

# The Bulletin



***Electric Railroaders' Association, Incorporated***

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## ***The Bulletin***

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## **MANHATTAN RAILWAY ELECTRIFICATION COMPLETED 110 YEARS AGO**

At the turn of the 20<sup>th</sup> century, most transit systems were converting to electric traction, but Manhattan Railway was still operating reliable little Forney steam locomotives. The company's officials were reluctant to experiment with the new invention—electricity.

Meanwhile, several inventors were testing electric motor devices on Manhattan Railway's lines. On August 27, 1885 the first electric train ran on the Ninth Avenue's middle track between 14<sup>th</sup> and 50<sup>th</sup> Streets. During intervening years, several such test trains were then operated. Before making a permanent installation the company also experimented with other alternatives, including compressed air.

On October 8, 1896 an electric car operated on the 34<sup>th</sup> Street Branch. This car received power from a 400-volt third rail and a 256-cell battery which furnished part of the starting current, boosted its input on hills and equalized the load overall, being charged as the car was running at full speed on level track. This test car, which was equipped with two 125 HP motors, was 18 feet long, 8 feet high at the center, and two feet high at the ends. It continued running for several months.

In 1897 the company decided to test compressed air motive power, operating a five-car train so outfitted on the Sixth Avenue Line between Rector and 58<sup>th</sup> Streets. It was able to run for 13 minutes without recharging. To provide an adequate supply of compressed air, a 230 HP compressor was installed into the equipment at 100 Greenwich Street. On August 19, 1897 a compound air locomotive

was tested on Sixth Avenue, transporting a train with 192 invited guests from Rector to 58<sup>th</sup> Streets in 19 minutes.

Compressed air locomotives were also tested on the Second Avenue Elevated. On October 27, 1881, four cars weighing 81 tons in a train propelled by a compressed air locomotive were able to keep to their schedule while operating from Harlem to South Ferry, with the air pressure diminishing from 600 PSI to 195 PSI en route. On September 1, 1897 a five-car train with a load representative of 100 passengers per car compared the performance of steam to compressed air. Both of these engines failed the test; they were unable to keep to the schedule.

On November 21, 1900, the first multiple-unit electric train was operated on Second Avenue between 65<sup>th</sup> and 92<sup>nd</sup> Streets. This train, which used the Sprague system of "M.U." operation, had a motor car at each end and four trailers between. After watching this test, management decided to electrify the entire system at a cost of \$5 million.

On December 30, 1901, electric trains started operating regularly on Second Avenue between South Ferry and 129<sup>th</sup> Street every day from 10 a.m. to 4 p.m. Three other trains were also scheduled to operate during the same hours until officials were satisfied with their performance. These tests must have been acceptable, as electrification then proceeded rapidly.

The April, 1913 IRT *Bulletin* published the following information regarding the transition from steam to electric propulsion:

*(Continued on page 6)*

**NEXT TRIP: GRAND CENTRAL TOUR — SATURDAY, JUNE 29**

## **THE GENESIS OF “DASHING DAN”**

### **Part Two—The Long Island Rail Road Eyes Manhattan**

**by George Chiasson**  
**(Continued from May, 2013 issue)**

#### **A RIDE ALONG THE “MAIN LINE” IN QUEENS...IN 1907**

Starting on a trip across the Main Line in Queens during 1907 (let's say late summer—September perhaps), steam-powered LIRR trains slowly negotiated their way out of the very active Long Island City terminal and wound past “Tower One,” a small but imposing edifice right by Borden Avenue that oversaw the Montauk Junction divergence of the former Southern Railroad main line (known in 2013 as the Montauk Secondary). The tower building in use at that time had opened in November, 1904 as a replacement for the original that dated from 20 years earlier and oversaw an incredible jigsaw of switch work laid across the ground. After entering a grade-level reservation to cross 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> Streets, the line next encountered Hunters Point Avenue, where the surviving Tower 30 (also opened in 1884) stood sentry at North Shore Junction. This was where the twin main tracks out of Long Island City were joined by two more that emanated from LIRR's freight spur, which was originally the Flushing & North Side main line, and entered the Sunnyside Yard construction area. There the new right-of-way was already starting to take shape—of sufficient width to hold a dozen or more tracks in some places including yard leads; eight mains to be used by PRR and LIRR tunnel trains and just two serving LIRR into Long Island City. The new line then widened to ten tracks across at Thomson Avenue before narrowing to eight again at Harold Avenue (later 39<sup>th</sup> Street), then to six as it reached Laurel Hill Avenue (later 43<sup>rd</sup> Street), but in September, 1907 the four active tracks remained at-grade and followed their original alignment along the westerly edge of the Sunnyside Yard site. This was a line that had once been quite literally choked with grade crossings, some 43 in all between Borden and Woodside Avenues as it reached maturity by the late 1880s. Most were already closed for yard construction by this time (the original LIRR Main Line would eventually shape the northerly perimeter of the new complex along Jackson Avenue), but as the train climbed a mild grade behind the Queens County courthouse to the “Stone House curve” (where signal station “CU” was located), the engine's whistle was blowing loudly for those that remained: Nott, Thomson, and Skillman Avenues; Van Dam and Honeywell Streets; and Harold Avenue. After next crossing Laurel Hill Avenue (and generating another whistle blast), the tracks began to gradually descend toward the westerly edge of Woodside and came to the Gosman Avenue

grade crossing, where future divergence of the “New York Connecting Railroad” was projected; a connection that would someday transform a small piece of the Long Island Rail Road into part of the national railway system via PRR's Northeast Corridor.

Between Gosman Avenue, in this neighborhood called “Sunnyside” for its spectacular morning vistas of Manhattan, and 7<sup>th</sup> (now 60<sup>th</sup>) Street in Woodside, the train's wheels emitted a perceptible squeal among its ongoing staccato rhythm, as the LIRR Main Line attained a pronounced southward arc of about 90 degrees. It crossed Woodside Avenue en route (location of Tower 33, later “DW”) and rose onto a curving embankment that passed through the street grid of Woodside village. This ended at the Long Island Rail Road station “off Riker Avenue between 4<sup>th</sup> and 5<sup>th</sup> Streets,” its depot building situated on the former New York & Flushing (northerly) side of the right-of-way. This was also where the lead to the Woodside Branch, or what remained of the former Flushing & Woodside main line by 1907, swung northeastward at Tower 34 (“Woodside Junction.”) The 4-track right-of-way from there crossed the intersection of Riker & 5<sup>th</sup> at grade, then Woodside Avenue (again), and entered a gradual, east-by-northward reverse curve of 135 degrees, which was beset with no less than 11 more grade crossings. This included a pair of “compound” crossings at Greenpoint & Thomson Avenues (now Queens Boulevard & 63<sup>rd</sup> Street) and Fisk Avenue & Monroe Street (now 69<sup>th</sup> Street & 48<sup>th</sup> Avenue), with virtually all being cross-angular and residential in nature, before the alignment straightened out again at Winfield Junction. When the railroad was built the area surrounding this section was rather sleepy in nature, but it had since developed rapidly and by 1907 was heavily populated and fraught with hazard, as well as costly to operate given that each of these crossings required a tender at all times. In concert with the City of New York's thoroughfare initiative and as part of its own preparations for the anticipated operational intensity associated with the Pennsylvania Tunnel & Terminal project, LIRR took action to mitigate this difficult environment in 1909 by designing the “Woodside-Winfield cut-off,” an entirely new “pre-packaged” and grade separated right-of-way across what was at that time sparsely settled land to the north. As part of the same impetus, the city expanded or converted several local streets into a contiguous Queens Boulevard, and constructed Roosevelt Avenue from scratch to support the

*(Continued on page 3)*

## The Genesis of “Dashing Dan”

(Continued from page 2)

new IRT elevated rapid transit line (now 7) to Corona.

In spite of what the future held at the time, in September, 1907 LIRR trains continued in an east-southeastward beeline after passing through the Winfield station on a short elevation, and proceeded through Winfield Junction (past Tower 35, later “WJ”), where the two tracks of the former Flushing & North Side, which had followed LIRR out of Long Island City as a puppy follows a wanderer, turned off to seek the Whitestone and Port Washington Branches. The Main Line’s two tracks crossed two more streets at grade (Lexington, later 72<sup>nd</sup>; Jackson, later 73<sup>rd</sup>), then continued as a brand new triple-track main line from the point where Oliver Charlick’s “White Line” railroad had once diverged at Maurice (51<sup>st</sup>) Avenue, the extra iron having just been installed all the way to Tower 36 in April of 1907. The line then went across Maurice Avenue and Calamus Road at grade before reaching Grand Street (now Grand Avenue), where it encountered the diamond crossings of BRT’s Flushing-Ridgewood trolley (now the Q58 bus) and was nested in an early version of Woodhaven. It next crossed Remsen Lane (now 63<sup>rd</sup> Drive) at grade and from there proceeded into the next station at Forest Hills, which was then in its earliest form (3 tracks, low platforms) on an embankment above Continental Avenue. Beyond that the Main Line’s arrow-straight alignment reached a rather sudden right-hand curve at the Union Avenue grade crossing (which is basically the site of the Union Turnpike-Kew Gardens IND station in 2013) and bore more to the south, next reaching the flag stop at Maple Grove Cemetery a short distance beyond. This station was then at the northerly end of Lefferts Avenue, one of Queens’ better-known streets, which terminated at the cemetery gate. In 2013 the graveyard is still intact, but what was then Lefferts Avenue is now Brevoort Street. The railroad tweaked slightly to the southeast past Maple Grove and was then on an embankment of about a mile in length, passed the wye at Brighton Junction, and returned to ground level to cross Van Wyck Avenue (where the Van Wyck Expressway is located in 2013). In conclusion, it merged with the Brooklyn & Jamaica alignment at Tower 14 while passing LIRR’s huge freight yard, which marked the gateway to the busy village of Jamaica. This would also later be the site of an entirely new Jamaica station, but at that time such was still just a concept and only under very preliminary design. In 1907 all Long Island Rail Road trains were still fording a recently-expanded, 6-track right-of-way at ground level and navigated past the 1903-built turn-out for the “Old Southern Road” (which was already sporting electric third rail for Far Rockaway loop trains to Flatbush Ave.) at Tower 15. From that point they at last reached the original Jamai-

ca depot at Church (153<sup>rd</sup>) Street, which consisted of six tracks served by five platforms. Then as now all trains routinely paused at Jamaica to exchange passengers before continuing to points far and wide across the Long Island Rail Road system.

