

# The Bulletin



**Electric Railroaders' Association, Incorporated**

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## The Bulletin

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For general inquiries, contact us at [bulletin@erausa.org](mailto:bulletin@erausa.org) or by phone at (212) 986-4482 (voice mail available). ERA's website is [www.erausa.org](http://www.erausa.org).

Editorial Staff:  
*Editor-in-Chief:*  
 Bernard Linder  
*News Editor:*  
 Randy Glucksman  
*Contributing Editor:*  
 Jeffrey Erlitz

Production Manager:  
 David Ross

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## IND CONCOURSE LINE OPENED 80 YEARS AGO

Concourse trains started running July 1, 1933, less than a year after the Eighth Avenue Subway was opened. Construction cost about \$33 million and the additional cars cost \$11,476,000.

Subway construction started in 1928 and was completed five years later. Details are shown in the following table:

	FIRST CONTRACT AWARDED	WORK COMPLETED
Subway Construction	June 4, 1928	July 31, 1933
Station Finish	February 13, 1931	May 31, 1933
Tracks	September 16, 1931	November 30, 1932
Signals	November 18, 1931	August 31, 1933
Power Equipment	October 23, 1931	September 30, 1934
Concourse Yard	November 21, 1928	August 31, 1931
Concourse Yard Extension	February 15, 1939	January 31, 1940

The original Concourse Yard's capacity was only 220 cars and it extended as far south as Bedford Park Boulevard. To accommodate the additional cars required for service in the new Sixth Avenue Subway, the yard was extended south of Bedford Park Boulevard in 1939 (see table above).

To avoid delaying vehicular Concourse traffic, most important crosstown streets crossed the Concourse in underpasses. The 167<sup>th</sup> Street underpass was rebuilt with a conven-

ient trolley transfer point. There were railings protecting low-level platforms, which were adjacent to the trolley tracks in the center of the roadway. Four stairways led to the area near the turnstiles on the subway platforms.

The 170<sup>th</sup> Street underpass was also rebuilt. In the new underpass, there were Bx-11 bus stops on the sidewalks under the subway station. Four stairways provided access to the area near the turnstiles on the subway platforms. Third Avenue Railway's records reveal that the Kingsbridge Road underpass was also rebuilt. Cars ceased operating in the old underpass on April 25, 1930 and resumed service on February 20, 1931 westbound and February 25, 1931 eastbound. There was no underpass at Fordham Road. Opened on October 19, 1925, the center roadway of the Concourse was depressed at Fordham Road. To avoid disturbing this depressed roadway, the middle and northbound local tracks were built east of the roadway. The southbound track was in a separate tunnel west of the roadway.

To provide service on the expanding system, the Board of Transportation ordered 500 R-4 cars (400-899), which were placed in service on A and AA between February 14, 1933 and June 7, 1933, just before Concourse trains started running. The R-4s were also operated on the Queens and Brooklyn extensions that were opened later in the year. Meanwhile, the displaced R-1s (100-399) were transferred from A and AA to the Concourse. The R-4s were delivered rapidly and placed in service as shown in the following table:

*(Continued on page 4)*

**JAPAN TRIP—JULY, 2014: SEE PAGE 8!**

## THE GENESIS OF “DASHING DAN” Part Two—The Long Island Rail Road Eyes Manhattan by George Chiasson (Continued from June, 2013 issue)

### ORIGINS OF THE HEMPSTEAD CLUSTER- PART 1: THE CENTRAL RAILROAD OF LONG ISLAND

Whereas a current version of the “Hempstead Branch” survives in 2013 as an essential element of the MTA Long Island Rail Road system, the circumstances surrounding its largely fragmentary development, and those of the lines with which it was (or is) associated, are certainly worthy of description. These chronicles provide additional background for the overall picture of the Long Island Rail Road as it was developed in support of the Pennsylvania Terminal project, and by extension that system of routes which formerly contained the Rockaway Beach Division in its later years. As the Pennsylvania Railroad’s “Board of Engineers” gained momentum in its planning process (relative to actual construction), a key ingredient of what was perceived as a successful operating strategy included utilization of the New York Terminal as a major origin and destination point for the Long Island Rail Road. To achieve this end there was clearly no alternative but to fabricate a system of electrified “local” lines using the best available technology at the time, and as a result the first phase of system improvements and electrifications was executed between 1904 and 1906 on the “Atlantic Division” (as extended to Valley Stream), along with the lines serving the Rockaway Peninsula. This enabled LIRR to establish an improved and increasingly reliable system of (generally) self-contained suburban routes which would abet the ultimate objective of extending many of its trains directly into Manhattan.

As a second step (or more accurately in the case of the Hempstead Branch a “Phase 1-A” of sorts) the PRR-appointed board and LIRR collaborated on additional service alternatives that would optimize improvements to the physical plant, including electrification, and further buttress the costly, all-encompassing needs of its far-flung terminal lines across Long Island. Ridership dynamics were analyzed along with population and residential growth patterns, municipal and academic authorities consulted, and corporate judgments made. Through this process were LIRR’s Nassau County branch lines to Hempstead and Long Beach selected for infusion with the new terminal, along with the so-called “North Side Division” which served the Port Washington and Whitestone Branches. Though in 2013 these choices would seem obvious, at that time (around 1903) many of the same lines were still in a fledgling state, and LIRR had to lay wager that it would be able

to directly serve more than half of its existing patronage base with electrified trains from the major New York terminals (Penn Station and Flatbush Avenue) to a total of eight outward destination points. This would still leave sufficient terminal capacity to handle a significant portion of LIRR’s far-reaching non-electrified train traffic (which would thus be relieved of much of its inward patronage by the “local” services) in addition to coping with anticipated business from the Pennsylvania’s own lines serving the “Jersey” side of the Hudson River. This rather challenging consideration was incorporated into the first formal operational plan for the new terminal in 1902, but in the end what actually transpired turned out to be even more astounding: by 1916 the Long Island Rail Road *alone* was providing 73% of the ridership at Penn Station.

The Central Railroad of Long Island was chiefly shepherded to reality through the effort and finances of Alexander T. Stewart, a well-known New York merchant of Irish ancestry. Stewart was instrumental in the growth of many portions of rural Queens (later Nassau) County, but in relation to “his” railroad (the Central Railroad of Long Island), it was created in 1871 with the express intention of spurring development in portions of eastern Queens and providing a means of transportation for same through movement of the people, goods, and materials this enterprise required. The railroad’s line was quickly surveyed across what then was little more than a wilderness and construction of the initial segment completed in less than a year and a half. As so much time has passed since its existence, the Central’s northerly alignment of that time is not easy to follow in the street pattern that survives in 2013, but (as is often the case) its “footprint” remains visible in aerial maps from its origin at “Great Neck Junction” to the Creedmoor Psychiatric Center (former State Hospital) roughly following Booth Memorial Avenue through Kissena Park, Underhill Avenue to the Long Island Expressway, and (on the far side of Cunningham Park) the aptly-named Stewart Road from Bell Boulevard to the Grand Central Parkway. The line’s curvature then traces 87<sup>th</sup> and 88<sup>th</sup> Avenues as it comes near to the Creedmoor facility at the far eastern edge of Queens, which was also a limit for surviving LIRR freight operations many decades after passenger service had ceased. Known in its later years as the “Creedmoor Branch,” the Central’s line continued in an east-southeast pathway along the line of 87<sup>th</sup> Avenue to Commonwealth Avenue, then 87<sup>th</sup>

*(Continued on page 3)*

## The Genesis of “Dashing Dan”

*(Continued from page 2)*

Drive to intersect Little Neck Parkway, where the railroad passed into what is now Nassau County at a long, diagonal grade crossing through a heavily industrialized area, which then was all within Queens. The next crossing at Jericho Turnpike was originally made using a stone bridge as part of the line's initial construction in 1871, which was later replaced twice. The first steel bridge across that major Long Island artery was erected in 1906 before suburbanization took hold and the road widened significantly in 1932, at which time the railroad was elevated onto a long steel trestle. Until 1951 the Central's northerly segment then encountered the “Creedmoor cut-off,” a wye which enabled trains to heel directly westward on the LIRR Main Line toward Jamaica or continue eastbound toward Mineola, with only the easterly connection surviving as late as its 1966 abandonment. As originally built however, the Central had no track connection to the Long Island Rail Road at all but rather passed above it on a trestle immediately east of the station at “Plainfield” (a predecessor to Floral Park). It then continued through Garden City (Stewart's “showroom” community of development) and on from there to a terminal in the center of Hempstead, which even then was an appendage off the Central's as-yet-unopened main line and survives in 2013 as the Hempstead Branch of MTA Long Island Rail Road.

When it opened on January 8, 1873 stations on the Central Railroad of Long Island were located as follows: “Central” Junction, immediately past its origin point at the union with the “Flushing & North Side Railroad,” where the Port Washington Branch currently passes beneath the Van Wyck Expressway, with the station at what is now an obscure location behind the Western Beef supermarket on College Point Boulevard; (the) Creedmoor (Estate), which was then a rifle range and not yet a hospital at the present-day Winchester Boulevard; and Hinsdale, located approximately at Little Neck Parkway. After passing over the Long Island Rail Road trestle, the Central had additional stops at Hyde Park (now basically the site of Stewart Manor on the Hempstead Branch); Garden City (a first version next to the station that survives in 2013, one which actually had a rare-for-the-time high platform); and, finally, at Hempstead. As might naturally be expected, the Central Main Line was single track in its entirety, with one passing siding between the present-day edge of Kissena Lake and Fresh Meadows Lane, its trains utilizing trackage rights on the Flushing & North Side (now the Port Washington Branch) west of Great Neck Junction to reach that company's Hunters Point terminal in Long Island City, located west of Front (2<sup>nd</sup>) Street, by way of Winfield Junction. As they approached the terminal in Hempstead, the Central's trains rattled across LIRR's original branch from Mineola to Hempstead at a dia-

mond east of the Garden City depot (thus creating the original “Hempstead Crossing”), and curled to the south along the westerly side of Washington Street. They then continued to a stub-end terminal at Fulton Street (Avenue) in Hempstead proper, with an associated turntable and engine house on adjacent property bounded by Main, Jackson, and Centre Streets.

