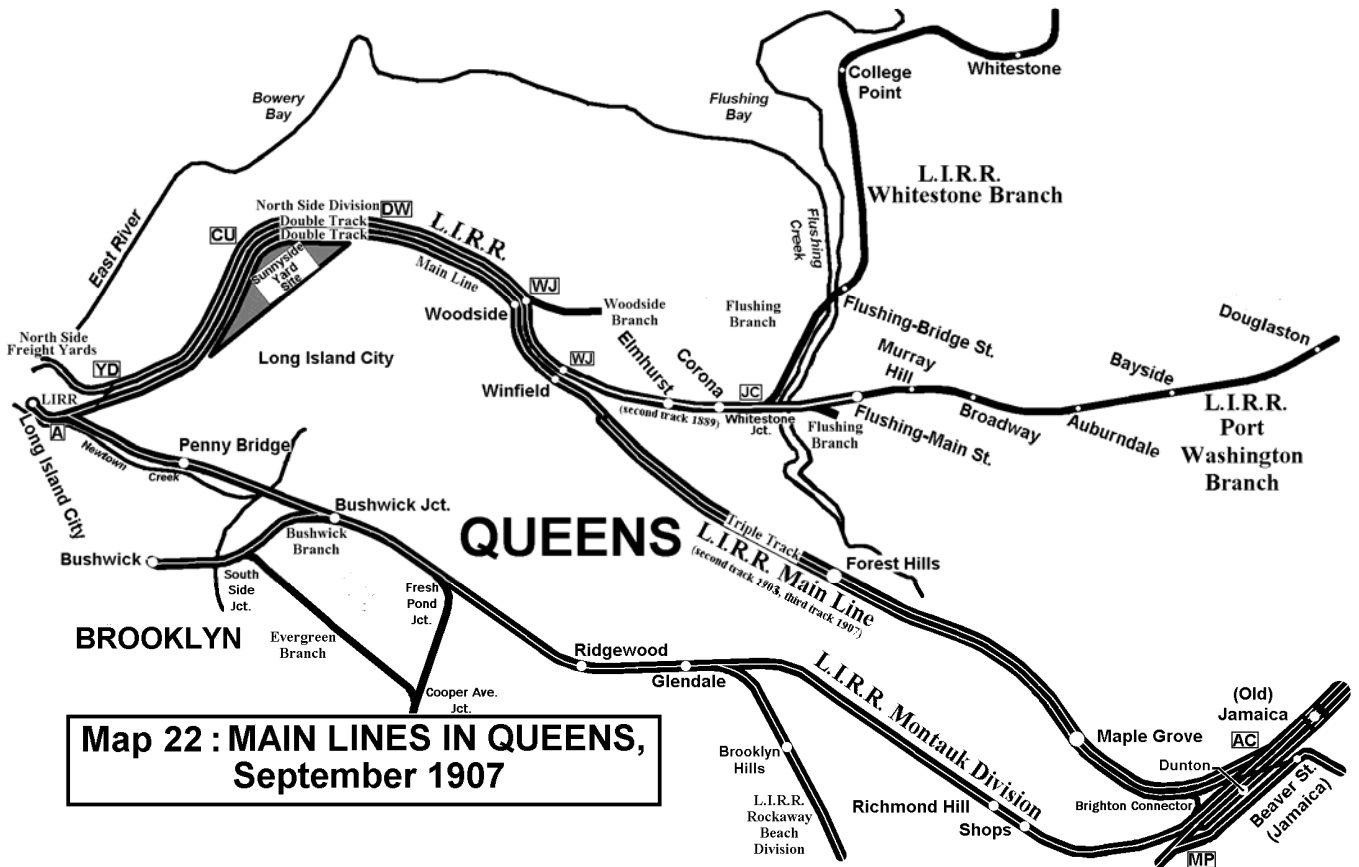
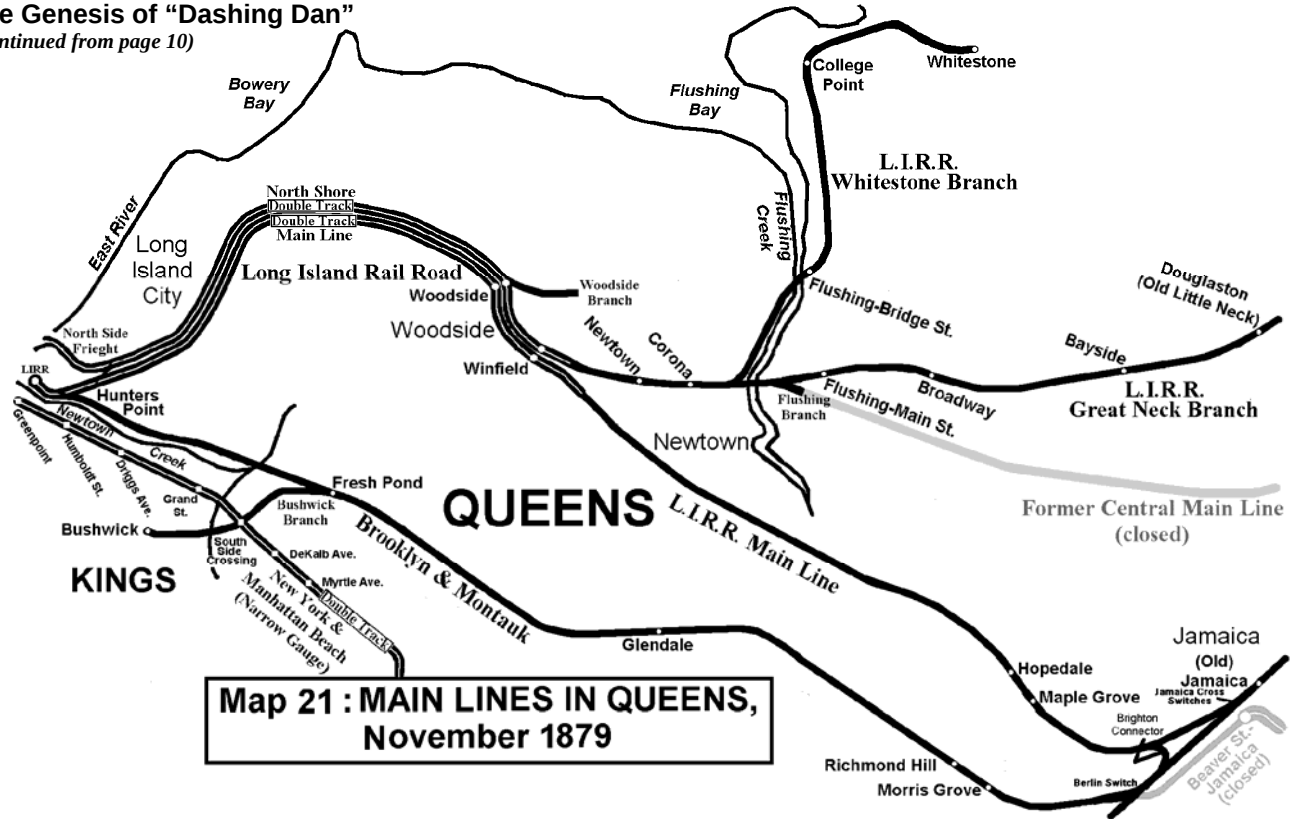
The Genesis of "Dashing Dan"

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The Genesis of "Dashing Dan"
(Continued from page 10)



(Continued next issue)

Commuter and Transit Notes

No. 294
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On April 12, New York Governor Andrew Cuomo announced the appointment of Thomas Prendergast, the Interim MTA Executive Director and President of MTA New York City Transit, as MTA Chairman and Chief Executive Officer. It had been 102 days since his predecessor, Joe Lhota, resigned. If confirmed by the State Senate, Mr. Prendergast will become the 12th MTA Chairman. Prior to becoming NYC Transit's President, he had served as President of the Long Island Rail Road. His four-decade career in public transit took him to other transit systems in the United States and Canada. At press time, there was no word on who would be his replacement at NYC Transit.