In a generic sense, the array of services eastward from Jamaica during 1907 included, but was not necessarily limited to, the following:

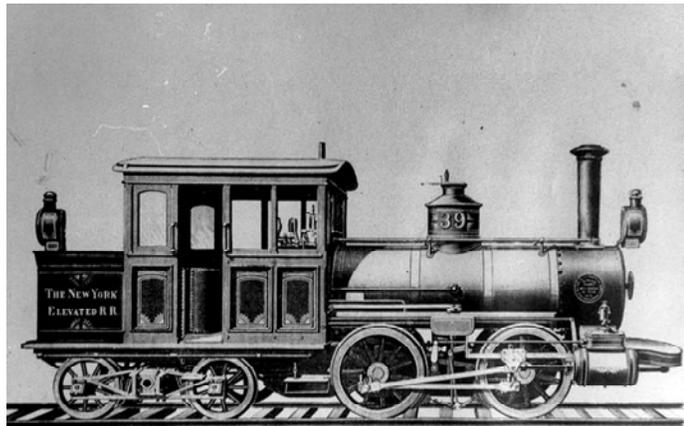
Via The (Greenport) Main Line:

- Queens Electric Suburban: Stops at Rockaway Junction, Hollis, Bellaire, and Queens (Village). Extended to Belmont Park for horse racing meets
- Hempstead Local via Garden City: Stops at Rockaway Junction, Hollis, Bellaire, Queens (Village), Bellerose, Floral Park, Nassau Boulevard, Garden City, and Hempstead
- Hempstead Local via Mineola: Stops at Rockaway Junction, Hollis, Bellaire, Queens (Village), Bellerose, Floral Park, New Hyde Park, Mineola, Hempstead Crossing, and Hempstead
- Oyster Bay Local via Mineola: Stops at Rockaway Junction, Hollis, Bellaire, Queens (Village), Bellerose, Floral Park, New Hyde Park, Mineola, East Williston, Roslyn, North Roslyn, Greenvale, Glen Head, Sea Cliff, Glen Street, Glen Cove, Locust Valley, Mill Neck, and Oyster Bay
- Oyster Bay Local via Garden City: Stops at Rockaway Junction, Hollis, Bellaire, Queens (Village), Bellerose, Floral Park, Nassau Boulevard, Garden City, Hempstead Crossing, Mineola, East Williston, Roslyn, North Roslyn, Greenvale, Glen Head, Sea Cliff, Glen Street, Glen Cove, Locust Valley, Mill Neck, and Oyster Bay
- West Hempstead Local via Mineola: Stops at Rockaway Junction, Hollis, Bellaire, Queens (Village), Bellerose, Floral Park, New Hyde Park, Mineola, Hempstead Crossing, Hempstead Gardens, Woodfield, Norwood, and Valley Stream
- Hicksville Express: Stops at Queens (Village), Floral Park, New Hyde Park, Mineola, Westbury, and Hicksville
- Main Line Express (Wyandanch): Stops at New Hyde Park, Mineola, Hicksville, Central Park, Farmingdale, Pinelawn, and Wyandanch
- Main Line Express (Ronkonkoma): Stops at New Hyde Park, Mineola, Hicksville, Central Park, Farmingdale, Pinelawn, Wyandanch, Edgewood, Deer Park, Brentwood, Central Islip, and Ronkonkoma
- Main Line Express (Riverhead): Stops at Mineola, Hicksville, Central Park, Farmingdale, Wyandanch, Edgewood, Deer Park, Brentwood, Central Islip, Ronkonkoma, Holbrook, Holtsville, Medford, Bellport, Yaphank, Manor, Calverton, and Riverhead
- Main Line Express (Greenport): Stops at Mineola, Hicksville, Central Park, Farmingdale, Wyandanch,

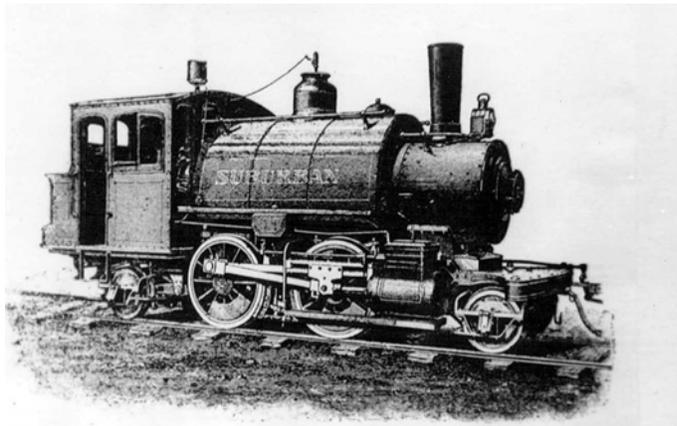
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**Manhattan Railway Electrification Completed 110 Years Ago**

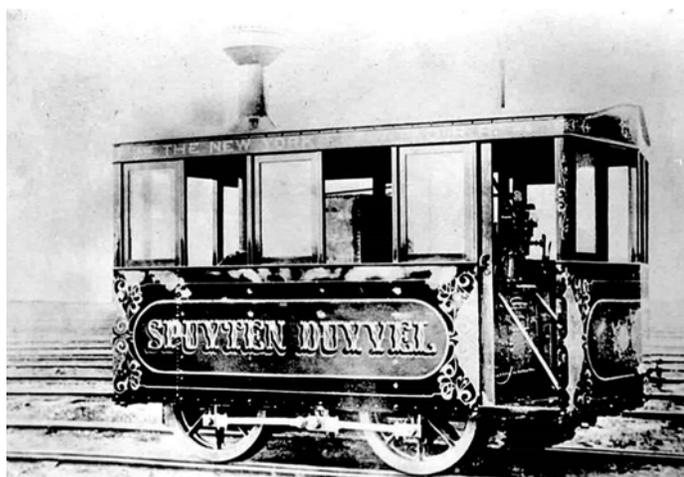
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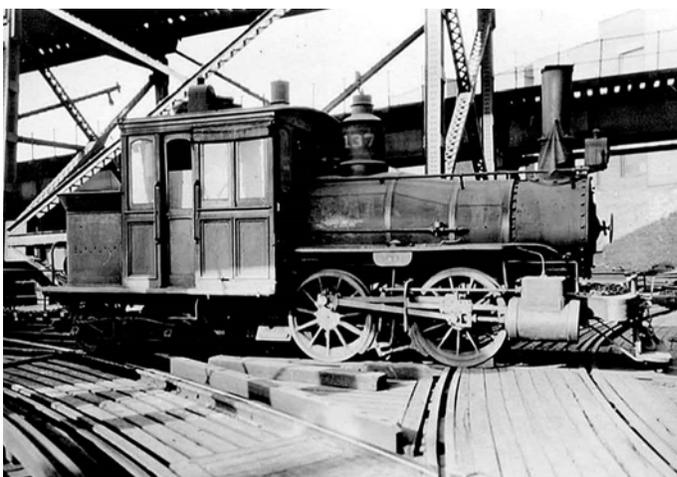
**Delivery of New York Elevated Railroad Forney 39 in 1878.**  
Bernard Linder collection



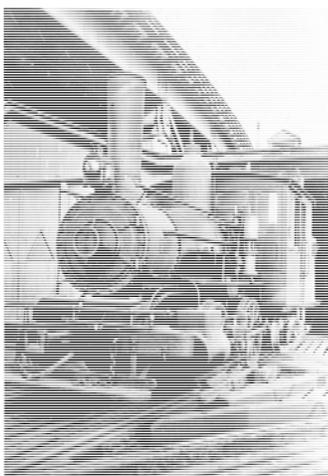
**Suburban Rapid Transit locomotive 13 in 1886.**  
Bernard Linder collection



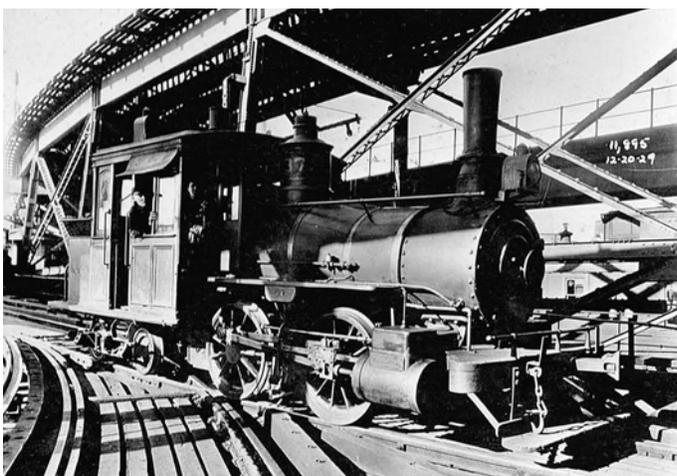
**Engine "Spuyten Duvel."**  
Bernard Linder collection