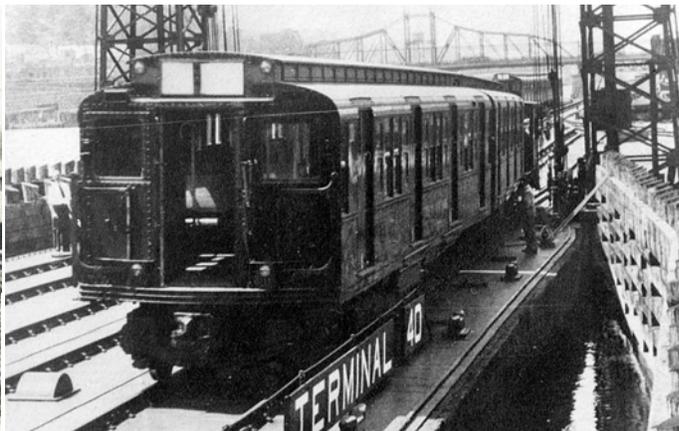
The balance of the Central of Long Island's main line (its so-called “Extension”) was then completed through the next several months, its next segment opening for use on May 26, 1873 as far as Bethpage, but only freight was carried the entire distance. This continued straight east from the CRRLI “Hempstead Branch” turnout at Hempstead Crossing and made what amounted to a nine-mile beeline to “Bethpage Junction.” From there a short branch led to Bethpage proper, while the work of completing the southeasterly main line continued toward Babylon. Stewart's “Bethpage Brick Works” (which manufactured building materials for his real estate ventures) was located on the branch, along with several other local industries, the most notable of which were a “pickle house” or two. A passenger depot was finally opened in Bethpage proper on November 9, 1874 but mainly used by local farmers during the summer, while this second segment originally made its last stop at a secluded location optimistically called “Central Park,” so named for the railroad. The Central's main line was basically complete when the third portion was extended from Bethpage Junction to a temporary terminal in Babylon in August, 1873, then finally started serving its permanent facility at the “Babylon Dock” a couple of months later. There an oceanfront resort was located along with a connection to ferryboats serving nearby Fire Island. It crossed the South Side Railroad at a diamond known as “Belmont Junction” on the west side of Babylon, and then blazed a trail of its own to the oceanfront, though it did stop short of a terminal that was originally planned to physically be on the dock.

Eastward from Hempstead Crossing the new line literally cut across little else but flat private lands and pine barrens as it progressed to Bethpage, its stations being mainly situated at remote crossings with the few roads that then existed in what was the farthest eastern extremity of Queens County. The first at “Meadow Brook” was actually located on the large, rambling summer estate of Alexander Stewart just east of Garden City (his full-time mansion residence was in Manhattan). There were actually a few incarnations of this particular locale, which served several different purposes through the years, but as one might guess in 2013 (albeit with a lot of luck) it was situated immediately east of the present Meadowbrook State Parkway, near Merrick Avenue. As was generally the case with CRRLI, its bucolic, detached surroundings were not conducive to generating passenger traffic, and it was written out of schedules as of May 1, 1876. Another, event-oriented stop was

*(Continued on page 6)*

**IND Concourse Line Opened 80 Years Ago**

*(Continued from Page 1)*



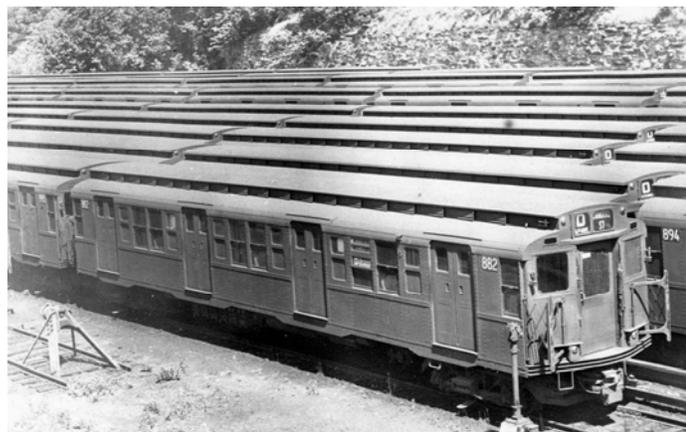
**Cars delivered to 207<sup>th</sup> Street Yard.**  
Bernard Linder collection



**102 and 103, the first IND cars delivered to 207<sup>th</sup> Street Yard, August 8, 1930.**  
Bernard Linder collection



**Concourse Yard portal, August 31, 1946.**  
Bernard Linder photograph



**Concourse Yard, June 17, 1950.**  
Bernard Linder photograph



**Interior of car 718, September 17, 1954.**  
Bernard Linder photograph  
*(Continued on page 6)*

# IND WORK EQUIPMENT



**Motor flat 41.**  
Bernard Linder collection



**Trailer supply car (cabin car) 51, 207<sup>th</sup> Street Yard, September 13, 1954.**  
Bernard Linder collection



**Pump car 20128 (ex-56), Concourse Yard, March 26, 1963.**



**The same pump car, seen in Concourse Yard on May 12, 1965.**  
Bernard Linder photograph



**Flat car 20046, 207<sup>th</sup> Street Yard, May 20, 1965.**  
Bernard Linder photograph



**Money collection car 66, 207<sup>th</sup> Street Yard.**  
Bernard Linder collection

**IND Concourse Line Opened 80 Years Ago**

*(Continued from Page 4)*

DATE	R-4 CARS PUT IN SERVICE DURING THE MONTH
February, 1933	76
March, 1933	158
April, 1933	132
May, 1933	93
June, 1933	41
TOTAL	500

Trains were scheduled to start running on January 1, 1933, but the opening was postponed because the city could not find \$200,000 to install lighting and other

items. After listening to complaints from civic groups, the Board of Estimate found insufficient money. The Board of Transportation economized. Columns were not painted and underutilized turnstiles from the Eighth Avenue Subway were transferred to the Concourse.

The long-delayed opening finally took place on July 1, 1933. The first northbound CC from Chambers Street, a four-car train, which was very crowded, arrived at 205<sup>th</sup> Street at 1:15 AM. The Chief Engineer and other officials were on board the first southbound CC, a six-car train leaving 205<sup>th</sup> Street at 12:57 AM.

The new Concourse Line, which was only a few blocks away, was able to compete with the older IRT Jerome Avenue Line, which lost 30 percent of its elevated traffic and 15 percent of its subway traffic to the new IND.

**The Genesis of “Dashing Dan”**

*(Continued from page 3)*

later established in almost the same place, dubbed “East Meadowbrook,” which provided the primary means of access for the Meadow Brook Hunt Club (established 1881) and the original Meadow Brook Polo Club starting in 1884, both of whose moneyed clientele ran chartered Specials to and from New York when each was in season. In truth, the general locale of CRRLI’s East Meadowbrook station held great historical significance through time given its close association with the railroad.

Next to the “Stewart” landscape and partially surrounding the Meadow Brook Hunting and Polo Grounds (in the vicinity of Roosevelt Field Mall in 2013) was Camp Winfield Scott, a Civil War training base and marshaling point for New York-area militia that originally dated back to the 1750s. As Camp Black, its expansive meadows supported troop debarkation during the Spanish-American conflict in 1898-9, with the Army liberally utilizing LIRR to transport soldiers to and from their deployment vessels in New York. After that time some of the Army facilities fell into a state of dormancy, while another portion became a basis for the Hempstead Plains Aerodrome, one of the New York area’s earliest flying fields. In the summer of 1917 an adjacent area next to Clinton Road was used under the name Camp Mills to billet “Doughboys” of the Rainbow (42<sup>nd</sup>) Division that were employed during the First World War. At this time the wide open spaces of the former Camp Black and the Hempstead Plains Aerodrome became “Hazelhurst Aviation Field Number 1” for the brand new U.S. Army Air Service. By early 1918 “Aviation Field Number 2” was also established across the CRRLI Main Line, next to the more compact Camp Mills, and then was re-designated as Mitchel Field in April, 1919 to honor former New York Mayor John Purroy Mitchel, who

had been killed during an air corps training exercise in Louisiana.

These two once-humble flying fields that had at first seen Curtiss “Jennies” bouncing around on their grass surfaces were best known as Roosevelt and Mitchel Fields, respectively, before each experienced greatly divergent histories. The former was dedicated to what civil aviation there was in the years after World War I, being itself divided into two sections, the westerly half known as “Curtiss Field” and the eastern half retaining its Roosevelt Field title. Charles Lindbergh’s famed *Spirit of St. Louis* departed for Paris from a muddy, rain-soaked “runway” at the Roosevelt facility on May 20, 1927, after which both portions were collectively sold as “Roosevelt Field” in 1929. At that time its name was switched over to what had been Curtiss Field, while the actual, original Roosevelt Field gradually fell into disuse, later to be leased out during 1935 for the creation of Roosevelt Raceway, an automobile (then horse racing) course that persisted until July, 1988. The second version of Roosevelt Field later hosted some noteworthy air racing planes during the 1930s, then survived to become a U.S. Naval Aviation facility during World War II. After Allied victory the surviving airfield was constantly pressured by overwhelming adjacent development and found use mainly as a civilian training and maintenance base until it was resold to private developers, at which time its aeronautical functions were discontinued on May 31, 1951.

Meanwhile, Mitchel Field continued to be a permanent military post in the 20 years following World War I, at which time it finally assumed the former site of Camp Mills in 1938. Concrete runways were built to replace the original gravel and grass surfaces in 1939, and then from the December, 1941 start of World War II Mitchel Field was assigned P-40 “Defense” squadrons to protect New York City, as well as becoming a temporary

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## The Genesis of “Dashing Dan”

*(Continued from page 6)*

home for some of the earliest-deployed U.S. Army Air Force B-17 bombers during the latter half of 1942. For the rest of the war it was often visited by groups of B-25 light bombers and both C-46 and C-47 transport planes during crew training and deployment. In 1948 it metamorphosed even further into Mitchel Air Force Base, a Command installation of its own that was also memorably used to house P-61 “Black Widow” and P-82 “Twin Mustang” squadrons around 1950, as well as large propeller-driven C-119 “Flying Boxcar” aircraft of the 514<sup>th</sup> Troop Carrier Wing and C-124 “Globemaster II” transport planes. U.S. Air Force promotional materials suggest that Mitchel Field also housed some early jet squadrons from the mid-1950s until the base was decommissioned in April, 1961, including T-33 “Shooting Stars” and F-86 “Sabres” in their roles as training aircraft. For almost all of that time the air station had the Long Island Rail Road as its local transportation lifeline right outside the gate, a role that was hesitantly relinquished in 1953.