MTA METRO-NORTH RAILROAD (EAST)

To prevent future flooding at the Ossining and Riverdale stations, Metro-North has approved drainage projects that will divert water to locations that will not affect the railroad or rail service. The agreements are with the Village of Ossining and the New York City Department of Environmental Conservation, and will be done at no cost to MTA.

Train service will not be affected by work that will begin this spring to repair to the westernmost track on the Croton River Bridge, located one quarter-mile south of the Croton-Harmon station. Work is scheduled to be completed by June 26, 2014, but could be completed sooner so that the contractor can take advantage of an incentive clause for earlier completion.

Both the Yankees and Mets opened their seasons at home on April 1. This was the first time that this occurred since April 17, 1956, when the Dodgers and Giants started their seasons. Because the first games took place before the April 7 schedule change, PDF versions of the timetable were available on Metro-North's web site. The usual Yankees/E. 153rd Street Timetable was issued for the period April 7-June 30.

The April 7 timetables have different ending dates for each line, with the Hudson Line having the longest duration — November 2. Harlem Line changes on June 3 and New Haven on July 1. Included in the Harlem Line timetable is the schedule for the midday bus service that takes place Mondays-Fridays (9 AM-5 PM) and Sundays (8 AM-3 PM) from April 7 through June 2 to accommodate a rock slope remediation project.

MTA METRO-NORTH RAILROAD (WEST)

Metro-North was honored by the American Council of Engineering Companies of New York by being given its Diamond Award in the transportation category for the Port Jervis Line reconstruction project. Readers will remember that Tropical Storm Irene in August, 2011 did significant damage to this rail line. Details were reported

in various *Bulletins* starting with October, 2011.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

In March, member Larry Kiss rode round-trip to New Haven and had his first ride in an M-8. Larry noted that the soon-to-open (in June) West Haven station seemed complete except for paving the parking lot.

The latest M-8 update, from April 7, shows 216 cars with 194 conditionally accepted and 22 undergoing Kawasaki inspection. As of mid-April, member Bill Zucker has observed 9100-9227, 9230-3, 9236-59, 9262-7, 9270-7, 9284-93, and 9300-1, for 182 cars.

MTA LONG ISLAND RAIL ROAD

Late Monday night March 18, a train of M-7s derailed west of Forest Hills on Mainline Track 1. Being an equipment move, no passengers were aboard. Four of the eight cars were off the rails, and 3,700 feet of track, including 1,600 concrete ties, were damaged. The following morning, 11 of the 144 peak hour trains were canceled: one each Port Jefferson, Ronkonkoma, and Far Rockaway, two Long Beach, and six Babylon. Four were canceled at Jamaica and five were diverted to Atlantic Terminal. For the PM peak, seven trains were canceled: one each on the Port Washington, Port Jefferson, Far Rockaway, and Long Beach and three Babylon. One Port Jefferson train originated at Jamaica.

Crews worked round the clock to re-rail the cars (one was 7207), which was a requirement before track repairs could commence. By the afternoon of March 19, two of the four cars were re-railed. It was anticipated that it would take until Friday afternoon until normal service would be restored; however, on March 21, it was announced that repairs would not be completed until the following week. The aforementioned service plans continued through the afternoon of March 22.

New York State Comptroller Thomas P. DiNapoli issued a report on the cost overruns of the East Side Access (ESA) Project in March. ESA was approved by the MTA Board in September, 1999. Below is a summary of some of his findings:

- Project completion has been pushed back 10 years, from 2009 to 2019
- Cost has grown from \$4.3 billion to \$8.25 billion
- Cost including railcars is presently \$8.76 billion
- Cost of the Long Island Rail Road Terminal in Grand Central Terminal has grown from \$709 million to \$1.9 billion
- The Queens segment cost has doubled from \$695 million to \$1.4 billion
- Track, signal, and power costs have nearly tripled from \$331 million to \$901 million

The Wall Street Journal reported that the Long Is-

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Commuter and Transit Notes

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land Rail Road's portion of Grand Central Terminal will include 47 escalators, some as long as 180 feet, serving platforms 140 feet below Park Avenue.

The final blast for ESA, 160 feet beneath Grand Central Terminal, took place on April 9. Since March 7, 2007, nearly 1,000 employees working 24 hours a day, five days a week, have completed more than 2,400 controlled blasts — all without affecting the nearby operations of MTA Metro-North Railroad or the New York City subway. Approximately 857,000 cubic yards of rocky muck were excavated and removed, enough to cover the entirety of Central Park one foot deep.

Newsday (March 24) carried the headline, "DESTINATION PENN STATION" and provided some details released by Metro-North regarding its plans for routing some of its trains into the iconic station starting in 2019. At present, the Long Island Rail Road operates 37 peak hour trains into Penn Station, while during the same time frame, Metro-North operates 54 trains into Grand Central Terminal. When East Side Access opens, LIRR anticipates that 24 trains would utilize their new facility in Grand Central Terminal and Metro-North would operate between 6 and 10 trains into Penn Station using slots that LIRR presumably would no longer be using. But that has not been confirmed and some elected officials on Long Island are threatening to withhold funding for MTA if LIRR service to Penn Station is reduced. Stay tuned. Thanks to Larry Kiss for this report.

A Barclays Center LIRR Brooklyn Train Service brochure was issued for the period of March 4-May 19. This is the first known edition since the original one: September 28-November 11, 2012.

Mets-Willets Point timetables were issued effective April 1 through May 19.

Special timetables were issued as follows:

- April 6: Ronkonkoma Branch — Sperry Rail Testing. Train service terminated at Farmingdale, bus service from Ronkonkoma to Hicksville
- April 6-7: Far Rockaway Branch — Crossing renewal in Woodmere. Train service adjusted by 30 minutes and also on the Hempstead Branch
- April 9-10: Port Jefferson — Sperry Rail Testing. Train service terminated at Huntington, bus service from Port Jefferson to Huntington and Hicksville
- April 13-14 and 27-28: Oyster Bay — Waterproofing the Roslyn Road Bridge. Train service adjusted

NJ TRANSIT

For reasons that are unknown, an email alert was sent on March 22 announcing that "Any pass presented with a Hoboken destination from a station along the Northeast, North Jersey Coast Line and Raritan Valley Line will be valid through the fare gates at Secaucus Junction for continuing travel to Hoboken at no extra

charge until further notice."

Starting March 18 and continuing through September, a new station is being constructed at Anderson Street (Pascack Valley Line). The 1869-built station was destroyed in a January 10, 2009 fire (February, 2009 **Bulletin**). NJ Transit spokeswoman Nancy Snyder told **The Record**: "It won't be an exact replica of the old station, but it is designed to evoke the feeling of the original building. The new one will not be made entirely of wood; instead, it will have a façade featuring a low stonework base, topped by walls made of cement board that is textured to look like wood. But like the old building, the new station will have the same 46-foot by 20-foot waiting room, and it will be topped by a similarly pitched shingle roof. The interior will be equipped with benches for people waiting for trains. Ticket vending machines will be installed." Some land clearing took place early in the week, and by Friday a covered fence had been installed around the site.