**Locomotive 137 at 133<sup>rd</sup> Street Yard.**  
Bernard Linder collection



**Locomotive 54 at 133<sup>rd</sup> Street Yard.**  
Bernard Linder collection

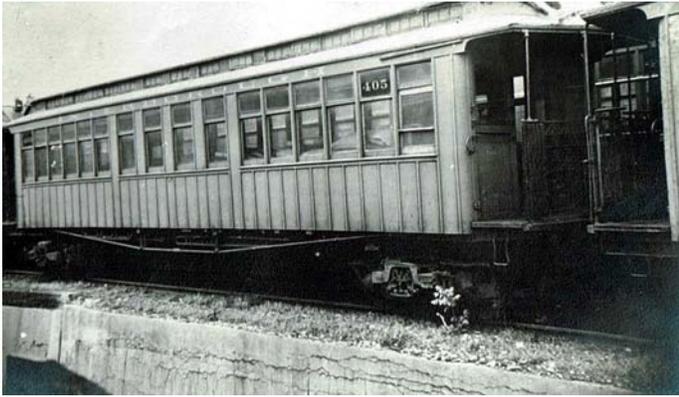


**Engine retired March 1, 1940.**  
Bernard Linder collection

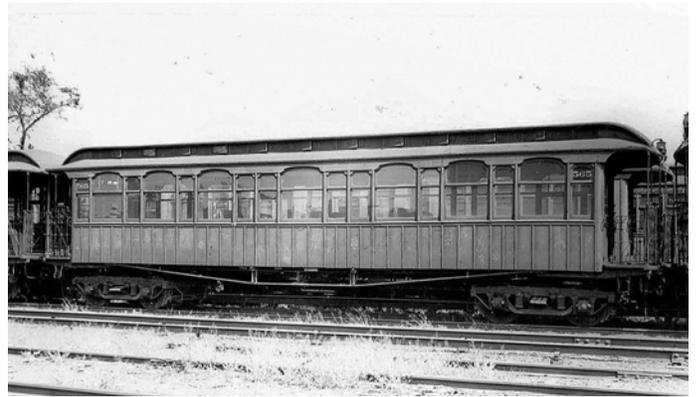
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**Manhattan Railway Electrification Completed 110 Years Ago**

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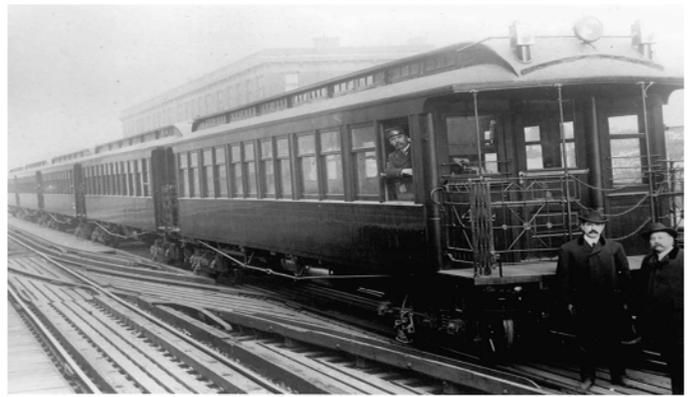
**Car 405.**  
Bernard Linder collection



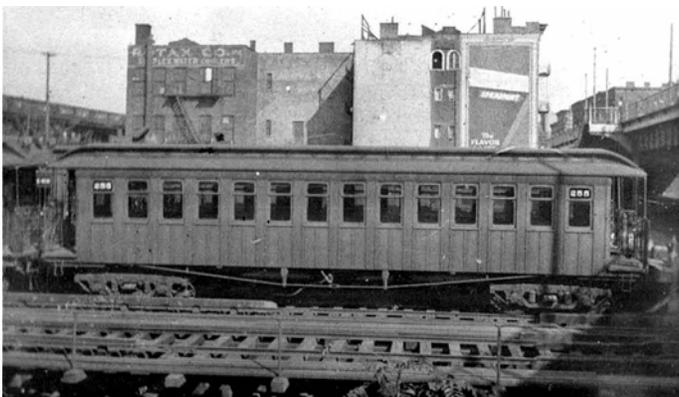
**Car 565, built by Pullman in 1878.**  
Bernard Linder collection



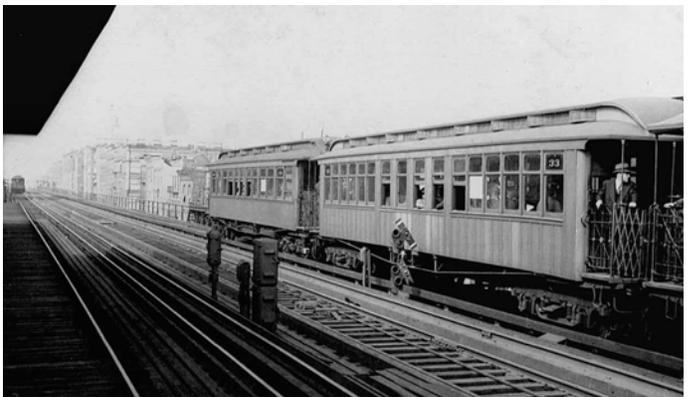
**Motor car 702, trailers 704, 705, 706, and 707, and motor car 703 (in lead), November 17, 1900.**  
Bernard Linder collection



**Manhattan Railway test train at 66<sup>th</sup> Street on the Second Avenue El, with car 44 in the lead, December, 1901.**  
Bernard Linder collection



**IRT car 225, built by Gilbert and Bush in 1878, in a 1931 photograph.**  
Bernard Linder collection



**Northbound train, 99<sup>th</sup> Street station, Ninth Avenue El, June, 1940.**  
Bernard Linder collection

*(Continued on page 6)*

**Manhattan Railway Electrification Completed 110 Years Ago**

*(Continued from Page 5)*

LINE	FIRST ELECTRIC TRAIN	LAST STEAM TRAIN	ALL ELEC-TRIC TRAINS
Second Avenue	January 13, 1902	September 9, 1902	September 10, 1902
Third Avenue	March 24, 1902	August 16, 1902	August 17, 1902
Sixth Avenue, 58 <sup>th</sup> Street to Rector Street	September 30, 1902	N/A	October 1, 1902
Sixth Avenue, South Ferry to 155 <sup>th</sup> Street	November 1, 1902	April 4, 1903	April 5, 1903
Ninth Avenue	February 19, 1903	N/A	June 25, 1903

The M.U. electric cars, which had higher acceleration than the steam locomotives, speeded up service. With electric operation, trains could be turned quickly at terminals while with steam it had been necessary to switch the locomotives around each train. Naturally, after the steam locomotives were finally retired in full, there was a reduction in air pollution near the elevated right-of-way.



**The Genesis of “Dashing Dan”**

*(Continued from page 3)*

- Edgewood, Deer Park, Brentwood, Central Islip, Ronkonkoma, Holbrook, Holtsville, Medford, Bellport, Yaphank, Manor, Calverton, Riverhead, Aquebogue, Jamesport, Laurel, Mattituck, Cutchogue, Peconic, Southold, and Greenport
- Main Line Express via Garden City: Stops at Garden City, Mineola, Hicksville, Central Park, Farmingdale, Wyandanch, Edgewood, Deer Park, Brentwood, Central Islip, Ronkonkoma, Holbrook, Holtsville, Medford, Bellport, Yaphank, Manor, Calverton, Riverhead, Aquebogue, Jamesport, Laurel, Mattituck, Cutchogue, Peconic, Southold, and Greenport
- Huntington Express: Stops at New Hyde Park, Westbury, Mineola, Hicksville, Syosset, Cold Spring Harbor, and Huntington
- Northport Express: Stops at New Hyde Park, Westbury, Mineola, Hicksville, Syosset, Cold Spring Harbor, Huntington, Greenlawn, and Northport
- Port Jefferson Express: Stops at Mineola, Hicksville, Syosset, Cold Spring Harbor, Huntington, Greenlawn, Northport, Kings Park, Smithtown, St. James, Stony Brook, Setauket, and Port Jefferson
- Wading River Express: Stops at Mineola, Hicksville, Syosset, Cold Spring Harbor, Huntington, Greenlawn, Northport, Kings Park, Smithtown, St. James, Stony Brook, Setauket, Port Jefferson, Miller Place, Rocky Point, Shoreham, and Wading River
- Wading River Express via Garden City: Stops at

Garden City, Mineola, Hicksville, Syosset, Cold Spring Harbor, Huntington, Greenlawn, Northport, Kings Park, Smithtown, St. James, Stony Brook, Setauket, Port Jefferson, Miller Place, Rocky Point, Shoreham, and Wading River

Via The Montauk Division\*

- Mineola Local via West Hempstead: Stops at Locust Avenue, Springfield (Gardens), Rosedale, Clear Stream Road, Valley Stream, Norwood, Woodfield, Hempstead Gardens, Hempstead Crossing, and Mineola.
- Babylon Local: Stops at Locust Avenue, Springfield (Gardens), Rosedale, Clear Stream Road, Valley Stream, Lynbrook, Rockville Centre, Baldwin, Freeport, Merrick, Bellmore, Wantagh, Seaford, Massapequa, Amityville, Copiague, Lindenhurst, and Babylon
- Patchogue Express: Stops at Valley Stream, Lynbrook, Baldwin, Freeport, Massapequa, Babylon, Bayshore, Islip, Great River, Oakdale, Sayville, Bayport, Bluepoint, and Patchogue
- Center Moriches Express: Stops at Valley Stream, Lynbrook, Babylon, Bayshore, Islip, Great River, Oakdale, Sayville, Bayport, Bluepoint, Patchogue, Hagerman, Bellport, Brookhaven, Mastic, and Center Moriches
- Eastport Express: Stops at Valley Stream, Lynbrook, Babylon, Bayshore, Islip, Great River, Oakdale, Sayville, Bayport, Bluepoint, Patchogue, Hagerman, Bellport, Brookhaven, Mastic, Center Moriches, East Moriches, and Eastport

*(Continued on page 16)*

# Commuter and Transit Notes

No. 295  
by Randy Glucksman**METROPOLITAN TRANSPORTATION AUTHORITY**

On April 10, MTA closed on the first of two 99-year ground leases with Related Companies and Oxford Properties Group, which will build a platform over the Long Island Rail Road's West Side (John D. Caemmerer) Yard and develop 26 acres with a new neighborhood. Related and Oxford are providing payments and will have purchase options that together are worth \$1 billion. Closing on the second lease is expected later this year.