The next station on the Central Railroad of Long Island, as originally put together, was almost four miles farther along at “Island Trees.” This was a crossing with Jerusalem Avenue, which exists in a more advanced form in 2013, and is located in a community that carries the same name. Despite appearances though, the current Island Trees is actually a section of Levittown, which itself did not exist until 1948, and is certainly far more built-up than the area was in 1873 or even in 1939, when the LIRR tracks were removed. Another mile along was the CRRLI passenger stop at “Central Park” (later known as Plain Edge or Plainedge), located at the crossing of Hicksville Road as the line passed into Bethpage. In its opening configuration, the Central was not immediately connected to the Long Island Rail Road’s Greenport “Main Line” at Bethpage Junction, which was strictly named for the Central’s own divergence, but simply crossed LIRR at grade with only the short branch to Bethpage Brick Works (and later “Bethpage” passenger station) continuing east. Shortly after the line’s original opening, a passenger station was established at Bethpage Junction in June of 1873, where “BG” interlocking was added in May of 1878. This was later replaced by Tower 49 in August, 1885, which stood sentry until sometime around 1898, when regular passenger operations on the (former) Central Railroad of Long Island were discontinued. As inaugurated in August, 1873, the Central’s southeastward main line toward the Atlantic shore (later paralleled by Farmingdale Road, now Highway 109), passed into Suffolk County and moved on to its crossing with the South Side Railroad at Belmont Junction, then came to an end in a temporary terminal at Little East Neck Road in Babylon, roughly at its present intersection with Main Street

(New York State Highway 27A), formerly South Country Road, where it was truncated while a short timber trestle was completed across Argyle (now Carll’s) Creek. The first way station in this stretch was opened on October 1, 1873, located at “Farmingdale” (about at the present Prince Street, off Fulton). As extended on October 18, CRRLI proceeded across Little East Neck Road and Argyle Creek, curled southeastward, and finally arrived at its permanent “Dock” terminal near the Babylon shore, located just off Fire Island Avenue. At that time the railroad terminal also contained an adjoining engine house with turntable, and was across from the “Watson House” hotel. Passengers could interchange from there with ferries that transported them across the Great South Bay to Fire Island and its Surf Hotel and resort. Another new station was also included with the opening of this final extension on the east end of the line at Breslau (now North Lindenhurst), next to the crossing of Wellwood Avenue.

Several stations were added to the Central Railroad of Long Island’s main line during its brief tenure, not only as its popularity rose but in a frenzied attempt by the company to build some kind of patronage base. (Also bear in mind that its service was mainly focused on summertime activities, much like other Long Island railroads of the era). In June of 1873 stop locations were established at Kissena (present intersection of Kissena Blvd. and Peck Avenue in Flushing) and “Frankiston” (then at Black Stump Road, now near the meeting point of 73<sup>rd</sup> Avenue and 210<sup>th</sup> Street in Cunningham Park). These were followed by new stations at “Hillside” (now the convergence of Main Street and Peck Avenue in Flushing, next to the Botanical Gardens), and “in the country” at New Bridge Road during April, 1874. That August 1, the Central was merged with the Flushing & North Side (its gateway to Hunters Point) to form the Flushing, North Shore & Central Railroad, with this combined concern finally being conveyed to the Long Island Rail Road Company (then under the guidance of the Poppenhusen family) through a long-term lease on May 3, 1876. Its owners’ valiant entrepreneurial attempts aside, the Central’s first system contraction had actually occurred just 1½ years after it opened, with scheduled, seasonal operation from Belmont Junction to the Babylon Dock discontinued after November 1, 1874, though other sources indicate the otherwise-idle line may have seen use during the 1875 summer season. Whatever the case, the Central’s trains were diverted to the newly-coined Southern Railroad of Long Island after a connection to that route was established in January, 1875, assuming the operation of its main line as far as Patchogue at that time while the senior company’s trains were cropped at Babylon. This forced the Southern main line to be heavily rehabilitated east of Belmont Junction to meet the Central’s higher level of suitability and to give otherwise maltreated

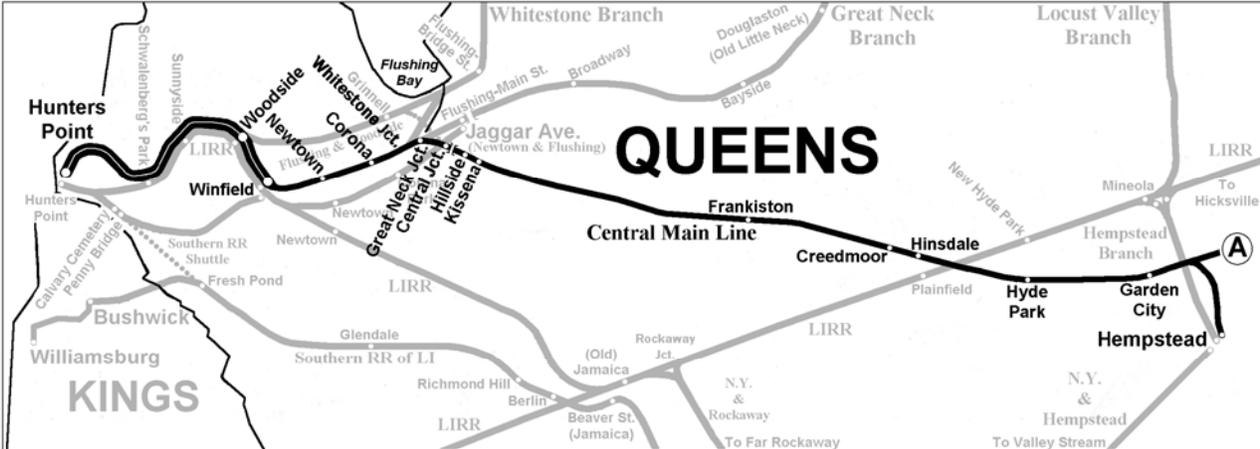
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**The Genesis of “Dashing Dan”**

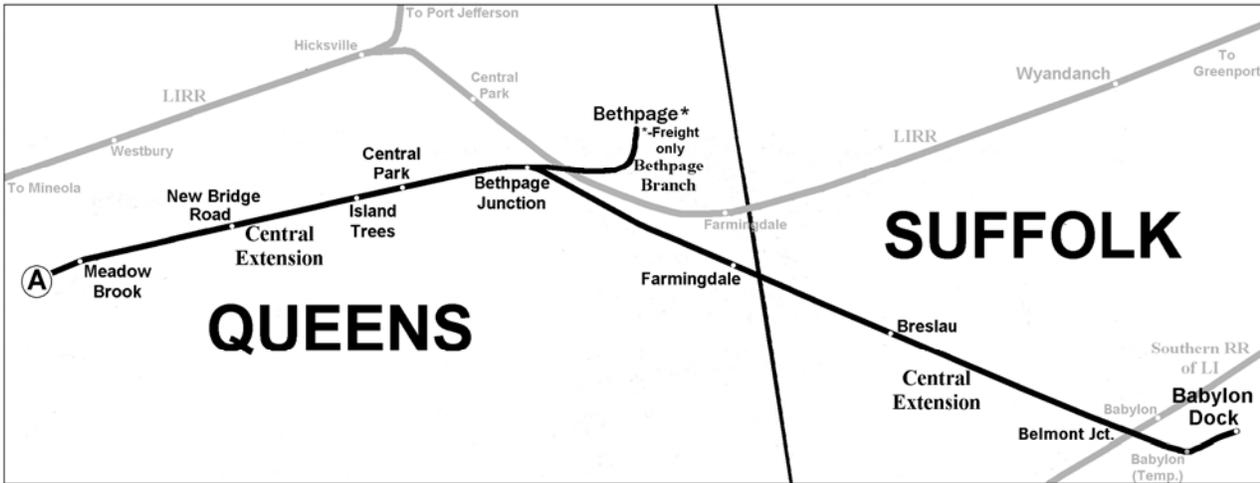
*(Continued from page 7)*

Southern patrons a sample of the superb rolling stock for which CRRLI was renowned. (Note that the Southern Railroad had a reputation for rough track and sullied equipment, among other attributes). Two final stops

were added to the line during January, 1875 at “LIRR Crossing,” off Stewart Avenue, where the Central and the original LIRR Mineola-Hempstead branch crossed at grade, and at Belmont Junction, just west of Babylon, as part of the new track connection to the Southern’s main line.



**Map 23: The Central RR of Long Island (Flushing, North Shore & Central) September 1874**



**(Western and Eastern Sections)**

*(Continued next issue)*

**ERA PLANNING TRIP TO JAPAN IN 2014**

ERA is planning a trip to Japan from May 4-24, 2014. Those attending need to leave the United States or Europe on May 3. A more detailed notice will be sent out in the fall of 2013.



## FRANK MIKLOS (1941-2013), IMMEDIATE ERA PAST PRESIDENT (1993-2011)

Frank S. Miklos, 73, a life-long Linden resident, entered into eternal rest on Saturday June 1, 2013 at the Aurora Hospital of the University of Colorado, Denver while vacationing.

Frank was born in Jersey City to the late Linden Fire Chief Frank Miklos and the late Dorothy Findlay Miklos. He was a 1957 graduate of St. Benedict's Preparatory School Newark and a graduate of St. Peter's College Jersey City with a B.A. in Business.

Frank worked in the transportation field for 40 years, retiring in 2002 after 28 years of service with NJ Transit as a Senior Service Analyst/Planner.

Frank was a co-founder, treasurer and membership secretary of the North Jersey Electric Railway Historical Society, which is in the process of restoring Public Service Trolley Car 2651. He served for 18 years as president of the Electric Railroaders' Association. He was also a member of the Light Rail Panel of the New Jersey Association of Railroad Passengers, an advocacy organization devoted to improving public transit in New Jersey. Frank was an avid international traveler and will be greatly missed by his sister, Jeanne Miklos, many cousins, and close friends.