Details of the rail timetables that went into effect on March 24 were reported in last month's **Bulletin**. There were also minor time changes to some trains.

For the Wrestlemania event at MetLife Stadium (April 4-8) there was rail service on April 7. Westbound rail service operated between 2:30 and 7:43 PM and eastbound between 3:48 PM and 12:40 AM. A PDF of the timetable was available on the Internet. On the other days, bus shuttles operated from Secaucus Junction.

Member Alfred Gaus Jr. reported that some Arrow IIIs have had Faively pantographs installed, and he has seen 1346-7, 1492-3, and 1498-9.

In mid-March, a "Progress Card" was added to NJ Transit's home page. The table below represents the Daily Rail Service Levels as of March 24, but only for the four lines without full service.

LINE	PRE-SANDY	MARCH 24	PERCENT
Main/Bergen	92	88	96%
North Jersey Coast	114	110	96%
Montclair-Boonton	65	59	91%
Morris & Essex + Gladstone	147	140	95%

Also included is the status of the fleet restoration. Even with 97 cars returned to service and delivery of 48 new multi-levels, NJ Transit was 127 cars short.

TYPE	TOTAL FLEET	VEHICLES DAMAGED	RETURNED TO SERVICE
Rail Cars	1129	272	97
Locomotives	207	70	45
Total Fleet	1336	342	142

TYPE	AWAITING REPAIR	AVAILABLE FOR SERVICE	CURRENT PERCENTAGE AVAILABLE
Rail Cars	175	954	84%
Loco-motives	25	182	88%
Total Fleet	200	1136	85%

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

Regarding the news item in the April *Bulletin* concerning the ticket vending machines with Bank Note Recycler technology, member Bob Vogel confirmed what I wrote: "This is most apparent when I take the ACL from Lindenwold and pay with a ten or twenty. Since most of the passengers on the platform are headed for Atlantic City, many heads turn when the TVM spits out the dollar coins."

As I arrived in New York Penn Station during the afternoon of March 22, I couldn't help but notice that something was different about the four large monitors that display the train departures and hang from the ceiling in the NJ Transit waiting area for Tracks 1-10. The white-on-black signs were replaced by full color displays in the line colors for the Northeast Corridor, North Jersey Coast, etc. In fact, all of the monitors in the terminal had been switched over that day.

During late March, Steve Lofthouse joined several members, including a visiting fan from the United Kingdom, on a tour of several NJ Transit rail lines. At Hoboken Steve reported: "All the stores but one are still closed, and the open one is a stand that sells snacks opposite Gates 2-3. Customer Service is located in a trailer in front of its usual storefront location. The waiting room is open but the ticket office is sealed off, as are the restrooms. The original wood benches are sealed with plywood and there are a few temporary park-type benches on which to sit. The ticket office is in another set of trailers out on the concourse, while the restrooms are in still another set of trailers in the courtyard outside the original car entrance to the ferries."

ALP-45/DP 4534 was observed and photographed. It turns out that it was the power for our Boonton Line train (#1001), which departed at 2 PM. This was my first ride behind one of these locomotives and my first trip into Hoboken since the flooding and also my first since the electric service was resumed earlier in the week. Affixed to the side of 4534 are decals noting that this was the 100th Bombardier ALP locomotive delivered to NJ Transit. The breakdown is as follows: 29 ALP-46 (4600-28), 36 ALP-46A (4629-64) and 35 ALP45/DP (4500-34).

On March 16, Grove Street was added as a station providing free weekend parking to HBLR riders. Five stations launched this program on February 16 (April *Bulletin*). Thanks to member Al Holtz for this news.

The light rail lines received new timetables as follows: March 23 for Hudson-Bergen Light Rail and the *RiverLine*, and on April 6 for Newark Light Rail. These replaced editions that had been in effect since June 2, 2012, July 9, 2012 and June 23, 2012, respectively.

Despite all of the extra expenses in making repairs (now more than \$2 billion) caused by Superstorm Sandy, rail and bus riders will be spared any fare

increases for the fourth consecutive year when the fiscal year begins on July 1.

PORT AUTHORITY TRANS-HUDSON CORPORATION

The World Trade Center station was shut down at 5:59 PM March 19, due to ice falling from One World Trade Center, which is under construction. Eastbound service was turned at Exchange Place. Shortly after 7 PM, service was restored, only to be ended for the usual 10 PM-5 AM nightly construction closure.

My normal travels do not take me near PATH, but in mid-April I was near Herald Square and before returning to the office, I visited the 33rd Street station and checked the timetable rack. Lo and behold, the October 1, 2012 timetables was replaced on February 10, 2013.

AMTRAK

A former Port Authority of New York & New Jersey Chairman, Anthony Coscia, was elected Chair of the Board of Directors on March 18. He succeeds Thomas Carper. Mr. Coscia joined Amtrak's Board in June, 2010.

Here is a follow-up to a news item in last month's *Bulletin*. On March 21, Governor Tom Corbett announced that an agreement had been reached with Amtrak to continue *The Pennsylvanian*. The Commonwealth of Pennsylvania will pay \$3.8 million annually.

We have probably all heard the idiomatic expression, "One man's trash is another man's treasure." Permit me to extrapolate this to transit agencies. Amtrak has just released for service after an overhaul coach 5008, now named *The Redwood*, for use in Amtrak California service. This car started its life operating for the Pennsylvania Railroad in 1968-9 – as an electric multiple unit car (part of the 100-134 series called *Jersey Arrows*). In order to be compatible with the Arrow IIs, they required rebuilding, and they emerged as 500-533 (107 was scrapped due to a fire). The group was retired by NJ Transit upon deliveries of Arrow IIIs and stored. Due to increased ridership, 30 of the cars were overhauled by Morrison-Knudsen in 1987-9, as non-powered cabs (5155-69) and trailers (5220-34) and became Comet 1bs. Their second retirement came in July, 2008. Some were subsequently leased.

METROPOLITAN AREA

Queens U.S. Representatives Hakeem Jeffries and Gregory Meeks, along with New York State Assemblymember Phil Goldfeder, held a press conference on March 24 at 99th Street and Liberty Avenue, in front of the abandoned Long Island Rail Road Rockaway Beach Branch, with the purpose of discussing the need to reopen the former rail line. "Our families are struggling to rebuild after Sandy and investing in our transportation infrastructure will increase public travel options for every Queens resident, help our environment, and be a boost for our struggling economy and small businesses by increasing intra-borough connectivity and creating jobs," said Assemblymember Goldfeder. "Immediate investment in this transportation project would offer a

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Commuter and Transit Notes

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permanent and viable transit solution for the millions of hardworking families and small businesses all across Queens, and potentially prevent future disruption of service after a natural disaster."

On April 10, the New York City Economic Development Corporation released a 47-page report that supports the extension of New York City Transit's Flushing Line (7) to Secaucus Junction, west of its soon-to-be new terminus at 34th Street-11th Avenue. If constructed, it would be possible to ride from New Jersey to Queens, affording riders from the west side of the Hudson access to the east side of Manhattan via Grand Central Terminal. The beauty is that it could work with the proposed Gateway Project being undertaken by Amtrak. *The Star-Ledger* reported that New York City Mayor Michael Bloomberg most recently proposed this in May, 2011 after New Jersey Governor Chris Christie canceled the ARC Project. In 2012, then-MTA Chairman Joe Lhota shot it down when he said: "It's not going to happen. Not in our lifetime. Not in anybody's lifetime." Of course, financing the project is a big question, and MTA spokesperson Kevin Ortiz told the *Daily News* in April, 2013: "We don't see this as an economically viable idea."