On April 19, MTA Interim Director Tom Prendergast named Carmen Bianco, NYC Transit's Senior Vice President of Subways, to serve as Acting President of that agency.

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

A revised edition of the Yankees-E. 153<sup>rd</sup> Street timetable was issued. Thanks to member Richie Schulman for bringing this to my attention.

Long before Superstorm Sandy, an \$8.6 million capital project to stabilize the right-of-way over which Metro-North and Amtrak trains operate next to the Hudson River was developed. From the press release: "In the Hudson Highlands, where the cliffs jut straight up from the river, Metro-North's Hudson Line tracks sit on a thin rocky ledge that was blasted from the rock more than a century ago. With permits in hand from the Army Corps of Engineers and the Coast Guard and concurrence of the New York State Department of Environmental Conservation, Metro-North is drilling a row of four-foot diameter, 45-foot-deep shafts into the ground just above the high tide line. Then in the center of each, a smaller drill will anchor an even deeper core beam in bedrock. Then each ring will be filled with concrete. The row of rings will be linked together with concrete panels for a total length of 114 feet." Work on this \$6 million contract will be done on weekdays during off-peak hours and some weekends. This project is expected to be completed by the fall, but may end earlier and there are some incentives for the contractor if there are fewer weekend outages.

Metro-North hosted a "Grand Centennial Parade of Trains" over the weekend of May 11-12. Sixteen historic railcars from across the country plus a number of its own were displayed on Tracks 34-37, including historic cars and engines. In addition, M-8s 9242-3 were displayed. There were also a number of other events including the railroad's first railroiana antiques and collectibles event for buyers and sellers in one half of Vanderbilt Hall, and a kids' event in the other half of this magnificent hall featuring Chuggington and a Legoland exhibit. A carpet with the 20<sup>th</sup> Century Limited logo was placed at the entrance to Tracks 34 and 35. I attended

the event on May 11 with Marc, my son-in-law, and grandchildren (my daughter was at work). My grandson (nearly 3) also enjoyed the event, especially having his "passport" stamped by the docents in some of the cars. Marc and I took a break from carrying him because he fell asleep and got a nice nap in one of the M-8s. Due to the popularity of this event, there were long lines to view the cars and reports of 2-3 hour waits. The Saturday attendance was 35,000; Sunday, 25,000. At the same time, NYCT operated R-14 5760, R-15 6239, and R-33S 9306 on Track 1 of the Grand Central Shuttle.

For the record, here are the equipment line-ups that list the car name/number, type, year constructed, and original owner (from the bumper block). The cars marked with \* are now owned by the Danbury Railway Museum.

TRACK 34	TRACK 35	TRACK 36	TRACK 37
Dover Harbor Baggage Car – 1923 Pennsylvania RR	Hickory Creek Sleeper-Obs – 1947 New York Central RR	Tonawanda Valley* Pullman/Obs – 1928 New York Cen- tral RR	2013* FL-9 – 1960 New Haven RR
Tioga Pass Business Car – 1959 Canadian Na- tional RR	43 Business- Lounge – 1947 New York Central RR	US Railway Car Post Office* – 1910 Pennsylvania RR	11711* ACMU – 1962 New York Central RR
Overland Trail Pullman – 1949 Southern Pa- cific RR	Wisconsin Business Car – 1948 St. Paul & Pacific RR	3 Coach/ Inspection – 1949 Delaware, Lackawanna & Western RR	605* Alco RS3m – 1952
Pacific Sands Sleeper – 1950 Union Pacific RR	448 Business- Lounge 1947 New York Central RR	2 Coach/ Inspection – 1941 New York Cen- tral RR	9242-43 M-8 Metro-North/ CDOT
Salisbury Beach Sleeper – 1954 Boston & Maine RR	Ohio River Sleeper- Obs/Lounge – 1948 Pullman Company	1 Coach/ Inspection – 1949 Delaware, Lackawanna & Western RR	401 BL-14 – 2008 Metro-North
Berlin Sleeper – 1956 Union Pacific RR	Kitchi Gam- mi Club Sleeper – 1923 Pennsylva- nia RR	203 Genesis Dual/ Powered Loco- motive 1995	402 BL-14 – 2008 Metro-North

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**Commuter and Transit Notes**

(Continued from page 7)

TRACK 34	TRACK 35	TRACK 36	TRACK 37
Cimarron River Sleeper – 1956 Union Pacific	Birken Diner-Lounge – 1954 Canadian National Ry.		
Montana Business-Lounge – 1948 Chicago, Milwaukee, St. Paul & Pacific RR	Babbling Brook Obs-Lounge – 1949 New York Central RR		

Six lower New Haven Line stations will be getting makeovers. The Phase I stations where work is already underway are New Rochelle (eastbound side), Mount Vernon East, and Pelham. Phase II is set to begin in July at New Rochelle (westbound side), Larchmont, Mamaroneck, and Harrison. Work is to be completed by the end of 2014.

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**

The most recent M-8 update on the Metro-North website remains from April 7 and shows 216 cars with 194 conditionally accepted and 22 undergoing Kawasaki inspection. As of mid-May member Bill Zucker had observed 9100-9227, 9230-67, 9270-9, 9284-93, and 9298-9301, for 190 cars. That said, an April 22 press release reported that the 200<sup>th</sup> M-8 had entered service. Reading further, 222 cars had been delivered, with 200 having successfully completed acceptance testing. Deliveries continue at the rate of about 10 cars per month. On weekdays, 54% of New Haven Line trains are M-8s, and on weekends, nearly 80%. With options already exercised, there are to be 405 of these cars.

Several members have asked for information about which M-2/M-4/M-6s have been scrapped. Unfortunately, aside from some photos of PA-1 to PA-4s being scrapped, which included a reference about these cars, but without car numbers (February, 2012 *Bulletin*), I have no sources that can provide it, so readers' help is requested. Be that as it may, I constructed the table below that shows the breakdown of the New Haven Line EMU fleet compiled from the Metro-North Committee Reports that were still available on the MTA website.

DATE	M-2	M-4/M-6	M-8	Total
12/11	231	102	44	377
01/12	231	102	60	393
03/12	228	102	76	406
04/12	228	102	86	416
05/12	228	102	96	426
06/12	228	102	104	434
07/12	228	102	112	442
09/12	198	102	132	432
10/12	198	102	138	438
11/12	198	102	146	446
12/12	180	102	154	436

DATE	M-2	M-4/M-6	M-8	Total
02/13	179	100	164	443
03/13	175	99	176	450

Over the weekend of May 18-19, buses replaced train service on the Waterbury Branch to enable track work to be performed.

**MTA LONG ISLAND RAIL ROAD**

I attended a press event on April 18, where it was announced that starting May 24, every Friday through August 30 and also on July 3, *The Cannonball* will begin its run in New York Penn Station – a first for this train. Previously the service operated from Hunterspoint Avenue in Queens. Other Montauk trains will still depart from Hunterspoint Avenue. Actually, there will be two *Cannonballs*, the aforementioned *The Cannonball* (East) and *The Cannonball* (West) on Sunday evenings. The fare is \$27 each way. *Hamptons Reserve Service* is available on both trains at an additional charge.

*The Cannonball* (East) will depart from Track 19 in New York Penn Station at 4:07 PM and run via express to Westhampton (76 miles) arriving at 5:41 PM (just 94 minutes). Additional stops are: Southampton (6:03 PM), Bridgehampton (6:13 PM), East Hampton (6:25 PM), and Montauk (6:48 PM). There is no Jamaica stop. The westbound Sunday train departs Montauk at 6:37 PM making all of the same stops as the eastbound train, plus Hampton Bays. Scheduled arrival at New York Penn Station is 9:31 PM.

From the press release: "*The Cannonball* has a long history of service to the East End and was first introduced as an express train that operated between Long Island City and Southampton in the 1890s. Ferries transported Manhattanites to the Queens shore in the days before the construction of Penn Station and the East River Tunnels. *The Cannonball* is the only named train operated by the MTA and it makes the longest run on the MTA map, covering a distance of 117 miles from Manhattan to Montauk."

After I emailed this news to my "rail group", member Dave Klepper wrote: "The pre-WWII Cannonball DID depart from Penn Station behind a DD-1 and changed to a K-4 or G-5 at Jamaica. It was all-parlor car. I think it stopped at Babylon and Bay Shore, in addition to Jamaica, before reaching Westhampton. Earlier, it handled a through PRR parlor from Pittsburgh."