Frank had an interest in transportation since the time he was a child watching trains on the mainline of the Pennsylvania Railroad from the front windows of his grandparents' house. He later discovered trolleys when visiting relatives who lived in East Orange and Newark. His aunt lived on Twelfth Street in Newark, just two blocks from the Roseville car house. On numerous occasions when his mother visited her sister they would go shopping on Orange Street accompanied by Frank. While they were gazing at items in the store windows Frank would be gazing at the passing parade of trolleys on the 21/Orange line. He especially enjoyed it when their window shopping would take them to stores that were across from the Roseville car house itself because that opened up the opportunity to see the lineup of passenger and work cars that were parked in the yard. The real treat took place every time they decided to shop at one of the department stores in downtown Newark. That would involve taking a 21/Orange car from the stop at Twelfth Street into the City Subway. On the way back they would get the first car to come along and on several occasions that turned out to

be a 23/Central car, which was also within walking distance of his aunt's house. He was surprised to learn one day that the 23 line had been abandoned and that Public Service wanted to get rid of all the other trolley routes as well. Even to a kid of about seven years of age this made no sense at all. For a two year period his family moved into his maternal grandmother's house in East Orange and his mother would often take him and his sister for a walk out to Orange Street and down to the Orange Street station on the Newark City Subway, where they would sit on the bench at the outbound platform and watch the procession of trolleys.

His interest in public transportation led him to pursue a career in that industry. He worked in the Planning Department of the Tri-State Transportation Commission, the Public Relations Department of the New York City Transit Authority, and the Bureau of Rail Operations of the New Jersey Department of Transportation, and he was one of the initial employees of New Jersey Transit when it came into being. He retired from NJ Transit in 2002 after having worked in several different departments within that organization. He retained his participation in transportation operations by serving on the Light Rail Panel of the NJ Association of Railroad Passengers.

He was an active member of several transportation historical organizations, including the Electric Railroaders' Association. He was also a founder and the treasurer of the North Jersey Electric Railway Historical Society, as well as a member of the North Jersey Chapter and the Jersey Central Chapter of the National Railway Historical Society and the Friends of the New Jersey Transportation Heritage Center. He belonged to several out-of-state historical organizations, including the Branford Electric Railway Association, the Boston Street Railway Association, the Electric City Trolley Museum, and the Market Street Railway in San Francisco.

Believing in the importance of preserving historical transportation vehicles, he helped to fund the acquisition and restoration of Public Service trolley 2651 and four ex-Pennsylvania Railroad MP-54 cars, along with a Lackawanna Railroad MU motor and combine trailer. He also contributed toward the acquisition of the Lisbon trolley, which was built by the Stephenson Car Company in New Jersey.



Frank Miklos at the 2004 ERA Convention in San Jose, California.  
Sandy Campbell photograph

# Commuter and Transit Notes

No. 296  
by Randy Glucksman**METROPOLITAN TRANSPORTATION AUTHORITY**

*The Daily News* reported on June 12, that confirmation of Tom Prendergast as MTA Chairman was being held up by Senate Republicans who had yet to schedule the required hearings. At issue was MTA's plan to bring Metro-North trains into New York Penn Station, and some Long Island Senators wanted assurances that Long Island Rail Road service will not be reduced. Senator Charles Fuschillo (R-Long Island) denied there was anything out of the ordinary with the confirmation process for Tom Prendergast and said a vote would be possible before the June 20 end of the legislative session. Thanks to member Jack May for this report. (*Editor's note: Mr. Prendergast was in fact confirmed as MTA's 12<sup>th</sup> Chairman on June 20.*)

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

At 6:01 PM May 17, two Metro-North trains (M-8s) collided after one train derailed east of the Fairfield Metro station. Initial reports told of 25 injuries, but that was upgraded several times to at 76 (including 7 crewmembers), 7 seriously. 250 passengers had been on board both trains. New Haven Line service was immediately suspended between New Haven and South Norwalk. Trains made local stops to Grand Central Terminal. Amtrak suspended its service between New York and Boston. According to member Ron Yee, Train #1548 (4:41 PM Grand Central Terminal/New Haven) on Track 4 derailed and was subsequently struck by Train #1581 (5:30 PM New Haven/Grand Central Terminal) which was traveling on Track 2. Due to the ongoing catenary replacement project, which began in 1991, two of the four tracks (Tracks 1 and 3) the normal westbound tracks in this section, were out of service.

On May 18, officials from the National Transportation Safety Board (NTSB) arrived on the scene, and together with Metro-North personnel, the investigation began. 2,000 feet of track and catenary was extensively damaged. At 9 PM, NTSB concluded its on-site investigation and the tracks were returned to Metro-North. Work began to remove the damaged cars. Metro-North reported that as of 8 AM May 19, 13 of the cars had been removed from the area and the remaining 3 were gone by early afternoon. It was at that time that the process of repairing the damaged track infrastructure and catenary could begin, and crews worked around the clock to get the tracks back in service. The preliminary focus was on a section of rail that was suspected of being fractured. It was sent to Washington, D.C. for analysis. Special equipment was required and arrived on May 18. Member Bill Zucker reported that 9190, 9191, and 9193, and probably also 9192 suffered some damage as well, and the report now is that the damage to the cars, at least

some of them, was extensive. For the record, the consists were:

Train #1581: 9193-2, 9259-8, 9145-4, 9191-0

Train #1548: 9308-9, 9246-7, 9310-1, 9174-5

Over the weekend (May 18 & 19), trains ran hourly between South Norwalk and Grand Central Terminal. There were two trains per hour between Stamford and Grand Central Terminal and on the New Canaan and Danbury Branches, and hourly service between South Norwalk and Grand Central Terminal. There was also limited train service from Westport. Although there was bus service between Waterbury and Bridgeport, it was without train connections. Service advisories told that New Haven Line Yankee game day service would operate between Stamford and Yankees-E. 153<sup>rd</sup> Street; however, my son Marc photographed a train of M-8s at this station with South Norwalk signs. New Haven Line tickets were cross-honored on the Harlem Line and Metro-North honored Amtrak tickets. For most of May 19, buses replaced trains on the New Canaan Branch due to a disabled train in the vicinity of Glenbrook and were reported as operating late due to traffic congestion in the area.

The service plan for Monday and Tuesday, May 20 and 21, offered shuttle trains between New Haven and Bridgeport. Regular service operated between Stamford and Grand Central Terminal, with limited service between South Norwalk and Grand Central Terminal. 120 buses were procured to operate as shuttles in various routings serving stations between Bridgeport and Stamford — one express, one a local. Marc photographed buses from these transit agencies: Greater Bridgeport Transit District, CT Transit, MTA Bus, NYCT Bus, and Norwalk Transit District. The New York buses were MCIs drawn from the reserve fleet and various MTA Bus depots plus Nova and Flyer "Xcelsior" articulateds. The buses displayed a variety of signs such as: METRO NORTH, MNR SERVICE, METRO NORTH SHUTTLE, NYCT BUS, and SUBWAY SHUTTLE. DATTCO, Leprechaun Lines, and Peter Pan were some of the private carriers that also provided buses. Service was geared to attracting passengers to South Norwalk and Stamford because of easy highway and parking availability. No service was available at Green's Farms and Southport. Connecticut Governor Dannel Malloy urged commuters to seek alternate means of travelling and not to drive on the Connecticut Turnpike (I-95). A report for Monday showed about 750 riders used the shuttle bus service, which is about 20% of the 4,000 who typically ride from stations between New Haven and Stratford. Harlem Line ridership was up 6%.

(Continued on page 11)

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

On May 20, it was announced that normal service would resume the following morning. However, a surprise announcement during the afternoon of May 21 reported that limited (about half of the usual) service to New Haven using one track would begin with the 3:07 PM train (#1538) from Grand Central Terminal. The first westbound train was #1577 (4:23 PM New Haven). Service was regular between Grand Central Terminal and South Norwalk. This operation required a temporary reduced speed of 30 miles per hour, standard for all new track installations. Until the repairs were completed on the second track, trains had to single-track for seven miles in the area around Bridgeport.

In its press release, Metro-North reported: "The track has been rebuilt from the ground up to current Federal Railroad Administration standards using all new materials. After the track was rebuilt, it underwent rigorous testing. The track was subjected to a stabilizer machine, which simulates heavy rail traffic using vibrations. This machine compacts the stone ballast and stabilizes the new track. All signal testing was conducted by Metro-North forces and observed by the FRA and the National Transportation Safety Board. Metro-North is actively supporting the NTSB, which is conducting a thorough investigation of the derailment and subsequent collision Friday night in Bridgeport. The new track also was subjected to ultrasonic testing designed to detect internal defects in the running rail with no exceptions. In addition, the track geometry car was utilized over the new track to verify that the track is in the proper vertical and horizontal alignment."

Amtrak restored service with a pair of *Acelas*: Train #2171, which departed from Boston at 3:15 PM, and Train #2166, which departed from New York at 4 PM.

The June 5 edition of *The Stamford Advocate* published the preliminary NTSB report, which stated that "The last track inspection prior to the derailment was performed on May 15, 2013 by hi-rail. The inspection found an insulated rail joint with inadequate supporting ballast and indications of vertical movement of the track system under load at catenary No. 734 near MP 53.3. Preliminary indications are that the point of derailment (POD) occurred at MP 53.3." Some email comments suggested that a slow speed order should have been put in place.

A soccer match between the Europa League champion Chelsea FC and Premier League Manchester City FC was held on May 25 at 5:30 PM at Yankee Stadium. Similar schedules to what is operated for other events at Yankee Stadium were available on the Internet as PDFs.

Due to a truck accident that damaged the catenary, buses replaced train service on the New Canaan Branch on May 28. Subsequent advisories told of

"extremely limited" bus service. Normal service resumed with the 6:52 PM train (#1770) from Stamford.

The Harlem Line received a new timetable on June 3, which will be in effect through November 2, matching the end date of the Hudson Line. A replacement New Haven Line timetable to be in effect beginning July 1 was not available at publication time.