Should the project ever come to be, various "governmental obstructions" such as approvals for subway trains to operate in New Jersey would have to be overcome. A few years ago, who would have thought that Amtrak, Metro-North, and NJ Transit would come together to approve the operation of Football Specials between New Haven and Secaucus Junction?

An article from the *Staten Island Advance* reported that State Senator Diane Savino, who represents Staten Island, would not support the "7-Secaucus" project unless her borough gets a subway connection first. Ms. Savino notes the original plan dating back to 1912 for a subway tunnel that would have connected Victory Boulevard in Tompkinsville with Bay Ridge. Some construction work started in 1923 but was soon after abandoned. However Senator Savino offered an alternative proposal: extension of the Hudson-Bergen Light Rail over the Bayonne Bridge into Staten Island.

MUSEUMS

Shore Line Trolley Museum (Branford): R-17 subway car 6688 in the museum's collection was used in the production of the upcoming "Spiderman" movie. The car was shipped to the movie set in Bethpage, New York, in late January. To enable the car to be repositioned within the set, it was de-trucked and shipped on a pair of rubber-tired dollies. This oversize load went from East Haven to Bethpage via I-84, I-684, I-95/I-295, the Throgs Neck Bridge, and the Clearview and Long Island Expressways.

After filming was completed, the car was shipped back in mid-March and was placed back on its trucks. The jacking operation was conducted in front of the museum's Sprague Station building. A confidentiality agreement prevents disclosure of the exact way in which the car will appear in the movie, and other creative details, until the movie is released to the general public (anticipated Spring, 2014). Thanks to member Jeff Hakner for this report.



R-17 6688 being transported on January 23, 2013.

Robert Ryan photograph

The Rockhill Trolley Museum in Rockhill Furnace, Pennsylvania is in the process of acquiring a San Diego U-2 LRV and is seeking donations. These vehicles were constructed by Siemens-Duewag of Dusseldorf, Germany in 1981 for the opening of the first new generation light rail system in the United States and have served well throughout their three decades of service. Details may be found on the museum's website: <http://www.rockhilltrolley.org/>. Within the past year, San Diego Transit sold 39 of these cars to a new transit system in Mendoza, Argentina (November, 2012 *Bulletin*).

MISCELLANEOUS

One of our members, while on a trip in Glenmont, New York during January, came across a pair of ex-New York Central electric locomotives: S-1 6000 and T-3a 278. The former is extremely rusted. According to an Internet web site, the Mohawk and Hudson Chapter of the National Railway Historical Society own these units.

INDUSTRY

Last year, 10.5 billion trips were taken on public transportation, according to the American Public Transportation Association (APTA). In 2012, ridership was up by 154 million over 2011, the seventh consecutive year of rising ridership. 2012 was second only to 1957. APTA reported that 74 million trips were lost when public transit systems from Washington to Boston were shut down due to Hurricane Sandy and the blizzard that followed.

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Commuter and Transit Notes*(Continued from page 15)***SUPERSTORM SANDY FOLLOW-UP**

① service to the original South Ferry station began as of 5 AM April 4. Riding aboard an uptown ① train one day before, I noticed that the signs informing passengers that they must be in the first five cars had been restored to their former locations in panels at the ends of cars. Regular service to the Rockaways on **A S** is scheduled to begin by this summer.

STILL OUT:

MTA NEW YORK CITY TRANSIT (SUBWAY)

- ① to the new South Ferry Station
- A** Howard Beach to Far Rockaway
- S** Broad Channel to Rockaway Park

NJ TRANSIT

Pre-Sandy schedules on the Main/Bergen, Montclair-Boonton, Morris & Essex, and North Jersey Coast Lines
PORT AUTHORITY TRANS-HUDSON CORPORATION

Weekend service to World Trade Center

ST. PATRICK'S DAY EXTRA SERVICE

Space limitations in last month's *Bulletin* prevented some information from being presented. As usual, alcohol was banned on all of the MTA railroad trains. Inbound, Metro-North operated nine Hudson, five Harlem, and three additional New Haven Line trains. Outbound there were two each on the Hudson and Harlem and three on the New Haven. West-of-Hudson, there was one extra in each direction on the Port Jervis Line.

Even though Pearl River has a large Irish population, NJ Transit did not operate additional Pascack Valley Line service on Saturday, March 16, for those traveling to the parade in New York City, or the following day for those destined to Pearl River's parade. Train consists were increased on those trains likely to attract larger-than-normal crowds. Passengers aboard Train #2108, which departed from Nanuet at 10:15 AM, were delayed for 25 minutes while the train was searched at Montvale for a suspect in a hit-and-run incident that occurred shortly after 10 AM in Nanuet. *The Journal News* reported that a witness whom Clarkstown police had brought to the scene identified the 19-year-old male suspect. As you all know, the legal age for drinking across the nation is 21. It was unclear whether the suspect knew that he had struck and injured a 59-year old Pearl River resident who wound up being flipped, sustaining injuries to his head, shoulders, and ribs. He was hospitalized. However, the suspect was charged with driving while intoxicated, second-degree reckless endangerment; third-degree assault, recklessly causing physical injury, leaving the scene of a personal injury accident, and reckless driving, all misdemeanors. He was also charged with two other violations.

Larry Kiss and his wife traveled by train to the St.

Patrick's Day Parade in Montauk and wrote: "We left Westhampton on Train #8702, which had 12 cars and 2 diesels. It was filled to capacity, and running about 10 minutes late. In both directions fares were collected only at Montauk. I was told that a second section was running about 15 minutes behind us. We returned on Train #8705, which had the same equipment as our morning train. It was quite crowded and also ran about 10 minutes late."

OTHER TRANSIT SYSTEMS*BOSTON, MASSACHUSETTS*

Facing an April 10 deadline, MBTA staff, working on the budget for the next fiscal year, which begins July 1, were considering deferring \$45 million in train and station maintenance and some other austerity measures to close a projected deficit of \$140 million. Governor Deval Patrick's proposed transportation funding plan would provide \$166 million for next year's operating costs. But it will be months before legislators vote on the plan.

Work began under Phase I of the Green Line Extension (GLX) in March with the widening of two bridges (Medford Street and Harvard Street) and demolishing a building that stands in the way of plans to lay the tracks alongside the existing tracks used by Fitchburg and Lowell Line trains. There is sufficient room for these tracks. Additional details about the other two phases of the GLX can be found at <http://www.greenlineextension.org/>. An opening in 2019 is planned.

A surprising 26,000 people responded to a survey about starting late-night service, and whether they would wait longer and pay more for such a ride. More than 85% said they would be willing to wait at least 10-19 minutes for a late-night train or bus. However, before anything happens, funding would have to be identified for this perennially cash-starved transit agency.

It was expected that last month, three of the Hyundai-Rotem cars were to be in service, and 15 were to be running by September. The firm has a contract to construct 75 cars, and all were to be in service by the end of 2012. The "T"'s new General Manager, Beverly Scott, believes that Hyundai-Rotem "was turning the corner" and the entire order would be in service next year.