There was a report in *Newsday* (April 24) that Amtrak's plan to construct a new tunnel under the Hudson River as part of the Gateway Project will require the Long Island Rail Road to relocate its train maintenance from the West Side (John D. Caemmerer) Yard to its Hillside Facility in Queens for 26 months. Although Gateway is not targeted for completion until 2040, construction on the tunnels needs to begin soon because Manhattan developer Related Companies plans to install structural supports in the same location for a commercial and residential project on top of the yard.

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**Commuter and Transit Notes**

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LIRR expects to make about \$1 billion from a 99-year lease for the development.

Revised editions of the March 4 timetables were issued for the Far Rockaway and Long Beach Branches with an effective date of March 18.

Special timetables were issued as follows:

- Belmont Park Spring Meet: April 26-May 19, Wednesdays-Sundays
- Port Washington: April 27 (overnight), Sperry Rail Testing – Bus/Van service, Port Washington to Great Neck
- Montauk: May 4, crossing renewal at West Avenue and Floyd's Mastic Road – Bus service Speonk to Sayville
- Montauk: May 6-9, Sperry Rail Testing – Bus service between Montauk and Babylon (differs each day)
- Port Washington: May 17 and 18, Electric Daisy Concert at Citi Field
- Port Jefferson: May 18-19, concrete tie layout and crossing renewal — Bus service between Huntington and Port Jefferson

The May 19 timetables will remain in effect until September 2 except for the Port Jefferson and Oyster Bay Branches, which will be replaced on June 24 due to work (details next issue). In addition to the aforementioned *Cannonball* service, work will be done at Massapequa (weekdays and weekends) and result in changes on the Long Beach and Babylon Branches. Weekend service to Greenport operates May 25 through October 13.

**NJ TRANSIT**

At the April 10 Board meeting, the Directors awarded a \$750,000 contract to replace the wooden catenary poles on the Gladstone Branch with steel equivalents. Many were destroyed during Superstorm Sandy and had to be replaced. Also approved were contracts valued at \$28.5 million with Bombardier for the repair of 11 ALP-45DP locomotives that are owned by NJ Transit and 12 other ALP-45DPs that are still owned by Bombardier.

For the New Jersey Marathon, which took place in several towns along the Jersey Shore (including Oceanport, Long Branch, and Asbury Park) on May 5, a special timetable was available on the NJ Transit website. At Port-Au-Peck Avenue crossing, adjacent to the Monmouth Park station, runners crossed the tracks. This affected North Jersey Coast Line service from 6:30 to 9:30 AM, so buses replaced three inbound and two outbound trains between Bay Head and Red Bank.

Seasonal service to Monmouth Park began May 11, and operates on days when there is horse racing: weekends and holidays through October 5 and Fridays between May 31 and August 30. North Jersey Coast Line

trains serve this station.

An article from *The Star-Ledger* (April 26) reported that the Pascack Valley Line, the one that I regularly ride, had been designated for a pilot ticketing program. Those who have Apple or Android cell phones can download a free app – MyTix – register, and purchase rail tickets. One might wonder why this line was selected, and the answer given is “because of its smaller customer base and consistent rail crew and equipment assignments. Choosing the line also allows NJ Transit to test MyTix at the Secaucus Junction fare gates.” I must tell you that back in the days before the current all-day, 7-day-a-week service, this line really had the top seniority crews. Now, there seems to be a regular turnover of train crews. The following week a service representative was distributing handouts to explain this new service.

When I downloaded the app, it came with the caveat that it is “Currently available for travel between any Pascack Valley Line station and Secaucus Junction, Hoboken, Penn Station New York, or Meadowlands Rail Station only. Also available between Penn Station New York and Meadowlands Rail Station (event days only). Available for other lines soon.”

At publication time, the status of NJ Transit's rail fleet had not been updated since the initial March 24 report.

According to a report in *The Record* (May 2) sent by member Stanley Harris, NJ Transit made a decision to terminate the still-unfunded HBLR Extension at Englewood, rather than at Tenafly. Members Jack May and Phil Craig, who have been deeply involved as advocates for the New Jersey Association of Railroad Passengers, wrote: “The Alternatives Analysis and fighting about whether or not to extend the Hudson-Bergen Light Rail line 10.5 miles along the former Erie Railroad Northern Branch is for all practical purposes over, and NJ Transit has started the ball rolling again on a project that is now defined to extend light rail service from Tonelle Avenue in North Bergen to Englewood Hospital near the Englewood-Tenafly border.” It should be noted that funding is not in place.

On May 6, on the east wall adjacent to the NJ Transit ticket windows on the Seventh Avenue concourse in New York Penn Station, new all-color display screens showing all stations (alphabetically) served were activated. Thanks to member Al Holtz for this report. When I went there later in the week, I noticed that the four overhead monitors in the NJ Transit waiting area for Tracks 1-10 had been moved to different locations in the same area and four more monitors were added.

Member Andrew Grahl, while traveling through Susquehanna, Pennsylvania, came across four ex-NJ Transit *Comets*. He wrote: “I was surprised to see them at the old Erie station. Three were complete (1739, 1747, and 1752) and one was dismantled; just the frame survives. Also an ex-Erie *Stillwell* coach was at the station. The station was recently the 'Starrucca

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## Commuter and Transit Notes

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House' restaurant. It is now closed and all kinds of 'Keep Out' signs were around." (Editor's Note: Information that I received years ago show these cars were part of a lot of 40 sold to C&K Associates. Many were subsequently re-sold to the Utah Transit Authority.)

### PORT AUTHORITY TRANS-HUDSON CORPORATION

NJ Transit's problems with car availability have been documented in these pages. However, it came as a surprise when the New Jersey Association of Railroad Passengers (NJ-ARP) reported on April 25 that PATH is also suffering an equipment shortage. A roster of the 68 PA-4s that were retained was published in the July, 2012 *Bulletin*. Here is some of what NJ-ARP reported.

- Harrison Yard was flooded up to 3 feet
- 52 PA-5s and 20+ PA-4s received damage to under-floor equipment (2 of the cars are 5182 and 5185)
- Substations 7, 8, 9, and 14 were damaged and needed substantial rebuilding
- One of the tunnels connecting World Trade Center and Exchange Place was breached through the World Trade Center bathtub, which was flooded
- The first tunnel filled up all the way to Exchange Place, and then the water flowed from that to the second tunnel and flooded it to the crown, too. The Harrison station entrance had up to 4 feet of water
- Employees had to be rescued by boat from Harrison Maintenance Facility and the Harrison station

When the line to World Trade Center reopened, it was operated using manual block for many weeks while Invensys reprogrammed the new computerized control equipment to enhance capacity so that it could take on function of the old relays that were flooded out and destroyed.

A new timetable was issued with an effective date of May 12, replacing the February 10, 2013 edition. A quick check found that late-night service on weekdays on the Journal Square/33<sup>rd</sup> Street and Newark/World Trade Center Lines was reduced slightly. There was a slight increase in service during the PM Peak on the Journal Square/33<sup>rd</sup> Street Line, with trains operating every 4-5 minutes rather than every 5 minutes. There was also a slight increase in service on the Hoboken/33<sup>rd</sup> Street Line during the AM Peak with trains operating on a 6-minute headway vs. the previous 7-minute headway.

### PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Since 2007, JFK AirTrain ridership has grown nearly 30%, according to the Port Authority. The 8.1-mile line carried 5.7 million passengers in 2012, up from 4.4 million six years ago. The system, which also serves rental car operations, opened in December, 2003. One-way tickets for rides that leave the airport still cost \$5. Thanks to member Ira Haironson for sending this article

from *Mass Transit* magazine.

### AMTRAK

The first ACS-64 (Amtrak Cities Sprinter) electric locomotive was photographed at the Siemens plant in Sacramento, California in mid-April. Amtrak ordered 70 of these 8600 hp units to entirely replace the existing electric fleet of AEM-7s and HHP-8s. Various news articles that were sent to me on May 13, showed engines 600, 601, and 602. The \$466 million order was placed on October 28, 2010, with the first unit being due for delivery in February (December, 2010 *Bulletin*). Amtrak reported that the engines being replaced have been in service for 25-35 years and had an average of 3.5 million miles, while others had nearly 4.5 million miles. Two of the engines will be tested at the USDOT site in Pueblo, Colorado while the third will be tested on the Northeast Corridor this summer. Once all tests have been passed, these engines will enter service on the Northeast Corridor and in *Keystone Service*.

On April 23, the Royal Canadian Mounted Police (RCMP) announced the arrest of two non-citizen Canadian men whom they have charged with terrorism-related crimes. Although RCMP declined to identify which train route was targeted, Rep. Peter King (R-New York) who is Chairman of the U.S. House of Representatives' Counterterrorism and Intelligence Committee, said that their plan was to derail a train somewhere between Toronto and New York City. RCMP did acknowledge that the plot had Al Qaida connections.

### MUSEUMS

The Shore Line (Branford) Trolley Museum held a very successful Members Day on April 27. According to *The Tripper*, attendance on this beautiful spring day was about 150. They were able to ride streetcars 850, 357, 775, and 1602, which alternated between shuttle service and trips down the line. Single-trucker 316 was operated for the first time since being flooded in Sandy. Motor dry-out was literally completed the day before. Another just-in-time car was subway car 6688, whose overhauled motors were installed just 6 days earlier, and which the day before was still being cleaned out and readied for service after its recent appearance in the "Spiderman II" movie. Subway cars 5466 and 1689 operated together as a train for the first time since before the Irene storm.