On June 12, Metro-North announced it would accelerate track work in the Bronx, including drainage improvements, tie replacements, fencing repairs, and general cleanup of the wayside for nine weeks from July 1 through Labor Day. One track at a time would be removed from service, and due to the reduced availability, service adjustments would be required. One AM peak Harlem Line and one AM peak New Haven Line train are cancelled and two AM peak New Haven Line trains have been combined. Eight other trains have been re-timed. No PM trains were canceled; however, ten trains were re-timed. Work begins on Track 4, the inbound local track. Bridge plates will be used when trains are operating on the "express" tracks (1 and 2).

Because the area between Woodlawn and Melrose is in a cut (below street level), when it rains, water from the surrounding streets pours onto the tracks with nowhere else to go. For some time, this has caused numerous problems for riders in the form of train delays and trains bypassing stations. This problem will be addressed as work also begins on a two-year, approximately \$11 million drainage project that will be performed concurrently with the track improvements. The work will include installation of underground drains that will connect to New York City sewer lines that cross below the tracks at 12 different locations.

*Railway Age* reported that both houses of the Connecticut Legislature unanimously passed a bill calling for the electrification of the 23.3-mile Danbury and 26.9-mile Waterbury Branches by the year 2023. No funding was attached to this bill. Connecticut has already evaluated the prospects for electrification in a "Waterbury and New Canaan Needs and Feasibility Study," last updated May 7, 2013, and concluded that electrification yielded only minimal travel time savings on the Waterbury Branch. The Danbury Branch had electric service until February 1, 1961 (August, 2000 *Bulletin*). The wire was removed in 1964. Thanks to New Haven Railroad Historic and Technical Association for supplying these two dates.

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

New schedules were issued on July 2, to replace the March 24 edition. Getaway service operates on the Pascack Valley and Port Jervis Lines on July 3 and August 30. There were a number of train re-timings, especially on weekends due to the platform extension project at Secaucus Junction. (April *Bulletin*). This work will remove one platform from service on weekends, forcing all service to operate on the other platform (2 tracks).

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**Commuter and Transit Notes***(Continued from page 11)***CONNECTICUT DEPARTMENT OF TRANSPORTATION**

Following the derailment (please see above), Shore Line East service operated to New Haven until the restoration of full service.

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-June Bill Zucker had observed 9100-9227, 9230-67, 9270-9, 9284-95, 9298-9305, and 9318-21 for 200 cars. An April 22 press release reported 222 cars were on the property (June *Bulletin*).

Shore Line East issued a new timetable effective June 1. Weekday service was increased with a pair of westbound trains, #1659 and #1667, which depart from New London at 10:55 AM and 12:15 PM. Eastbound, Train #1610 (9:12 AM New Haven) was extended from Branford to Old Saybrook and a new train, #1616, departs from New Haven at 11:02 AM and runs to New London. There are also some pre-holiday and Friday-only trains. On weekends, seven trains (six existing and one new) begin their runs in New London. Eastbound, seven trains (five existing and two new) now run to New London. Summarizing, there are 19 weekend and holiday trains, 14 to and from New London and 5 to and from Old Saybrook, and 30 regular weekday trains.

**MTA LONG ISLAND RAIL ROAD**

*Hamptons Reserve Service* for the inaugural run of *The Cannonball* on May 24 was sold out. LIRR Customer Service Vice President Joe Calderone said of the train: "The response has been overwhelming and the railroad has already turned away more than 500 customers looking for the sold-out *Hamptons Reserve Service*. The service is about 70% sold out for the entire summer season." Internet photos showed DM30AC 513 leading and 506 trailing. The 2013 edition of the *Hamptons/Montauk Cannonball Service* brochure was available in late May and is in effect from May 24 to September 2.

For the 145<sup>th</sup> running of the Belmont Stakes, which took place on June 8, the usual special brochure was issued. Service was the same as in previous years.

A special timetable was issued for the Port Jefferson Branch: June 1-2, 15-16, and 22-23 (weekends) – Tie Installation & Crossing Renewal – Bus service between Huntington and Port Jefferson.

Two work trains collided after one rear-ended the other at Westbury on June 4. The incident occurred just after 11 AM and caused five employees to be injured. Service was suspended between Mineola and Hicksville, affecting the Port Jefferson and Ronkonkoma Branches. The railroad announced that diesel train service would operate between Babylon and Hicksville (via the Central Branch). There were also a report of buses being called to serve the stations between Mineola and

Hicksville. At 12:40 PM, limited service was restored using one track, but delays soon accumulated to the point where there were 60-90-minute delays and cancellations, which continued into part of the evening commute home. An advisory that was sent at 5:41 PM reported service running on or close to schedule systemwide.

In order to increase service on the Port Washington Branch, a pair of tracks to store two trains needs to be added in Port Washington Yard. When East Side Access opens, the railroad expects that 45% of Port Washington Branch riders will opt to ride to Grand Central Terminal. Between June 10 and June 18, an information office came to Port Washington, Plandome, and Manhasset to provide details on these options.

- Option A: Extension of Yard Tracks 1 and 8: This option would be possible if LIRR could purchase — at fair market value — a 7,900-square foot parcel of land now part of the East Parking Lot and currently owned by the Town of North Hempstead. The town's lot, with restriping, would not lose any parking spots. There would be a net loss of approximately 40 parking spaces on LIRR's lot on the Haven Avenue side of the station
- Option B: Extension of Track 1 and Creation of Track 0: Under this option, LIRR would confine the new track to its own property, but would have to reclaim its own land it currently leases to the Town for commuter parking along Haven Avenue at a loss of approximately 140 parking spaces

The route of *The Cannonball* as described in last month's *Bulletin* prompted this comment from member Charlie Treuholt: "I lived in Bay Shore from 1940 till 1950 and my father commuted daily to Penn Station. Most of his trains changed power from steam to electric at Jamaica (four minutes allowed for the change!) — though I'm certain that *The Cannonball* bypassed our town. Three classes of steam served our line: K-4 Pacifics cited in your story with Pennsy markings on the Montauk runs, 10-wheelers (G-5s?) with LIRR markings on the Speonk runs and Atlantic 4-4-2s with Pennsy markings on the Babylon-Patchogue shuttles."

On June 17, shortly after Train #768's 5:51 PM departure from Track 14 in New York Penn Station en route to Hempstead, the 10-car train of M-7s derailed on Line 1, one of four the East River tunnels. Service was initially suspended, but resumed soon after with eastbound hourly trains on the Babylon, Port Jefferson, Port Washington, and Ronkonkoma Branches. Passengers for all other branches were advised to take ② or ③ to Atlantic Terminal. Westbound service was suspended into Penn Station. Member Larry Kiss told me that he heard news reports that the first of the 800 passengers to be evacuated were those who were in the rear four cars. They descended to the tracks and, led by emergency service personnel, walked to Penn Station. Passengers in the

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

first six cars, including the two derailed middle cars, had to wait two hours until a NJ Transit rescue train of Arrow III's was able to remove them. They returned to Penn Station after the train was turned in Sunnyside Yard. Once the passengers were off the disabled train, the train was split, with the four east cars being sent to Jamaica and the four west cars returned to Penn Station. The two cars that had derailed were removed at 4:30 AM June 18.

The service plan for the morning of June 18 canceled or diverted 35 of the 144 AM westbound peak trains. Two eastbound trains were canceled. For the evening rush, 21 of the 130 peak trains were canceled. Following the March 18 derailment west of Forest Hills (May **Bulletin**), only 11 AM and 7 PM trains were canceled. LIRR spokesman Joe Calderone reported that about 500 feet of track was damaged, plus eight switches. Employees worked round the clock to make repairs. The incident remained under investigation and normal service returned on Wednesday morning, June 19. NJ Transit and Amtrak also experienced delays to their services. Member Richie Schulman told me that he did not receive any alerts during this period. I am not signed up to receive them, but the Embark LIRR app also did not have any reported service delays. The June 19 edition of **The New York Times** reported that there were ripple effects of this incident throughout the Northeast.

**NJ TRANSIT**

The Board of Directors voted not to increase fares for FY2014, which began July 1. Fares have remained unchanged since May 1, 2010, when rail fares were increased 25%.

Getaway train #8301 (3:47 PM Newark/Bay Head) was not included in the March 24 timetable operated on May 24 on the North Jersey Coast Line. On Memorial Day weekend, hourly service operated between Long Branch and Bay Head from 7 AM to 10 PM.

New timetables went into effect on June 2 on all lines except for Atlantic City. Several covers advertise "Temporary Schedules for Track Project" (Northeast Corridor), "Weekend Summer Shore Express Service" (North Jersey Coast), and "MyTix Mobile Ticketing App" (Pascack Valley Line). Getaway service operates July 4 and August 30 on the Morristown, Northeast Corridor, North Jersey Coast, Pascack Valley, and Raritan Valley Lines. Six trains that had been canceled due to Superstorm Sandy were restored. Please see table below for the details.

Amtrak is continuing concrete tie replacement, this year on Track 4 (westbound local track) between Metuchen and Trenton. Trains will be subject to speed restrictions in this area. The work is planned to continue through October. With Track 4 out of service, trains will not be able to reach the platforms at New Brunswick,

Edison, or Metuchen. At these stations, Amtrak installed special platform bridges, enabling riders to board/alight trains on the adjacent "express" track at the same height as the regular platform. Additionally, only the end doors of cars will be used at these stations.

Passengers destined to the Jersey Shore on weekends and holidays this summer have two new express trains from New York Penn Station, which depart at 8:01 and 10:01 AM, and cut up to 16 minutes off the normal trip. Connections are available at Long Branch for service to Bay Head. Similarly, two new evening express trains leave from Long Branch at 4:57 and 6:57 PM, also cutting up to 17 minutes from the normal trip. The usual hourly shuttle service operates between Long Branch and Bay Head for most of the morning into the late evening. As emails on this subject circulated, there were the inevitable comments wondering why ALP45/DP (dual-powered engines) were not assigned to these weekend runs so that passengers would not have to switch to shuttle trains at Long Branch. Contrast this to the Long Island Rail Road initiating *The Cannonball* from New York Penn on May 24, which avoids having its passengers riding to Hunterspoint Avenue (June **Bulletin**).