So much for competition. The sole remaining firm that would have given MBTA two options for operating its commuter services, Keolis American, has threatened to drop out if the transit agency's current contract operator, Massachusetts Bay Commuter Rail (MBCR), did not provide "key information" by April 5. Keolis maintains that MBCR has close personal ties to the state's transportation leadership. Officials from MBCR sharply disagreed with their competitor's characterization, saying "any suggestion that they are withholding relevant information is false, inflammatory, and quite frankly nonsense."

The start of summer service to Cape Cod was an-

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Commuter and Transit Notes

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nounced on April 3. The Cape Cod Regional Transit Authority (CCRTA), in cooperation with MassDOT, will operate this service from South Station to Hyannis on Cape Cod beginning Memorial Day, Friday, May 24 through Labor Day, Monday, September 2, 2013. On Fridays, Train #021, the 5:12 PM train to Middleboro/Lakeville Line, will make its regular stops and then continue beyond Middleboro to Buzzards Bay, over the Cape Cod Canal Bridge to Hyannis, arriving by 7:50 PM. This train will then return to Boston, leaving at 8:30 PM and arriving in Boston at 10:45 PM. On Saturdays and Sundays, a train will leave South Station at 8 AM, stopping in Braintree, Middleboro, and Buzzards Bay, arriving in Hyannis at 10:18 AM. On Saturdays and Sundays, a train will leave Hyannis at 6:30 PM and return to Boston at 8:45 PM. Bus services to various points on Cape Cod are available. Thanks to member Todd Glickman for these reports from **The Boston Globe**.

PHILADELPHIA, PENNSYLVANIA

Member Dave Safford wrote: "SEPTA's new NPT (new payment technology) fare system will start moving into place on July 1, subject to a final vote by their Board. Then fares will go up, and Regional Rail zones will be reworked, from seven to five. About 40 stations will be shifted into different zones, many at a higher fare. Subsequent changes will ultimately see tokens and subway change booths disappear, replaced by 'smart cards' sold at commercial stores. After two sequential thirty-day 'pilot programs' starting in August, card-operated turnstiles will replace half of the old turnstiles in each station, and handicapped-accessible fare gates will be installed throughout the subway system. By winter, both old and new systems will be operating in parallel to familiarize the public with the smart cards. Next spring, all of the subway entry points will be re-equipped, as well as all of SEPTA's bus and trolley fleet. Dates for final conversion of the Regional Rail system to the still somewhat controversial new system, based on turnstiles in all Center City rail stations, was not stated in **The Philadelphia Inquirer** article. A couple of reverberations from the new fare system: bus and subway passes will no longer be valid on Regional Rail trains, and Senior Citizens will be required to show a photo ID to qualify for the reduced fares funded by the State Lottery. The Delaware Valley Regional Planning Commission remains firmly opposed to the new fare system, but it appears now that too much has been spent to permit second thoughts."

As could be expected, many of our "senior" members chimed in on how it might affect them, being non-Pennsylvania residents. There were various opinions; however, member Lee Winson found the following in the Tariff: "For senior citizens, initially no photo ID is

required: **Senior Citizens (\$1.00 Reduced Fare):** a) Medicare cards issued by the Social Security Administration. (Additional proof of age may be required by the ticket sales agent and/or train crew.) b) Senior Citizen Transit Identification Card issued by the Commonwealth of Pennsylvania or its agents. c) Railroad Retirement Health Insurance cards. (Additional proof of age may be required by the ticket sales agent and/or train crew.)

Lee also found some other items that he found interesting. "The new zone 5 is listed as 'NJ.' The Railroad Tariff still includes all West Chester and Newtown line stations, even though those lines are out of service. SEPTA has established ride limits on the weekly (50) and monthly (200) passes. (These should be more than adequate for anyone.)"

Member Bob Wright added: "On transit, a precursor of NPT, the 'biggie' is the elimination of transfers with NPT — I have a feeling the advocates for the poor will be jumping all over that one. City Transit zone fares (the handful of them) and Suburban zones go away altogether, but Norristown High-Speed Line goes to one zone at a higher rate along with a single fare for the King of Prussia buses."

Alfred Gaus Jr. sent an article from **The Philadelphia Inquirer** that reported more than 200 high-tech vending machines are to be installed in subway stations.

Al Holtz forwarded a photo taken on March 18 showing one of the first "readers" that was installed on a bus. Besides a SEPTA logo, there is a "coming soon" message on its screen.

Bob Wright reported that the final Silverliner Vs were delivered to SEPTA on March 20, three years late. A celebration was held at Hyundai-Rotem's South Philadelphia plant. According to the contract, the firm is liable for penalties of \$200 per car each day that the first 104 cars is late, but not on the final 16 that were purchased under an option in the contract. Although all 120 cars have been delivered, SEPTA does not expect all of them to be in service until October.

During the third week of March, SEPTA released a proposed \$1.32 billion operating budget for FY 2014, up from \$1.28 billion this year. \$25 million of the increase is expected from fare increases effective July 1, but the remaining \$13 million is unfunded. \$24 million from the last of SEPTA's "rainy day" fund is also built into the budget. \$34 million of the increase would go to higher labor costs and health benefits. SEPTA's proposed fare increase, its first in three years, would see the base bus/subway/trolley fare go to \$2.25 (+12.5%), tokens to \$1.80 (+16%), a weekly pass to \$24.50 (+11%), and a monthly pass to \$92 (+11%). A Zone 3 Regional Rail pass would jump to \$163 (+5%) and a Zone 4 pass to \$191(+9%).

The Philadelphia Zoo is proposing that a SEPTA Regional Rail stop be established at the Zoo — after

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Commuter and Transit Notes

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a lapse of 111 years. The Zoo's existing location was chosen in 1874 specifically to be served by the railroad, but in 1902, construction by PRR of the elaborate and extensive junction known to this day as "Zoo" displaced the station, which was not relocated. The desired original location, at the main entrance to the Zoo, is still out due to the cost (\$200 million) of relocating the existing trackage, but a new station at the south entrance is possible, given the availability of \$60 million. This, SEPTA does not have, nor does the Zoo, but proponents are looking wistfully for "federal funds." Thanks to Dave Saford for the two previous reports.

SEPTA issued new Regional Rail timetables as of April 7, but only for the Wilmington/Newark (train renumberings), Manayunk/Norristown (weekday and weekend departure time changes, and midday boarding changes), and Lansdale/Doylestown Lines (midday weekday shuttle busing between the Doylestown and Colmar stations). The cause of the train renumberings is that the through operation with Norristown trains is stopped during this period. Norristown trains begin/end at 30th Street and the Wilmington trains enter service at Temple and start/end at Roberts Yard). Thanks to Lee Winson and Bob Wright for this report.

Subchat reported: "Last Fall, Friends of Philadelphia Trolleys suggested to SEPTA that a DE Kawasaki Car be wrapped in the old Tuscan Red colors of 1913 to commemorate the 100th anniversary of trolley service to Media." SEPTA liked the idea and Car 101 was "wrapped" at the 69th Street Shop. Car 101 will be used on the May 5 charter on the Media and Sharon Hill Lines.

From **Cinders**: The last three Silverliner II/IIIs in service, 230, 235, and 9010, which were being used as shifters at Overbrook Shop, were retired in January and currently reside on the dead line at that location. Bob Wright added that the dead line at the beginning of April stood at about a dozen cars, all of which have had their number boards removed.