Member Jeff Hakner added: "Continuing its long recovery from storms Irene and Sandy, the museum announced that it has received funding support from FEMA to repair water-damaged traction motors. The museum is now accepting donations to its Hurricane Recovery fund. Each dollar donated will be matched by three dollars from FEMA. In addition, the museum is about to start construction on two new buildings that will be above the flood elevation. With the support of the rail community, in time the collection will be restored to operational status and will be protected from future flood-

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**Commuter and Transit Notes**

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ing.”

**MISCELLANEOUS**

The **CBS Sunday Morning** Almanac feature on May 5 reported that May 5, 1865, 148 years ago, “law and order went off the rails, as the first armed train robbery took place.” Here is the link to the story: [http://www.cbsnews.com/8301-3445\\_162-57582835/almanac-the-first-train-robbery-in-the-u.s/](http://www.cbsnews.com/8301-3445_162-57582835/almanac-the-first-train-robbery-in-the-u.s/).

**INDUSTRY**

Seen at the Kawasaki facility in Yonkers on April 18 were PATH PA-5s 5703 and 5813. There were also significant numbers of NYC Transit R-188s in the high 7800- and low 7900-series.

**The Journal News** (April 27) had a front-page story recognizing the 25<sup>th</sup> anniversary of rail car production at the Kawasaki plant in Yonkers. It began with 94 PA-4s to PATH. Recently, Kawasaki completed production of 350 PA-5s. Approximately 2,500 cars have rolled out of the Yonkers facility for NYC Transit, including R-142s and the ongoing order of R-188s, and bi-level cars for the Long Island Rail Road, MARC, MBTA, and Virginia Railway Express. The firm has also delivered about half of the 405-car order of M-8s for Metro-North and CDOT. A ceremony and luncheon to mark this event was held at the Yonkers facility on May 9.

With the announcement that U.S. Transportation Secretary Ray LaHood was planning to leave the post that he has held since the beginning of the Obama Administration, his replacement has been nominated. Upon confirmation by the U.S. Senate, it will be Charlotte Mayor Anthony Foxx, who is a streetcar and light rail advocate.

**SUPERSTORM SANDY FOLLOW-UP**

A May 3 press release promised restoration of service to the Rockaways this month, as NYC Transit reported that for the first time since Sandy, the “tiny bulbs” on the control panel of the decades-old model board at the Rockaway Park Tower were illuminated, marking the movement of an  shuttle. On May 16, NYCT announced that service would resume on May 30.

STILL OUT:

**MTA NEW YORK CITY TRANSIT (SUBWAY)**

 To the new South Ferry Station

**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.

**OTHER TRANSIT SYSTEMS**

**BOSTON, MASSACHUSETTS**

**NE Transit** reported that on April 10, the MBTA Board approved another option for HSP-46 locomotives. The first of the 40 units is expected in June for tests.

Production deliveries are planned to start in December and continue through December, 2014 at the rate of 3-4 per month.

On April 13, the Massachusetts Senate approved a transportation bill valued at more than \$800 million. This bill exceeds one passed by the Assembly on April 8 for \$500 million. Governor Deval Patrick commended the Senate for its efforts but was hoping for \$1.9 billion to be available by fiscal year 2018. The Senate bill, which was debated in a rare Saturday session because many legislators would be on vacation the following week, called for the same revenue sources in the House version: a 3-cent gas tax, a \$1 tax on cigarettes, and \$244 million in utility and business-related computer fees.

On weekends between May and November, with the exception of Memorial Day, Fourth of July, and Labor Day, there will be on-going track projects on the Fitchburg Line. During the outages, weekend service will be suspended through the affected areas, which varies depending on the weekend. Substitute busing is not being provided.

Member Todd Glickman attended the April ERA meeting, and informed me that the Hyundai-Rotem cars were scheduled to make their first revenue run on April 24 on Train #213 (10:30 AM North Station/Haverhill). Several days in advance, 011 (MP-36-3C) had been transferred from the South Side to the North Side. This was the consist: 011-201-1603-801-800-1800. By the way, 800, 801, and 1800 were the cars that were delivered on January 8, 2012 and initially stored in New Bedford. General Manager Beverly Scott told **The Boston Globe** that 15 cars of the 75-car order would be in service by September.

Effective April 29, new schedules went into effect on the Framingham/Worcester Line. A second express train, P582, was added, departing from Worcester at 6:20 AM and making one stop at Framingham before operating via express to Back Bay and North Station. A second evening express (P583) departs from North Station at 5:35 PM, runs via express to Framingham (6:13 PM) and direct to Worcester (6:43 PM). Adjustments were made to trains near these time slots.

Pullman-Standard coach 224 is being rebuilt into a café car for the *Cape Cod Flyer Service*, scheduled to operate on weekends between May 24 and September 2 (May **Bulletin**). Thanks to Todd Glickman for these reports.

Now to some very sad news: April 15 is Patriots Day in Boston, which coincides with the Boston Marathon. All previous races up to this year went off without any major incidents. Unfortunately, at the end of the race, at 2:50 PM, nearly four hours after the start, there were two almost simultaneous explosions that would result in initially three fatalities and 176 injuries, many of which were classified as extremely serious. A fourth fatality would occur later in the week, and by the week of April

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## Commuter and Transit Notes

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22 the number of injured increased to over 200 as people decided to seek treatment for injuries that did not heal right away. The entire area was cordoned off and investigations began immediately.

Transit-wise, in Boston the following temporary service reductions took place:

- Green Line terminated service between Kenmore and Park Street stations
- B and C Lines were temporarily suspended
- D Line service ran only between Riverside and Fenway
- E Line service ran between Northeastern and Brigham Circle. Riders desiring service between Brigham Circle and Health Street were told to use the Route 39 bus
- Red Line bypassed Park Street station
- Red and Orange Lines bypassed Downtown Crossing station

Service was resumed by evening. Although Boston is over 200 miles away from New York City, security was very much in evidence in the New York area. In fact, as I waited for my Pascack Valley Line train at Secaucus Junction that evening, an NJ Transit K-9 team inspected my train and the Bergen County Line train that departed two minutes earlier. The following morning there were an unusually large number of police and National Guard at New York Penn Station. Virginia Railway Express sent an email advisory that it always operated at a heightened sense of security on a regular basis. Cities around the world increased security in the wake of this incident. Investigators from the federal, state, and local levels continued to investigate the incident with police on the ground and others viewing all available videos and photos (tens of thousands). Airline passengers departing from Logan Airport were asked to share any photos that were taken near the scene of the bombing.

On Thursday afternoon, with those who perpetrated this horrible act still on the loose, a decision was made by the FBI to release photos and videos of two individuals who were considered to be the likely suspects. They were identified as Suspect #1 and Suspect #2. Within hours that evening, tips began coming in, and these individuals were sighted, which set off a chain of events that resulted in the death of Suspect #1 and the wounding of an MBTA police officer. A few hours later, an MIT Police Officer who was encountered by Suspect #2 was shot in his patrol car and died. A decision was made to shut down the entire MBTA network for Friday. In addition, residents of Watertown and some adjacent communities were told to remain in their homes and not venture out. A reported 9,000 police were involved in the search, which went door-to-door looking for Suspect #2. Todd Glickman kept WCBS-880 listeners updated from 6 to 11 AM, with half-hourly reports from his office

on the MIT Campus.

Amtrak initially terminated service at Providence, but then changed it to New York. Greyhound, Bolt, and Megabus also suspended service. Todd wrote: "Even though Amtrak said all service was suspended north of NYC, when I arrived at New Haven (by personal car) around 2 PM, there was a southbound *Acela* originating there accepting passengers for the trip south. I assume that was running on Train #2165's schedule, ironically the train I was originally due to take south from Boston at 12:15 PM. As it was, my destination was much closer to Grand Central Terminal, so I opted for Metro-North (and \$12.50 vs. \$70.00 that Amtrak was asking for the *Acela* ride to New York Penn)." I checked the MBTA website and saw that the entire rail system was shut down and only eight bus lines were operating. Later that evening, an alert Watertown resident observed that there was blood on the tarp of his boat, which was in his backyard, and notified police, who apprehended the suspect in short order. Suspect #2 was injured and removed to a hospital, and subsequently to jail. Subway, trolley, and bus lines resumed operating at 6 PM. Commuter rail had to wait until Saturday morning." Thanks to Todd Glickman and George Chiasson for filling in some of the details.

PHILADELPHIA, PENNSYLVANIA

There is more information on SEPTA's new fare payment system from member Dave Safford. "***The Philadelphia Inquirer*** bannered the formal release of SEPTA's new fare system as 'SEPTA's New Fare System Confuses.' [Note: that is the exact literal wording.] In fairness to SEPTA, much of the confusion appears to stem from the fact that just about everything in the existing fare system will be changed, including (necessarily but painfully) the price, which will take two carefully sequenced jumps over the next year plus. This is further muddied by the fact that SEPTA has not yet been able to determine exactly how some of the parts of its new system will be implemented. The basic structure has been discussed in the recent past, but a few of the kinks newly revealed include:

- 'Smart cards' must be registered with SEPTA or a surcharge which adds \$1.20 per ride applies
- Weekly passes good only for 50 rides, and monthly passes for 200, including transfers
- Senior citizens from any state receive privileges equal to those afforded Pennsylvania residents
- SEPTA has not yet worked out how Center City fare gates will accept senior citizen photo IDs
- For those who without a 'smart card,' transfers will cost a full \$2.50 fare. With a 'smart card,' the transfer fee will be \$1.00
- Disabled citizens must buy a \$1.00 'disabled card' to take advantage of their reduced (\$1.00) discount fare

"It remains unclear how SEPTA will check regional

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

Rail tickets for boarding/deboarding outside Center City. To obtain a refund for unused prepaid fare, a \$2.00 'reimbursement fee' will be required. SEPTA is establishing a \$1.50 'fare evasion' fee, but has not established a means of collecting it."