On the Pascack Valley Line, the grade crossing at Westwood will be replaced. The work will be done during middays and on weekends and requires bus replacement service. Specific details were promised 2-3 weeks prior to the start of work. There were also some train re-timings due to the Secaucus Junction platform extension (please see above).

This is a continuation of the subject mentioned above. Members of the Raritan Valley Coalition are once again asking NJ Transit to assign ALP-45-DP locomotives to some of the trains on the Raritan Valley Line so that its riders too could benefit from a one-seat ride and avoid the necessity of changing trains in Newark. As a bonus, the Raritan Valley Coalition believes that those riders could save 15 minutes on each trip. Thanks to member Al Holtz for sending this report from **The Star-Ledger**.

Between late May and June 17, trains operating between New York Penn Station and Newark were subject to delays to accommodate river dredging below the Portal Bridge. This is being done for increased marine traffic.

Due to the remains of Tropical Storm Andrea arriving in the metropolitan area on June 14, NJ Transit offered system-wide cross-honoring between noon and midnight. This was also done for several other days due to predicted severe weather.

Rail service to MetLife Stadium operated on June 2 for the "Hot 97 Summer Jam." As has been the case recently, not all trains operate from Hoboken via Secaucus Junction to the Meadowlands. The first four westbound trains ran from Hoboken from 3:03 to 3:33 PM. After that, the shuttles began at Secaucus Junction.

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**Commuter and Transit Notes**

*(Continued from page 13)*

Eastbound service operated between 3:48 PM and 12:40 AM, with only the final four trips continuing to Hoboken.

On June 10, member Bob Vogel got a tip that one of the P-40-DC locomotives was in service on the Atlantic City Line and photographed 4801. In response to my question about the use of these locomotives, Bob replied that he caught 4802 in April. "These are the only ones I've seen since October, 2012." 4801 was also seen in service on June 13.

The status of NJ Transit's post-Sandy rail fleet, which had not been updated since the initial March 24 report, was revised on June 12. Six trains were added, as can be seen in the table below, to bring the number of daily trains to 685 out of the scheduled 700 (98%). Only the lines not at 100% of service are shown.

LINE	PRE-SANDY	JUNE 12	CHANGE	PERCENT
Main/Bergen	92	89	+1	97%
North Jersey Coast	114	113	+3	99%
Montclair-Boonton	65	61	+2	94%
Morris & Essex + Gladstone	147	140	n/c	95%

Statistics for the rail fleet show that 45 vehicles have been returned to service, plus 12 new multi-levels were accepted, for a total of 57, so percentage of available cars has risen from 85% to 88%. In the table below, the March 24 numbers are italicized.

TYPE	TOTAL FLEET	VEHICLES DAMAGED	RE-TURNED TO SERVICE	AWAITING REPAIR	AVAILABLE FOR SERVICE	CURRENT PERCENTAGE AVAILABLE
Rail Cars	1129 <i>1147</i>	272	97 145	175 127	954 1020	84% 89%
Locomotives	207	70	45 46	25 45	182 183	88%
Total Fleet	1354	342	142 191	200 151	1136 1203	85% 89%

Having learned its lesson about storing railcars and engines in Hoboken and Kearny, if a similar rain situation develops in the future, NJ Transit has negotiated a deal with Conrail to use its rail yards near the closed General Motors plant in Linden (2005) and upgraded its rail yard in Garwood. Linden can accommodate about 250 cars/locomotives, and Garwood, 200. Thanks to Al Holtz for sending this article from *The Star-Ledger*.

At the June 12 Board meeting, the Directors approved a 20-year, public-private partnership with Cablevision to offer free Wi-Fi on board trains and in stations. The Wi-Fi access will be provided via a dedicated trackside Wi-Fi network — the first of its kind in the nation — at no cost to the agency. Customer forums and surveys have

found this to be one the most-requested amenities. The initial phase will focus on outfitting major stations like Newark Penn Station and Hoboken Terminal, which together serve more than 100,000 customers on a typical weekday, as well as Secaucus Junction, by the end of this year. Subsequent phases will include equipping additional train stations and ultimately rail cars by line. The project is expected to be substantially complete by the end of 2016.

Despite all of the hearings and testimony against moving the Princeton station, a new station, which will shorten the line by about 400 feet, will be built to replace the present station. NJ Transit sent an alert that over the weekends of June 15-16 and 22-23, buses replaced rail service for this purpose. Riders were informed that the buses would depart from Princeton 30 minutes earlier than the train schedules.

**NJ.com** reported that since release of the MyTix App (June *Bulletin*), it had been downloaded 11,511 times. However, only 6,213 had registered. I am one of those who downloaded the app, but did not register. I only did it so that I could report about the app.

We have all heard the saying, "If you drink, don't drive." Well, NJ Transit has a variation, "If you drink, you are not allowed to ride North Jersey Coast Line trains before and after events at the PNC Arts Center." NJ Transit Police are using additional patrols and screening areas to enforce the policy. PNC Arts Center is accessed from the Aberdeen/Matawan station via shuttle bus. Violators of the policy are subject to removal, arrest, and fines of up to \$1,000.

As has been previously reported, Super Bowl XLVIII will take place on February 2, 2014 at MetLife Stadium. Since being installed several years ago, the variable message sign in the rotunda of Secaucus Junction has displayed various messages. On May 20 and 21, the sign informed those who looked at it, that there were 258 and 257 days, respectively, remaining until "Super Bowl 48." On May 31, in the center of NJ Transit's homepage appeared a message announcing "The Big Game." Clicking the link brings you to a countdown clock reporting the days, hours and minutes until the start of Super Bowl XLVIII.

**PORT AUTHORITY OF NEW YORK & NEW JERSEY**

At its May 29 Board meeting, the Commissioners authorized the expenditure of \$59 million for enhanced storm mitigation and recovery measures to protect its facilities. \$21 million will go to PATH for the installation of pumps, watertight doors, flood barriers, and other crucial equipment to protect the system from future flooding and enable a rapid recovery of service should it be affected.

**AMTRAK**

President Joseph Boardman, who has served in this position since November 26, 2008, received another two-year contract that now expires in November, 2015.

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

The Gateway Project received \$185 million in federal aid to construct an 800-foot concrete tunnel to be located between 10<sup>th</sup> and 11<sup>th</sup> Avenues in Manhattan that would be used to connect Secaucus Junction and the south side of an expanded Penn Station. Work is scheduled to begin next month. *The Star-Ledger* also reported that when completed, the Gateway Tunnel would allow 13 more NJ Transit trains during peak hours — for a total of 33 — and eight additional Amtrak trains. The funding was included as part of Sandy relief due to the need to construct flood-resistant tunnels.

**MUSEUMS**

Some trolleys that formerly operated in the United Kingdom have been transported to the United States. However, trolleys and subway cars making the reverse trip “across the pond” for preservation purposes have been fewer. Member Andrew Grahl and his fiancée, who made a 16-day tour of the United Kingdom, found three examples. At the Buckinghamshire Railway Museum he found IND R-6-3 1144 sitting truck-less, because of its new use is as a cafeteria for the museum. At the Crich Railway Museum, they saw ex-Third Avenue Railway Company 674, which, according to the photos that Andrew sent, looked to be in remarkably good condition. Andrew had written to the management to inquire if it would be operating on the day of their visit. Unfortunately, the response was: “It has been quite a few years since the vehicle has operated, and the main reason for it not being part of the operating fleet is that there are some concerns regarding the structural integrity of the under frame. Currently this particular vehicle is not part of the Museum’s continuing restoration programme, but adds a valuable element to the National collection here at the Museum.” Last but not least, in Derby, he came across ex-SF Muni LRV 1226, which was one of two acquired in 2002 for possible use in the United Kingdom. One was shipped to Manchester and the other to Darby for evaluation (July and October, 2002 *Bulletins*, but the cars were determined unsuitable. The car in Manchester was scrapped a few years ago; this one is still around sitting abandoned in the lot of Stored Energy Technology in Derby.

**MISCELLANEOUS**

U.S. Senator Frank R. Lautenberg (D-NJ) passed away on June 3 at the age of 89. He was the oldest person and the last WW II veteran serving in the Senate. The Senator was responsible for some significant legislation that became law, including banning smoking on airplanes and raising the national drinking age to 21, which has saved lives by removing the incentive for teens to drive to border states where the age was lower. He was also a strong supporter of Amtrak and public transit; in fact, when it opened in 2003, Secaucus Junction was named in his honor. I attended that ceremony

and had a chat with the Senator. Following his funeral, which was held at the Park Avenue Synagogue in Manhattan, his body was moved to the Frank R. Lautenberg Station (Secaucus Junction) and transferred to a special Amtrak train for the journey to Washington, D.C. Bob Vogel photographed the train (AEM-7 928, baggage car (with casket), café, coach, business car Beech Grove (10001)) as it passed Penn Park. On June 6, Senators escorted the casket, which was placed atop the catafalque originally used for President Lincoln, into the Senate chamber, where it was in repose. Burial at Arlington Cemetery came the following day.

Radio Station WQXR-FM, on its home page (June 3), reported that later in the month, Paris would become the latest in a string of international cities to begin piping in classical music to some of its stations. This is being done in an effort to chase away vagrants and youthful toughs who loaf about and ostensibly make life unpleasant for rail travelers. The music includes Mozart, Beethoven, or Chopin and will be played at stations that are located in the north and western suburbs of Sartrouville, Mureaux, and St. Cloud. Accompanying the text was a photo of SNCF DMU 73796.

**INDUSTRY**

*Mass Transit Magazine* reported that Anthony Foxx coasted through a Senate hearing to become U.S. Secretary of Transportation, on May 22. It was anticipated that he would easily win Senate confirmation, but that had not occurred at publication time.

**SUPERSTORM SANDY FOLLOW-UP**

There were no changes since the last report. This section will go on a hiatus until there are new developments.