WASHINGTON, D.C. AREA

On March 15, the Virginia Railway Express (VRE) Operations Board approved a \$37 million project to build a Spotsylvania station along with approximately 2.5 miles of new track on the CSX right-of-way extending from VRE's Crossroads Yard. The new station will be five miles south of Fredericksburg. What is amazing is that VRE plans for the station to open this December.

CHARLESTON, SOUTH CAROLINA

Two Charleston trolley cars that have been neglected and vandalized departed to new owners in Charlotte, where they will be either restored or put on display. Trolley service was abandoned in 1938, and what happened to the cars until December, 2005, when a purchaser used them as a home, was not reported. At that

time the cars were sold for \$40,000 to the since-halted Magnolia Development project. Thanks to member Jack May for sending this report from **postandcourier.com**.

SOUTH FLORIDA

On March 12, Broward County gave its final approval to construct *The Wave*, a new streetcar system in Ft. Lauderdale. Initially, a 1.4-mile loop (from the Central Bus Terminal on Broward Boulevard, south on Brickell Avenue through the Riverfront complex, then east on Las Olas Boulevard) would be built at a cost of \$83 million, with a planned opening in 2016. Because planners could not permit the wires over the New River, the trains will traverse the Third Avenue Bridge on battery power. Long-range plans call for a 2.7-mile line north to Strunk Boulevard, and south to 17th Street. Thanks to member Bill Vigrass for this report.

All Aboard Florida, the private sector company that is proposing to operate rail service between Miami and Orlando (September, 2012 **Bulletin**), has requested a Railroad Rehabilitation and Improvement Financing loan from the Federal Railroad Administration. The application was submitted on March 15.

CHICAGO, ILLINOIS

Metra, in the March edition of **On the Bi-Level**, reported some of its accomplishments in 2012. They include: an OTP of 95.8%, 27 cars renovated by Amerail returned to service, the first eight of 160 new Highliners delivered, ticket vending machines installed at downtown stations, station projects completed at 80th Street (Rock Island Line) and 211th Street (Metra Electric), 45,000 ties installed, and 900 switch ties and 14 signals replaced. Also of significance was the equipping of trains with AEDs (please see the March **Bulletin**).

MINNEAPOLIS, MINNESOTA

Minnesota Governor Mark Dayton has proposed a quarter-cent sales tax dedicated to transit. Additional light rail would also be funded, as well as capital and operating expenses. Approval would end the current use of state bonding and state general fund expenditures for metro area transit services.

DENVER, COLORADO

On April 26, the 12.1-mile West Rail (W) Line, with 12 stations, opened. Some adjustments were made to the schedules of the C, D, and E Lines.

DALLAS, TEXAS

DART has selected Brookville Equipment Corporation to build two light rail vehicles with off-wire capability for the 1.5-mile Oak Cliff streetcar line. A \$9.4 million contract that was signed on February 26 includes an option for two additional cars. The three-section Brookville Liberty Modern Streetcars will be 70% low-floor, 75 feet long, and nearly 8 feet wide, with a maximum speed of 45 mph. They will be equipped with battery storage to power the four 99 kW a.c. traction motors when off-wire, making them the first real order for battery-powered LRVs in the U.S. Thanks to Jack May for this report.

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Commuter and Transit Notes

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SALT LAKE CITY, UTAH

The six-mile Airport Trax Line opened on April 14 (December, 2012 **Bulletin**). There are six stations.

PORTLAND, OREGON

The Oregonian OregonLive.com reported that after a three-year hiatus, the historic Willamette Trolley from Lake Oswego to Portland will operate this summer. The six-mile line along the Willamette River had to cease operations in 2010 when its only car "gave out." On March 26, Gomaco-built "Council Crest" 514 was moved from the MAX rail yard via a flatbed. The Oregon Electric Railway Historical Society leased the car. When the service begins some time this summer, the ride will be a short one, just 1.5 miles, due to construction of a new Sellwood Bridge. It is anticipated that the full line will be restored to service within four years. Thanks to Al Holtz for this report.

SAN FRANCISCO, CALIFORNIA

The National Park Service has given its approval for an 0.85-mile (west) extension of the F Line. If built, there would be a single-track operation through the 1,550-foot Fort Mason Tunnel, terminating in a loop at Fort Mason. Thanks to member Phil Hom for this news.

OCEANSIDE, CALIFORNIA

Beginning at midnight March 8, *Sprinter* service was suspended for between 60 and 120 days due to "brake maintenance issues" – worn brake rotors. During the closure, bus replacement operates on two express routes. According to **utsandiego.com**, the 12 DMUs were manufactured in Europe and parts are not readily available in the United States. The 22-mile line between Oceanside and Escondido carries more than 2.4 million riders annually. Thanks to Pete Donner for this report. On April 10, **Progressive Railroading** reported that following successful tests earlier in the week using split disc rotors, an order was placed for the entire fleet.

SANTA MONICA, CALIFORNIA

Construction began February 19, at 4th & Colorado, to build Phase II of the Expo Line that will extend the line, which currently runs between downtown Los Angeles and Culver City, to Santa Monica. This initial work has to do with removal of a traffic lane. 6.6 miles (to total 15 miles) are being added along with seven stations. The line is projected to open in 2015, and is budgeted at \$1.5 billion.

TORONTO, ONTARIO, CANADA

The Toronto Transit Commission's (TTC) new streetcar made its maiden voyage on city streets on Wednesday evening, March 13. 4400 made a round-trip from the Hillcrest facility to the Bathurst station to test its capabilities, including wide turning, braking, and negotiating a dip beneath a bridge. Thanks to Jack May for this report.

On March 14, two tunnel boring machines named

"Yorkie" and "Torkie" began work for the next phase, one-half mile, of the Toronto-York-Spadina Subway Expansion Project. Two other tunnel-boring machines are drilling twin tunnels that will connect three stations: Sheppard West, Downsview Park, and Finch West. The tunnel boring machines move at a rate of approximately 50 feet a day. Once the extension is completed in fall 2016, the Yonge-University-Spadina subway line will extend 5.3 miles from Downsview to the Vaughan Metropolitan Center at Highway 7 in the York Region. Thanks to Al Holtz for forwarding this report.

Correction: In last month's **Bulletin**, the date that the first PCC was delivered was August, 1938. The order for 140 cars, the largest such order at the time, was placed in March, 1938. Member Chris Zearfoss, who brought this to my attention, also added: "TTC's 745-car PCC fleet consisted of 540 cars purchased new, plus 205 cars acquired used — from Cincinnati (two varieties), Cleveland (two varieties, one third-hand from Louisville), Birmingham, and Kansas City."

OTTAWA, ONTARIO, CANADA

On February 13, Alstom announced that it had finalized a contract with Rideau Transit Group (RTG), the consortium directing the project of the first Ottawa tram-train line. It will be 12.5 km (7.7 miles) long, of which 2.5 km will be in a tunnel with 13 stations. The project cost is 1.5 million Euros (1€ = \$1.34). Alstom is furnishing 34 Citadis trainsets. Thanks to Bill Vigrass for forwarding this report from his long-time friend Jim Greene.