Dave later added: "Fulfilling anticipation, just about every part of SEPTA's new fare program was thoroughly lambasted by the 120 people showing up for the first of two public hearings on the program. The Mayor himself, who has two seats on the Board, said he has a number of concerns, and two members of his administration voiced specific issues. Popular targets were fare increases, the use of turnstiles for Regional Rail train fare control, and the requirement for picture ID for senior citizens. Two more sessions are scheduled in the suburbs."

A SEPTA-commissioned study, released on April 29, reported that SEPTA supports 26,000 jobs, \$3.21 billion in economic output, and generates \$62.5 million in state tax revenue. The report also found that SEPTA has a smaller capital budget than any other major transit system in the U.S.: \$304 million compared to \$1 billion (Washington, DC), \$1.1 billion (NJ Transit), \$800 million (Boston), or \$950 million (Chicago). Details are at EconomyLeague.org. The report is a gambit in SEPTA's request for authorization of its new fare collection scheme.

For another view, the "Letters to the Editor" included a blistering message from a taxpayer who believes that all of Pennsylvania's road repair problems would be solved if proposed road taxes weren't wasted on non-road expenditures including "the top waste of money, state run (failed) public transit". As there is currently no state run public transit in Pennsylvania, the benefits proposed are a trifle obscure, but one realizes the thrust of the comments. Thanks again to Dave Safford for these reports.

Member Bob Wright wrote: "I took one of my infrequent Regional Rail rides west of 30<sup>th</sup> Street on May 8 and noticed that the Silverliner IIs and IIIs that had been in Powelton Yard as recently as a month ago have been moved. Not sure where, but I suspect they found their ways to Overbrook, where the dead line seems to be a little bigger than a month ago. I also noticed at Overbrook that 235, which had been 'tagged,' had been cleaned."

A celebration was held on April 14 to mark the 100<sup>th</sup> birthday of the Media (Route 101) Line. LRV 101 was specially painted in a color scheme similar to the one worn by cars operated by the Philadelphia & West Chester Traction Company on April 1, 1913. The car will operate in this scheme over the next year. What is known today as Route 101 was the last line built by the Philadelphia & West Chester Traction Company, which

in 1936, due to reorganization, became part of the Philadelphia Suburban Transportation Company with *Red Arrow Lines* lettering. SEPTA took over the operation of this and other lines on January 29, 1970. Thanks to Al Holtz for sending this report and Bob Vogel for sending photos. On May 5, after touring the Amtrak Maintenance Facility in Wilmington, Delaware, the ERA group made its scheduled stop at the Wilmington & Western Railroad. However, because their only car was not running, the bus went to Media, where many boarded a revenue car to Fairview Avenue or 69<sup>th</sup> Street and photographed this car.

On May 5, SEPTA added special early morning express trains on the Broad Street Subway to accommodate participants in the Blue Cross Broad Street Run. Registered runners got free rides. Trains were operated express from AT&T/Pattison Avenue to Olney, stopping only at Walnut-Locust and City Hall from 5:30 to 8:30 AM so runners could get to the starting point near the Olney station.

The following weekend, for the "Mother's Day Race For The Cure" which was held on May 12, SEPTA operated additional service into Center City on the Elwyn, Lansdale, Marcus Hook, Norristown, Paoli, and West Trenton Lines. Thanks for member Lee Winson for these two reports.

Member Alfred Gaus, Jr. reported that Silverliner#704 has a "Prohibition" wrap; however, only between its doors. 704 differs from 702, which has its "amazing" "Speakeasy" interior wrap.

From **Cinders**: Construction of a new Ardmore Avenue station on the Norristown High-Speed Line was nearing completion. This station is adjacent to the Merion Golf Club, which will host the U.S. Open tournament that will take place June 13-16. Trains will operate on 8-minute headways during the event.

**WASHINGTON, D.C. AREA**

When I checked the D.C. Streetcar web site in late April, its April/May, 2013 newsletter reported that transfer of the three Inekon streetcars from WMATA's Greenbelt facility to Anacostia was to take place during the last week of April. WMATA and engineers from Inekon would conduct the post-delivery testing. Upon completion, DDOT would take possession of the cars and begin the process of safety training and commissioning. Once this has been completed, the vehicles will be moved to the H/Benning Corridor to begin testing in mixed traffic, currently planned for this October. With this schedule, it looks like the opening will be in 2014.

Off-peak riders on the VRE Brunswick Line were informed that CSX Transportation would be performing track maintenance between 8 AM and 4 PM from May 5 through June 20. Work began in Brunswick and continued east. The project primarily replaces rail in curves (curved rail wears faster than rail on straight track). Minor delays were possible, primarily to Trains #873 and

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

#891 (3:35 PM and 3:50 PM departures from Washington).

ORLANDO, FLORIDA

Bombardier announced on April 15 that it had been awarded a 10-year \$195 million contract to provide operations and maintenance services for SunRail. The scope of work will also include dispatching, fleet maintenance, track maintenance, customer service, station platform and facility maintenance, and material supply. The firm will mobilize for service over the coming months and assume its operations and maintenance responsibilities in the spring of 2014. Delivery of the first of 20 Bombardier bi-levels is to begin this spring.

DETROIT, MICHIGAN

Member Julian Wolfe sent an article from *Crain's Detroit Business* reporting that M1 Rail, the consortium constructing the 3.3-mile M1 loop between Hart Plaza and New Center, has hired some senior staff. It is expected that construction would get underway this summer. On April 23, the Federal Transit Administration amended its Record of Decision giving environmental clearance and allowing the project to move forward to the next phases of design, right-of-way acquisition and construction. This is the last approval step under the National Environmental Policy Act process. Thanks to member Bill Vigrass for this news.

CHICAGO, ILLINOIS

Effective May 19, a 5-month reconstruction of a 10-mile stretch of the Red Line began. Opened 44 years ago, this line was state-of-the-art, however time has taken its toll, hence this \$425 million project, details of which were reported in the July, 2012 *Bulletin*. About 40% of the southern section has slow speeds due to severe track deterioration.

Metra is offering a combined fare option and modified the schedules of some Metra Electric trains. Thanks to member Jim Beeler for this news.

ST. PAUL, MINNESOTA

A railcar mover towed one of the new LRVs at "walking speed" over the 11-mile Central Light Rail Corridor Line on May 7. The purpose of the trip was to verify clearance for the cars. Towing the cars is necessary because crews are still installing overhead wire and the rest of the systems to electrify the line. In late 2013, once the electrical systems work is completed, the LRVs will begin regular test runs. The outcome of the tests will help determine the line's opening date in mid-2014.

The Metropolitan Council approved light rail for the 13-mile Bottineau Transitway between Minneapolis and Brooklyn Park. If built, it would be the Twin Cities' fourth light rail line, which will include the Hiawatha Line that opened in 2004, the Central Corridor line to open next year, the Southwest Line opening in 2018, and the new

Bottineau Line. Thanks to Al Holtz for sending these reports.

DENVER, COLORADO

On April 26, the 12.1-mile West Corridor LRT, with 12 stations, opened (see July, 2012 *Bulletin*).

DALLAS, TEXAS

Regarding the news item in the May *Bulletin* about the Oak Cliff streetcar line, stating that the vehicles from Brookville, with capability for off-wire operation, are the first that will be American-designed and manufactured, member John Aurelius says there is an earlier (2011) order for off-wire capable cars for Seattle's First Hill Line by the Czech firm Inekon. They were designed in Europe and will mostly be manufactured in the Czech Republic, with final assembly in Seattle.

SALT LAKE CITY, UTAH

Having completed five years of service, FrontRunner's ridership might just be picking up speed according to a report in *The Salt Lake Tribune*, which was sent by member Pete Donner. Opened on April 26, 2008, UTA planners initially projected that the older section (Ogden and Salt Lake City) would have 5,900 riders per day, and last year the average was 5,821 per day. A UTA spokesman said "ridership on that north section had some spikes when high gas prices led people to abandon cars and some dips when the recession destroyed jobs of some commuters." UTA projects an average of 6,800 weekday riders on the southern section at opening. Added to the 5,900 originally projected at the opening of the north section, the combined projected ridership was 12,700 per weekday.

ALBUQUERQUE, NEW MEXICO

A National Train Day celebration was held on May 11 at the Alvarado Transportation Center in Albuquerque with Rio Metro Regional Transit District as host. Featured were free live entertainment, local food vendors, interactive and educational exhibits, activities, raffles, and model train displays, plus tours of the New Mexico Rail Runner Express and Amtrak cars.

PHOENIX, ARIZONA

Sky Train at Sky Harbor Airport opened on April 8 between Terminal 4, East Economy Parking and the Valley Metro Rail 44<sup>th</sup> Street station. I saw the construction for the to-be completed station during my October, 2009 visit. Al Holtz, who forwarded this report, wrote: "Glad to hear about this, as I wasn't sure if it was running or not when I visited Phoenix in January (2013). The information then was that it would begin shortly, but I actually saw the Sky Trains in operation – got photos from my departing airplane – and wondered if maybe I missed taking a ride on it and should have taken a stopover at 44<sup>th</sup> Street when riding the light rail. Obviously the Sky Trains I saw in operation were on test runs. The Sky Train only serves Terminal 4. Most long distance flights, including ours, operate out of Terminal 2. Buses connect Terminal 4 to Terminals 2 and 3 and to the rental

*(Continued on page 15)*

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

car terminal. The original airport had a Terminal 1, but that closed a number of years ago.”