STILL OUT:

*MTA NEW YORK CITY TRANSIT (SUBWAY)*

① 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*

*The Boston Globe* reported that following the state’s commitment to return rapid transit to sections of Boston’s less prosperous communities, since 2005, MBTA has spent \$200 million on improvements to the 9.2-mile Fairmount Line, including adding a station at Talbot Avenue that opened with little public notice last year (November 12, 2012 – December, 2012 *Bulletin*) and a proposed Blue Hill Avenue stop that is facing stiff resistance from residents. The Four Corners/Geneva station in Dorchester and the Newmarket stop near South Bay will soon open. Deficient bridges were repaired and upgrades were made to the Morton Street

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## Commuter and Transit Notes

(Continued from page 15)

and Uphams Corner stations. Despite all of the expenditures and work, the daily ridership of 1,250 is the lowest of all its commuter lines.

A test run of *The CapeFlyer* was made on May 18 between South Station and Hyannis using the following consist: 010 (MPI MP-36-PH-3C)-224-249-760-758-904-1722-1061 (F-40-PH-2C). 224 is a café car, which was recently outfitted for this purpose.

**The New York Times** reported that on May 24, the first run of the season, the *CapeFlyer* required 10 minutes more than its advertised 2 hours 48 minutes. State transportation officials are working to remove the kinks so that once signal improvements have been completed the trip time will be reduced. "Some on board the train were monitoring the highway traffic and it was bumper to bumper for four miles at the Bourne Bridge and at a standstill for two miles at the Sagamore Bridge. And all the while, *The CapeFlyer* — on its inaugural run from Boston to Cape Cod — rolled on through the dusk, carrying relaxed and stress-free passengers." A round-trip between Boston and Hyannis costs \$35, and one-way tickets sell for \$20.

From **The Boston Globe** (May 29): Despite the rain and 45-degree weather on Memorial Day Weekend, the inaugural run of *The CapeFlyer* ridership was 770. Transit officials have said that 310 riders would be sufficient to keep the service. MassDOT's Deputy Rail Administrator, Jody Ray, mused to **the New York Times** that he'd like to install real-time car traffic monitors on the train "so that rail passengers can better appreciate their decision to choose the rails over the roads. And judging from the tweets from over the weekend, passengers appeared pleased with the service — and perhaps most of all, with the bar car."

Another **Globe** article reported other "first trains" to Cape Cod:

"June 30, 1961, the departure of Boston's first Hyannis-bound train in years was met with glee by the 176 passengers on its maiden voyage, with one Train Operator declaring, 'It's good to be back on this run.'"

"On the last Friday of June, 1984, Governor Michael S. Dukakis smashed a bottle of champagne on another train, the first to depart Boston bound for Cape Cod in nearly two decades, and declared it 'the Spirit of Massachusetts.'"

The second Rotem test train ran on the north side during the week of May 20 with this consist: 1135-803-804-1801-1802. Over the weekend it was moved to the South Side for additional testing. Word is that once these four cars are accepted, they will be in service on the South Side. There is still some question as to whether they can run on the Northeast Corridor (Amtrak-dispatched) pending resolution of some ACSES-related issues. But even so, they could run on the Old Colony

and Worcester Lines (Providence, Stoughton, Franklin, Needham all use the Northeast Corridor at some point). As of June 5, there were three Rotem test trains running:

- North side - 1800, 800, 801 (accepted) (last I saw, this set also had 2 single-levels)
- South side - 1802, 804 (no information on the rest of the consist)
- Old Colony - 1801, 803 (no information on the rest of the consist)
- Lowell Line – June 11: S-1806-1805-1814-807-1033-N

Cars on the property undergoing testing: 802, 805, 806, 1803, 1804, 1805, and 1806. 807 and 1814 (yes – out of sequence) arrived from Philadelphia on June 5.

A contract was awarded to build a new Wachusett station in Fitchburg and a layover facility in Westminster. The project is being funded under the American Recovery and Reinvestment Act and includes \$10.7 million for the station and \$12.1 million to build the layover facility. Both are expected to be substantially complete by the end of next year.

Ten months after MBTA raised fares 23%, ridership is 1.9% lower when compared to the previous year. While this is not good news, transit officials were predicting a 5.5% decrease. Revenue is in fact up 20%. Thanks to member Todd Glickman for these reports.

Member George Chiasson wrote: "On May 15, the Rotem cars were tacked onto the rear of a standard North Side (NS) consist. The irony is it was powered by "Screamer" 1015, one of the 1980-group of F-40s that are slated for retirement in 2014. Seen going through Tower A area and Sullivan Square station from the Orange Line as such: (Standard NS Train)-801-800-1800. Lights on within and the yellow LED signs indicated 'READING.' No passengers noted on board. I was advised that the 800/1800 series will probably be required to operate in separate consists, as they have a "self service" (aka On Demand) door system which is not compatible with either the present manual or 'automatic' door systems in use. Presumably this feature would only be used where high platforms are present. For some years now, MBTA Commuter Rail passengers have been prohibited from either opening and closing doors or opening and closing traps. An on-board crew person MUST perform these duties. For ADA purposes, they also have the same style of 'split' vestibule doors as the 200-series (ex-Pullman) coaches, pretty much the same as those on NYCT's New Technology subway trains (R-142, R-142A, R-160).

"When these cars enter revenue service for real, as opposed to testing, the 800s and 1800s will indeed be run in separate consists, supplemented by 700- and 1700-series Kawasaki-built bi-levels that are being overhauled by Alstom in Hornell, New York. These rebuilds will receive the same door operation and access

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## Commuter and Transit Notes

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systems as the Rotems. This rebuilding effort is now only in its earliest stages. So when all is said and done the 200-, 300-, 600-, 900-, and 1600-series cars will run in one group with manual (and automatic?) doors, along with any 700s that are not (yet) overhauled by Alstom. The overhauled 700/1700s and new 800/1800s will have the On Demand door system and ADA-compliant interior access doors. Another reason the attempt is being made to keep the Rotems and overhauled Kawasakis separate (when they arrive) is the electronic destination sign and announcement system (known as PTIS). It is uncertain if these will be able to electrically 'pass through' cars not so equipped without causing problems. As an example, the station announcement system relies on wayside sensors to activate, but if two sets of readers in a train they would be set off twice, then be out of sync."

MBTA's new \$10 million disaster-training center was opened on June 12. Located in the 1917-built Broadway Trolley Tunnel, which at one time was used by the Dorchester and Bay View Lines (June, 2012 *Bulletin*). This facility is about the length of three football fields and includes a Silver Line bus, a Green Line LRV, and a Blue Line car, all of them immobile, along with high-tech special effects devices that will allow training staff to mimic the circumstances of a tunnel fire, shooting rampage, medical emergency, or terrorist attack. MBTA staff will not be the only ones to use the center: Police, fire, and emergency medical response units from around the region will also use the space to train for a disaster in a subway tunnel.

Charlie Treuhold pointed out that in the June *Bulletin*, the new Worcester express trains operate to South, not North Station.

### LINDENWOLD, NEW JERSEY

On April 22, PATCO placed the elevator at the Ferry Avenue station in Camden into service. This project had been delayed for reasons that were detailed in the April *Bulletin*.

### PHILADELPHIA, PENNSYLVANIA

SEPTA fares went up July 1 (June *Bulletin*) after being approved by the Board on May 23. Cash fares on trolley, subway, and bus lines went from \$2 to \$2.25, while tokens now cost \$1.80, up from \$1.55. Regional Fare Zones were reduced from seven to six. The electronic fare payment system to be known as new payment technology (NPT), which will be used in the form of smart cards, is expected to be rolled out later this year. Thanks to member Bill Vigrass for sending this report from *The Philadelphia Inquirer*.

From *The Philadelphia Inquirer*: On May 16, SEPTA opened a completely rebuilt Primos station (Media/Elwyn Line). The \$8.3 million project included a new building, high-level platforms, handicapped ramps,

passenger shelters, new lighting, and bicycle racks.

There is additional information about the U.S. Open (Golf) Tournament, at the Merion Golf Club, June 10-16 (June *Bulletin*). *The Philadelphia Inquirer* reported that SEPTA went all out to accommodate the expected crowds (38,000 spectators and staff) at the event. Platforms at the Ardmore stop on the Norristown High-Speed line, adjacent to the course, have been lengthened to accommodate two, 2-car trains simultaneously, and the USGA is chipping in \$100,000 for a bridge across the tracks. The Rosemont station on the Paoli-Thorndale Line received a \$350,000 renovation, and a fleet of 39 buses shuttled passengers from there to the course. Extra cars were added to both lines, and Regional Rail ran two trains per hour between 7 AM and 7 PM on the weekends. The High-Speed Line operated on 10-minute headways from 4:30 AM-11 AM and from 2-7:30 PM weekdays and from early morning until late evening on the weekend.

*The New York Times* (June 2) wrote that this event would test the limits at Merion, due to its limited size. About 150 yards from the sixth green is St. George's Episcopal Church, where every 30 minutes there is a "harmonic, if striking, clangor, that interrupts the usual hush enveloping a putting green. No one has asked them to turn off their bells." The reason for the previous sentence is to also let you know that the Norristown High-Speed Line operates on the edge of the property and at the 18<sup>th</sup> tee, golfers will have to tell their caddies to watch the train schedules to time their shots when trains sound their horns as required by Federal law. Besides the aforementioned, there are also dozens of homes surrounding the property. History is on Merion's side, as it has hosted more national championships than any other American site, starting in 1904, however, the last time this venue was used was 32 years ago.

Member Lee Winson wrote that he went to Merion to check it out, but the expressways were jammed and there was heavy traffic on the local roads, so he could not get many pictures.

SEPTA has for some time been using Engineers and Conductors on overtime instead of hiring additional staff. It has been less expensive to pay overtime than extra benefits. (Top earnings for Engineers have exceeded \$120,000 per year under this program.) This system is now breaking down, partly due to new Federal hours of service rules (maximum of 12 consecutive hours or 6 days in one week), and partly because staff has rebelled at the continuous lengthy hours. On May 18, eight Regional Rail trains were annulled due to the unavailability of Engineers. Some relief may be provided soon as 5 Conductors were scheduled for promotion to Engineers, and there are 16 trainees in their yearlong training program. Thanks to member Dave Safford for these two reports.