KITCHENER-WATERLOO, ONTARIO, CANADA

According to an email forwarded by Jack May, electric service is proposed to be about to make a return to the twin cities of Kitchener and Waterloo and would be operated by the agency known as the Region of Waterloo. Streetcars last operated on the King Street Line on December 27, 1946, while trolleybuses lasted until March 26, 1973. Approval and funding is in place for a 19-km (11.8-mile) LRT line extending from Fairview Park Mall in south Kitchener to Conestoga Mall in north Waterloo. A 17-km BRT line is also being constructed. Preliminary work, some land clearing, is already underway for the new intermodal station at King Street and the Canadian National line to Toronto. Fourteen LRVs will be required, although the maintenance yard will accommodate 30 LRVs. Opening is projected for 2017.

ORANJESTAD, ARUBA

A solar-powered (open) tram, first seen in Aruba's capital city on February 12, was in operation on February 15. The route begins at the Cruise Ship Terminal, bringing visitors through to the main street of Caya G. F. Betico Croes for some of the best shopping and easy access to historical sites. There are six stops, and the running time is 12 minutes. Operating hours are limited to Monday-Saturday between 10 AM and 1 PM, and a \$1 fare is charged. Thanks to Jack May for this report.

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Commuter and Transit Notes

(Continued from page 19)

Vatican City, Rome, Italy

The elevation of Cardinal Jorge Mario Bergoglio, the Archbishop of Buenos Aires, to Pope Francis on March 13, sent the news media searching for news about the new Pontiff. Aside from any religious angles, he is described as a humble man, but our readers would want to know that Pope Francis was a regular user of public transit, giving up a limousine in favor of public transit. One photo circulating on the Internet showed him in 2008 riding in the Buenos Aires Subte. After becoming the Pope, he returned to his residence in the shuttle bus used by the other cardinals. However, as Pope and because of security concerns, he will be forced to use private transportation.

JERUSALEM, ISRAEL

As I wrote in the last **Bulletin**, my wife and I visited Israel as part of a group of travel agents during early February. After arriving at Ben Gurion Airport, we were bused to Jerusalem to begin a tour of the country. For some it was their first experience, but for us it was not, having previously visited in 1976 and 1995. In those intervening years, much has changed. Our tour would cover the country from north (the Golan Heights) to the south (Eilat) and west to east. We even took a one-day trip to Petra, Jordan, to visit the site built by the Nabataens more than 2,200 years ago, the highlight being the Treasury (Al-Khazneh), that was featured in the film "Indiana Jones and the Last Crusade." We also visited many Christian, Jewish, and Muslim sights, which have deep meanings to each faith. Due to the tight schedule, there was limited free time in some of the cities. However, by leaving the group at the last stop on our second day in Jerusalem, I was able to arrange to ride the LRT with our Jerusalem correspondent, member Dave Klepper. The ride began at the southern terminus, Mount Herzl. Not having a monthly ticket (Rav Kav) like Dave, I purchased one-way rides from a ticket vending machine that costs NIS6.60 (\$1.79). Dave tapped his card on the reader, and I inserted my ticket in the slot to be validated. There were numerous security guards at all stations; however, our tickets were never checked once on board the cars.

After departing from the Mount Herzl station, as the train proceeded northbound, it became crowded. We got off at the Kiryat Moshe so that I could take some photos of Santiago Calatrava's Chords Bridge, and boarded the following car and rode to the northern terminus, Heil HaAvir. As it was late, we returned to the city center and went our separate ways, he to his home, and me to the hotel to get ready for dinner.

The fleet is composed of 46 Alstom Citadis 302 LRVs, and 42 are required for service. All trains are two cars, and could be considered unique in the fact that the electronic signs display information in Hebrew, Arabic,

and English. Audio announcements are also in these languages.

In response to a question posed by Walter Zullig re: ridership, Dave wrote: "It dropped to 70,000 per day when fare collection began, rose to 90,000 with a major bus rerouting, and I think it is up to 100,000 or even 110,000 with greater reliability of service and still additional bus rerouting to better feed the light rail line. I do not see much more increase in the future until the extension to Kiryat Yovel and then on to Hadassah Ein Kerem. The northern extension to Navi Yaacov is controversial because most residents are ultra-Orthodox, have voluntary gender segregation on the bus lines that serve them, and these lines, although parallel to the LRT for much of the way, go to areas of interest to them that are not downtown, not along Rehov Yaffo, and they wish to keep these bus lines."

Friday, March 1, was the day for the Jerusalem Marathon. Unlike the previous year, when there was no light rail service from the morning up to 12:30 PM, this year two segments were operated, from Mount Herzl to the Central Bus Station, and from Ammunition Hill to the north end of the line, north of Pizgat Zev. This meant that two trailing crossovers normally unused were in regular use for this period. The Egged 6 bus, rerouted to avoid interference with the runners, and the 68 bus on its normal route, bridged the gap but without the close downtown service normal for light rail. The fare structure permits multiple transfers within a time period.

Finally, Dave wanted me to correct a news item in the February **Bulletin**. "Although all local transportation shut down at one point during the unusual heavy snowstorm, both major bus routes and the light rail line were up and running after a few hours. I think the "technical problem" that delayed regular start of light rail service was snow or ice packed into some switch points which had to be pried loose."

BANGKOK, THAILAND

Two contracts for construction of the Bang Sue-Rangsit second phase of Bangkok's Red Line suburban railway project have been awarded by State Railway of Thailand, and a third contract covering railway systems and rolling stock is planned. Infrastructure contractor Italian-Thai Development (ITD) signed a 21.24 billion baht contract on January 31 covering construction of 20.2 km of railway above the existing SRT alignment, six elevated stations at Bang Khen, Thung Song Hong, Lak Si, Kan Kheha, Don Muang, and Rangsit, and associated road and drainage works. Completion is envisaged within 48 months. ITD is to inspect the concrete support structures built for the abortive Hopewell scheme of the 1990s with a view to reusing some, but most are to be removed. Provision is to be made for future stations at Wat Samian Nari and Lak Hokm, and SRT has an option for these to be completed at a favorable price as part of the phase two packages.

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Dual System Contracts Signed 100 Years Ago*(Continued from page 4)*

lines. Brighton Line, Sea Beach Line, and Coney Island Terminal were rebuilt. Service was extended on the following dates:

DATE	LINE	FROM	TO
February 22, 1915	Myrtle Avenue	Wyckoff Avenue	Metropolitan Avenue
September 25, 1915	Fulton Street	Grant Avenue	Lefferts Avenue
July 3, 1918	Jamaica	Cypress Hills	168 th Street
Middle Track Placed in Service			
January 17, 1916	Broadway	Marcy Avenue	Eastern Parkway
December 27, 1915	Fulton Street	Atlantic Avenue	Nostrand Avenue

The company expected to extend the Fulton Street middle to east of Sands Street. But the residents living east of Nostrand Avenue objected and the middle end-

ed at Nostrand Avenue.

CONTRACT 4 — BRT'S CITY-BUILT LINES

On August 4, 1913, trains started operating in BRT's first subway to Chambers Street. On June 22, 1915, Sea Beach trains started operating via the Fourth Avenue Subway and the Manhattan Bridge to Chambers Street. On September 4, 1917, service was extended to 14th Street, after which service was extended to intermediate points for brief periods until construction was completed on August 1, 1920. At that time, through service was operated from Coney Island and Bay Ridge to Manhattan and Queens Plaza.

Coney Island Shops were opened on November 9, 1927.

Fourth Avenue service was extended to 95th Street on October 31, 1925 and 14th Street trains reached Rockaway Parkway on July 14, 1928. Eighteen years after contracts were signed, construction was finally completed. On May 30, 1931, the Nassau Street Line was opened and 14th Street service was extended from Sixth Avenue to Eighth Avenue.