SEATTLE, WASHINGTON

Sound Transit held a ceremony on April 26 to mark the beginning of construction of the S. 200<sup>th</sup> Street Extension, which will add 1.6 miles via elevated guideway from SeaTac Airport to the city of SeaTac and a station called Angle Lake. This is expected to be in service in 2016.

PORTLAND, OREGON

At around 9 AM PDT on May 6, MAX and Portland Streetcar service was completely shut down due to a power outage at TriMet substations. Riders were told to use regular bus services. Shuttle buses were set up to serve the Yellow Line from PSU to Expo Center, the Green Line between PSU to Hollywood Transit Center and the Blue/Red lines between JELD-WEN Field and Hollywood TC. Riders were also told to expect major delays. At 10:30 AM, TriMet reported Portland Streetcar service had resumed, and by 11:43 AM, most MAX service was restored. However, until nearly 11:30 PM, trains were unable to cross the Steel Bridge. Shuttle buses remained, serving stations from Rose Quarter to Old Town/Chinatown Station and Union Station.

LOS ANGELES, CALIFORNIA

**The New York Times** (May 4) reported that free riding on the Los Angeles Metro Subway is about to come to an end. Zev Yaroslavsky, a member of the County Board of Supervisors and a member of the Board of the Los Angeles County Metropolitan Transportation Authority, said: “There is no reason for them to pay. The odds of them getting a ticket are slim to none. It’s not fair to those people who pay to have a significant percentage of people who don’t pay,” he said. Los Angeles transit officials have said that millions of dollars are lost annually. Opponents question whether the supposed recovery of lost revenue would cover the \$46 million installation cost, plus \$103,000 a month in maintenance. Says Zev Yaroslavsky, “The credibility of the enforcement system is undermined. It’s human nature to say, ‘If he’s getting away with it, why should I pay?’” Member Paul Gawkowski wrote that the article was incorrect in reporting that LA has an “honor” system, when in fact it is a “proof of payment” system. Paul added: “If you don’t have proper enforcement, you’ll have fare beaters. Proper enforcement would have been a lot cheaper than the cost of installing and maintaining turnstiles.”

OCEANSIDE, CALIFORNIA

*Sprinter* service, which had been suspended (May **Bulletin**) since March 8 due to worn brake rotors, was restored on May 18.

MONTREAL, QUEBEC, CANADA

Agence Metropolitaine de Transport (AMT) an-

nounced that effective August 5, 6 weekday (2 AM Peak, 2 PM Peak, and 2 late evening) trains would be added to the Blainville-St. Jerome Line to bring the total number of trains to 26 each weekday. Weekend riders are also benefiting with 12 trains in each direction. Presently there is no weekend service. AMT spent \$35 million upgrading the line to permit the service expansion, including a second main track. Thanks to Al Holtz for this news.

TORONTO, ONTARIO, CANADA

Effective June 29, GO Transit will offer headways of 30 minutes throughout weekdays, and add more weekend service, on its Lakeshore East and Lakeshore West routes. Current headways average every hour on both routes, though rush hour service is more frequent. Over the Victoria Day Weekend (May 17-20), GO Transit operated rail/bus service to Niagara Falls. Starting June 29 and continuing through Labor Day Weekend (September 2), a GO Bus shuttle between St. Catharines and Niagara-on-the-Lake will operate. The bus will meet the trains departing from Toronto in St. Catharines and will operate express to downtown Niagara-on-the-Lake; the return shuttle trips will meet Toronto-bound trains in St. Catharines.

PANAMA CITY, PANAMA

Metro Line 1 is scheduled to open next year. It will be 13.7 km (8.5 miles) long with 16 stations. The Alstom-built cars are being constructed in Spain and tested (at night) in Barcelona’s Metro for the first cars of the 57-car order. The line will be automated and operate on 90-second headways. Thanks to **Railway Age** for this report.

JERUSALEM, ISRAEL

About a week after the March 3 Jerusalem Marathon, the fare structure was changed. Now one can still ride as many buses as one wants during the 1½-hour of a single-ride ticket, but only one trip on light rail. Those with monthly passes can of course use the light rail as a downtown horizontal elevator to tie the many fine retail stores into one giant department store, and this was also possible within the 1½-hour limit, for purchases of single rides. But this added crowding just where the line is most crowded, and so the change was made. The message did not get to everyone, apparently, and so there were complaints about missing value on fare cards. Thanks to Dave Klepper for this news.

**FROM THE HISTORY FILES**

*100 Years ago:* On June 20, 1913, electric service on the New York Central Railroad’s Hudson Line was extended to Croton-Harmon.

*60 Years ago:* On June 8, 1953, Lehigh Valley Transit abandoned its electric service as buses replaced the Interurbans on the Allentown-Bethlehem Line.

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

## Around New York's Transit System

### More Passenger Traffic Statistics

After publishing detailed statistics in the previous issue, we found the following additional information. The ten busiest stations in 2012 were:

1. Times Square
2. Grand Central
3. Herald Square
4. Union Square
5. Penn Station (Seventh Avenue) ①②③
6. Penn Station (Eighth Avenue) ④⑤⑥
7. 59<sup>th</sup> Street-Columbus Circle
8. Lexington Avenue-59<sup>th</sup> Street
9. 86<sup>th</sup> Street (Lexington Avenue) ④⑤⑥
10. Lexington Avenue-51<sup>st</sup>-53<sup>rd</sup> Streets

The following are the busiest stations outside of Manhattan:

#### Brooklyn

1. Atlantic Avenue-Barclays Center (25<sup>th</sup> overall)
2. Jay Street-Metrotech (26<sup>th</sup>)
3. Court St.-Borough Hall (28<sup>th</sup>)

#### Queens

1. Flushing-Main Street (11<sup>th</sup>)
2. 74<sup>th</sup> Street-Broadway, Jackson Heights (14<sup>th</sup>)
3. Jamaica Center-Parsons/Archer (22<sup>nd</sup>)

#### Bronx

1. 161<sup>st</sup> Street-Yankee Stadium (34<sup>th</sup>)
2. 3<sup>rd</sup> Avenue-149<sup>th</sup> Street (48<sup>th</sup>)
3. Parkchester (94<sup>th</sup>)

After the World Resorts Casino at Aqueduct opened in October, 2011, Aqueduct-North Conduit Avenue became the station with the biggest yearly increase, by 87.5%, or 1,000 riders per day. City Hall is the station with the biggest yearly decrease, of 20.3%. More than 62 million trips, a million and a half more than 2011, were recorded at Times Square, the busiest station. The second busiest, Grand Central, reported 20 million less trips than Times Square. More housing and

increased activity in Downtown Brooklyn brought additional riders to the ⑥ train. This route recorded the biggest weekday increase of any line, by 4.2%, or about 2,000 riders a day.

### Wireless Service at Manhattan Subway Stations

Subway riders can make and receive cell phone calls, send and receive texts and emails, and access wi-fi at 30 additional subway stations in addition to the six original stations, all of which are on Manhattan's west side between 14<sup>th</sup> Street and 96<sup>th</sup> Street. This new capability was demonstrated by MTA officials and executives from Transit Wireless, AT&T, T-Mobile USA, and Boingo Wireless at the busiest station, Times Square, on or about April 25. As soon as Verizon and Sprint sign agreements to participate, all four major carriers will be providing cell phone and data service in the first two phases of this project.

During the next four years, Transit Wireless expects to provide service to the remaining 241 underground stations. It has begun design work on the next 40 stations in midtown and Queens, including Flushing-Main Street, Grand Central-42<sup>nd</sup> Street, and 34<sup>th</sup> Street-Herald Square, all of which should be online in the first quarter of 2014.

Transit Wireless and the other carriers are paying the full cost of the project, estimated at as much as \$200 million, including the cost of NYC Transit employees who provide flagging and other support services. MTA and Transit Wireless evenly split the revenues from fees paid by the wireless carriers and sub-licensees. The latter is paying MTA an annual minimum that will increase to \$3.3 million when the work is completed. Transit Wireless has also awarded a sub-license to Boingo Wireless for wi-fi services, which are free.

Help Point intercoms, which are being installed in more than 100 stations, will allow riders to talk to the Rail Control Center or the station booth.

### The Genesis of "Dashing Dan"

(Continued from page 6)

- Speonk Express: Stops at Valley Stream, Lynbrook, Babylon, Bayshore, Islip, Great River, Oakdale, Sayville, Bayport, Bluepoint, Patchogue, Hagerman, Bellport, Brookhaven, Mastic, Center Moriches, East Moriches, Eastport, and Speonk
- Montauk Express: Stops at Babylon, Bayshore, Islip, Great River, Oakdale, Sayville, Bayport, Bluepoint, Patchogue, Hagerman, Bellport, Brookhaven,

Mastic, Center Moriches, East Moriches, Eastport, Speonk, Westhampton, Quogue, Hampton Bays, Suffolk Downs, Shinnecock Hills, Shinnecock Golf Grounds, Southampton, Water Mill, Bridgehampton (connection to Sag Harbor), Wainscott, East Hampton, Amagansett, Napeague Beach, and Montauk.

*\*Conspicuous in its absence is service to Long Beach, which at the time was still being operated as a seasonal excursion railroad aimed mainly at pleasure-seekers and the Long Beach Hotel.*