New York City Subway Car Update*(Continued from page 7)*

By March 15, 2013 all 222 active Phase I R-32s were expected to be restored to service from the life extension SMS program.

The "canttrail retrofit" process was completed at Coney Island Shop on 36 previously-SMSd Phase I R-32s by February 15, 2013. These included 3376-7, 3383/3890, 3394-5, 3400-1, 3404-5, 3414-5, 3430-1, 3436-7, 3452-3, 3460-1, 3520/3891, 3650/3767, 3698-9, 3714-5, 3804-3807, 3810-1, 3888-9

R-44 Disposition Update (October, 2012 to February, 2013)

Since we last checked in late October, 2012, 74 additional R-44s have departed MTA New York City Transit, making for a total of 200 even by February 28, 2013, with 76 remaining on the property. 14 4-car sets (56 cars) did remain intact through that date at various locations, though (again) were not necessarily whole or operable. Most of the "orphaned" "A" cars that were reported to exist in October have already traveled across the George Washington Bridge to Sims Metal Management in New Jersey, and preparation efforts appear to have again become focused on whole 4-car sets as opposed to being separated into "A"s and "B"s. The numerical differential of the former 272-car operational fleet of R-44s versus the 276 up for disposition is explained by the long-term storage of cars 5248, 5283, 5285, and 5402 at 207th Street, which were retired early due to various mishaps, and the presence of R-44SI (Staten Island) 402, which was retired in 2008 and is stripped to a shell

awaiting removal. These five will be the last to leave the property, while "A" car 5240, restored to life as a static exhibit, made its debut at the Transit Museum in Brooklyn on March 8, 2013.

Our third R-44 scrap list (by month of property departure) goes like this:

October, 2012: 5418 (ex-282), 5420 (ex-274), 5438 (ex-198), 5440 (ex-340) (4)

November, 2012: 5294 (ex-372), 5295 (ex-373), 5338 (ex-118), 5339 (ex-125), 5374 (ex-192), 5376 (ex-252), 5442 (ex-102), 5443 (ex-103), 5444 (ex-182), 5445 (ex-191) (10)

December, 2012: 5340 (ex-122), 5350 (ex-188), 5351 (ex-189), 5352 (ex-344), 5353 (ex-241), 5441 (ex-135), 5462 (ex-200), 5463 (ex-197), 5464 (ex-236), 5465 (ex-237) (10)

January, 2013: 5226 (ex-306), 5228 (ex-240), 5262 (ex-250), 5263 (ex-131), 5264 (ex-100), 5266 (ex-332), 5272 (ex-138), 5274 (ex-112), 5302 (ex-342), 5303 (ex-343), 5316 (ex-260), 5318 (ex-294), 5332 (ex-134), 5334 (ex-220), 5354 (ex-202), 5356 (ex-264), 5370 (ex-322), 5372 (ex-170), 5390 (ex-308), 5392 (ex-358), 5394 (ex-360), 5396 (ex-338), 5426 (ex-374), 5428 (ex-310), 5450 (ex-156), 5452 (ex-144) (26)

February, 2013: 5202 (ex-318), 5204 (ex-166), 5214 (ex-316), 5216 (ex-382), 5242 (ex-130), 5244 (ex-128), 5246 (ex-242), 5278 (ex-142), 5280 (ex-110), 5290 (ex-104), 5292 (ex-108), 5304 (ex-208), 5306 (ex-384), 5312 (ex-266), 5314 (ex-320), 5320 (ex-148), 5322 (ex-216), 5336 (ex-160), 5386 (ex-254), 5388 (ex-204), 5422 (ex-222), 5424 (ex-296), 5454 (ex-230), 5456 (ex-178) (24)

Around New York's Transit System

Passenger Traffic Statistics

The 2012 subway ridership of 1.654 billion trips is the highest in 62 years. It was a 13.7-million increase over 2011. The 1950 route mileage was 242.06 and there were 1,102,014 car trips. The 2012 data is not available.

Weekend ridership was high, increasing 3 percent from 2011 to 2012. It broke the all-time record set in 1946. During World War II, most people worked six days a week. After the war was over, the work week was gradually reduced to five days. Saturday service was curtailed, probably because riding was decreasing.

A recent New York University survey found that riders under 30 are returning to the subway, especially during weekends and late nights, when trains are crowded. The Bedford Avenue **L** station is just as crowded at midnight as it is in the morning rush. Several surveys revealed that younger people use mass transit instead of automobiles because of the high gas prices.

Census data that was just released informs us that Manhattan has the most commuters in the nation, with about 1.6 million entering the borough from the following areas:

ORIGIN	NUMBER OF COMMUTERS
Brooklyn	391,008
Queens	370,243
Bronx	197,620
Nassau County	95,000
Westchester County	82,000

About 131,000 Manhattan residents are reverse commuters to the following boroughs:

DESTINATION	NUMBER OF COMMUTERS
Bronx	27,000
Brooklyn	24,000
Queens	20,000

Lo-Vs Roll Again

Lo-Vs are usually placed in service for transporting Yankee fans to important games at Yankee Stadium. On April 1, Opening Day, a four-car "Nostalgia Special" Lo-V train was scheduled to depart from Grand Central's northbound **4 5** express platform at 11:30 AM. It ran non-stop to 161st Street, arriving there long before the 1:05 PM first pitch. Additional trains and crews were available to transport the 52,000 fans who were expected on Opening Day.

Smith-9th Street Station is Open

The world's highest subway station, which was opened 80 years ago on October 7, reopened on the week of April 22 after a two-year rehabilitation beginning in May, 2011. It was a long, complicated project including a new and expanded street-level control house, a new architectural metal panel escalator enclosure, and rehabilitated stairs and platforms. Also installed were new lighting and state-of-the-art public address and CCTV systems.

Commuter and Transit Notes

(Continued from page 20)

On January 18, SRT awarded a 60:40 joint venture of Sino-Thai Engineering & Construction and Unique Engineering & Construction a 28.8 billion baht contract to build the Bang Sue Grand Station, which will provide an interchange between the Red Line and other services, along with 6.2 km of elevated railway, a station at Chatchak, and depot and stabling facilities.

SRT opened the 15.3-km first phase of the meter-gauge Red Line last year, with a diesel multiple-unit shuttle service linking Taling Chan and Bang Sue. Thanks to Todd Glickman for this report.

FROM THE HISTORY FILES

55 years ago: On May 9, 1958, SF Muni retired its last "Iron Monster" when car 181 departed from Bridge Terminal at 5:15 PM. **Headlights** (July, 1958) reported that the car was used for a turnback rush hour run on the L to 35th Avenue and Taraval Street only, and returned to

the car house at 6:38 PM. 130 is now part of the historic fleet of trolleys operating on the F Line. These cars were replaced by 66 PCCs from St. Louis Public Service that were numbered 1101-66.

20 years ago: During May, 1993, the X2000 trainset operated along the Northeast Corridor. This train and the ICE train were brought over to determine what high-speed trainset would Amtrak would purchase. At the time, many railfans were hoping that the X2000 would be selected; however, that would not come to be. Bombardier, with Canadian government financing, won the bid in March, 1998 for 18, later increased to 20, trainsets. In June, 1999, one trainset was displayed in Washington, D.C.'s Union Station. A VIP run was made on November 16, 2000 and the first revenue trip took place five days later. Both test trains were returned to Europe: the X2000 to the Swedish Railways and the ICE Train to the Deutsche Bundesbahn.

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