SEPTA is applying for "TIGER" (Transportation Invest-

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## Commuter and Transit Notes

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ment Generating Economic Recovery) funds that would separate freight and passenger trains from shared trackage along the West Trenton Line. The money would be used to restore 3¾ miles of track adjacent to the CSX-owned tracks that SEPTA and CSX currently share. These tracks exist on the four-track right-of-way. This would alleviate congestion, allow SEPTA to fully implement the federally mandated Positive Train Control system, and allow SEPTA and CSX to dispatch their own trains through that corridor. It would also make it easier for SEPTA to make the Yardley and West Trenton stations ADA accessible by installing high platforms (not possible now without gauntlet tracks). Thanks to Lee Winson for these two reports from *The Philadelphia Inquirer*.

We knew that there would be a shutdown of the Bridgeport Viaduct (January *Bulletin*) that spans the Schuylkill River between Bridgeport and Norristown, and that will take place on July 8. The beams that are part of the bridge have been in place since 1980 and are now due for replacement. During the planned four-month shutdown, a shuttle bus will operate between a temporary station on Merion Street in Bridgeport and the Norristown Transportation Center. During peak hours, there may be two buses running to accommodate the amount of traffic. A SEPTA Supervisor will be on site at all times. On weekends, the Merion Street station will be closed and the shuttle bus will run from Gulph Mills to Norristown creating a bus stop at 8<sup>th</sup> and DeKalb Streets.

Member Bob Wright reported that Silverliner V 738, the final single unit, was in service as part of his home-bound train on May 22. The final married pair, 881-2, was on display at 30<sup>th</sup> Street Station on May 11, but he had not yet observed those cars in service.

### WASHINGTON, D.C. AREA

There was a fire on May 14 at Silver Spring on the Red Line. Metal pipe covering cables fell and caused a short. One of the 1000-series cars was involved. Since the June 22, 2009 collision, which resulted in the deaths of six (August, 2009 *Bulletin*), the 1000s (including the 1100- and 1200-series) have been relegated to mid-train operation and are no longer control motors (cabs remain, though, for yard work). Metro said it was an isolated incident, but it is inspecting the remaining 230 cars, which will be phased out when the 7000s arrive next year, I believe. The fire not only caused disruption on the Red line for several hours, but shut the MARC Brunswick line down, causing the last couple of trains to be delayed almost an hour.

On May 29, WMATA exercised an option that it had with Kawasaki for 100 7000-series cars valued at \$184 million. When the contract was awarded in 2010 (September, 2010 *Bulletin*), the initial order was for 428

cars and options for 320 cars. The cars will replace the remaining 1000-series cars and also provide additional fleet capacity for the Silver Line. Phase I with 11 stations is expected to open in January 2014 between East Falls Church to Wiehle Avenue. Thanks to *Railway Age* for this news.

Maryland's Governor, Martin O'Malley, signed a gas tax bill on May 16 that will provide additional funding for transportation NS will enable an expansion of MARC Penn Line service, including up to 8 round trips on weekends. Though most trips will be Baltimore-D.C., some may start at Martins Airport, north of Baltimore, possibly later this year. No Perryville service is seen. Also announced are two more round-trips for Camden weekdays but no details yet. At present, MARC does not operate weekend service. Thanks to member Steve Erlitz for these 2 reports.

The 19<sup>th</sup> annual Manassas Rail Festival took place on Saturday, June 1. There were activities for all, or, as its email advised: "from the train novice to the seasoned buff, we have elaborate train displays, speeders, antique farm equipment on the museum lawn, over twenty vendors, and activities that celebrate."

### SOUTH FLORIDA

It looks like Tri-Rail's Miami International Airport station will not be opening this year. According to an article in *The Miami Herald*, which was sent by member Pete Donner, there are a multitude of problems, the most significant being a platform that is 200 feet short of what is required. Several options are available that could cost tens of millions of dollars. A source familiar with the project said that could also delay opening of the \$88 million Miami Central station by as much as a year, to early 2015. In January, Florida DOT (FDOT) said it realized only after construction had begun that the platform that will serve Amtrak was about 200 feet too short, meaning some trains would jut north into the busy NW 25<sup>th</sup> Street. FDOT, which has blamed erroneous information from Amtrak, at first considered permanently closing the street and re-routing traffic. That option is not under consideration.

Member Julien Wolfe opines: "A much lower cost solution, and one that could be implemented immediately, would be to keep Amtrak operating out of its current station, and move the more frequent Tri-Rail trains into the Airport. Since very few people to or from Amtrak will be coming from or going to airplanes, whereas Tri-Rail will be taking air passengers and employees to and from the airport, why delay this service just due to a goofy error made most likely by Amtrak? Other than saying it would be a true 'multi-modal' facility with Amtrak in it, is there any real advantage to Amtrak by going there?"

From member Walter Zullig: "That makes a lot of sense and probably is what will happen, assuming that common sense prevails. The station is planned to have

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4 tracks and 2 platforms so could be limited to just 2 tracks for Tri-Rail on a temporary basis if additional construction is necessary. But having Amtrak there is a good idea as it enables air connections, especially to points in South and Central America as well as good, economical transportation to downtown Miami and points in the heavily populated Route 1 corridor south of there. Miami Beach can be reached by bus transfer in downtown. Amtrak at the 'airport' also gives access to at least 10 car rental companies, which is another plus."

*CLEVELAND, OHIO*

Walter Zullig and his wife visited family and while at Hopkins International Airport discovered that the central info desk was giving out RTA Red Line timetables dated April 23 and showing bus connections between Brookpark and the Airport. "That was because of work on the tunnel leading to the Airport station that now is completed. A new timetable dated May 26 supersedes the April 23 one and shows full regular service into the airport. But the airport people are using up the old and incorrect ones. Today (June 13) I started early and covered the Shaker Rapid lines plus parts of the Red Line. A foggy and misty start later turned into a beautiful day. To my surprise, the May 30 Shaker Rapid timetable has nearly all trains going to the Waterfront Line on weekdays, thus providing a 15-minute headway. Until this change, the Waterfront Line had operated only on weekends with a 30-minute headway. Some new activity is down there and a new hotel is nearing completion across from the Flats East Bank station. I took some photos, including a CSX freight, near the Amtrak station, which, of course, was closed as the trains come through during the night. I think the opening hours are 9 PM to 6 AM."

*CHICAGO, ILLINOIS*

The Chicago Transit Authority (CTA) announced some new features to its CTA Train Tracker that makes it easier to get to where you are going. Some of these features are: "Follow this train", "Stops near me", "Station name search" and "New train location map."

With the addition of subway and rail service, and some route restructuring last December, CTA reported that crowding has been reduced. Under the plan, 48 bus routes and 6 rail lines received additional service primarily during peak times, financed by the discontinuation of 12 duplicative and low-ridership bus routes. In nearly every case where service was discontinued, there is duplicate CTA bus or rail service, or overlapping bus service by Pace. CTA has also been renegotiating nine contracted bus routes that CTA subsidizes on behalf of corporate or institutional entities, to help defray the cost of adding additional service. The crowding-reduction plan provided the equivalent of \$16 million in added service to the busiest routes, at no cost to taxpayers. Thanks to Bob Hansen for these reports.

*MINNEAPOLIS, MINNESOTA*

Metro Transit announced that beginning May 17, the Hiawatha Line was rebranded as the Blue Line, with a celebration that morning at the 46<sup>th</sup> Street station. This was done in advance of the Green Line, which will run to St. Paul and is scheduled to open next year. Another "color" line was added on June 22 — the Red Line, a bus rapid transit line operating on Cedar Avenue from Bloomington to Eagan, Apple Valley, and Lakeville.

Six open houses were held in mid-to-late June to receive the public's feedback on locations for the 17 stations to be constructed for the proposed 15.8-mile Southwest LRT (Green Line Extension) Project. SWLRT will extend the line from downtown Minneapolis over double track, mostly at grade, to Eden Prairie. A 2018 opening is planned. Thanks to Jack May for these reports.

*HOUSTON, TEXAS*

Metro began testing the 5.3-mile Red/North Line on May 28, using a rail-car mover towing an LRV to check clearances. The power has not yet been turned on. Although the line is opening is planned for December, Metro officials reported that the project is more than 80% complete and is ahead of schedule.

*DENVER, COLORADO*

Bill Vigrass sent information including a YouTube video link that showed the first RTD commuter cars being tested in Korea. They are in fact EMUs, and, with the exception of not having doors for low-level platforms, they mirror SEPTA's Silverliner Vs. The 22.8-mile East Rail Line between Union Station and Denver International Airport is scheduled to open by 2016.

Member Tony Fitzherbert added: "The new cars are for Denver's three electrified commuter rail lines: the Airport, I-25 to 172<sup>nd</sup> Street, and to Wheat Ridge, which will be a very short line. A fourth line, to Longmont, north of Boulder, will be diesel-operated."

*SALT LAKE CITY, UTAH*

Bob Vogel attended the ERA Convention and sent lots of photos. Included were some from FrontRunner, where the group was given a tour of the Warm Spring Shop. The photos of in-service trains showed MP-36-PH-3C locomotives powering trains composed of one ex-NJ Transit Comet I and three Bombardier bi-levels. The Comet I's look almost new in their red/white/blue color scheme.

*PORTLAND, OREGON*

The Willamette Shore Trolley has scheduled a "Grand Re-opening" on July 4. Details of their closure were published in the May *Bulletin*. In celebration of this event, the museum is offering free rides between July 4 and July 6 from the Lake Oswego Depot using recently acquired 514.

*HONOLULU, HAWAII*

*International Railway Journal* reported that AnsaldoBreda, along with representatives from the Honolulu

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## Around New York's Transit System

### Proposed 75-Foot R-211 Cars

The 222 R-32s and 50 R-42s, the oldest cars on the transit system, were placed in service in 1964-5 and 1969-70 respectively. They will be replaced by 300 R-179 cars.

The 752 R-46s, which were placed in service in 1975-8, will be replaced by an equal number of 75-foot cars. At the present time, NYC Transit is evaluating the design and technology options of the new R-211 cars.

Engineers are studying the following options, which may be included:

- Alternate vehicle configurations, such as open gangways between cars
- Compatibility with Communications-Based Train Control
- Compatibility with planned Platform Screen Doors
- Lightweight materials
- Wireless data to and from train

NYC Transit will prepare the specifications during the next 18 months. The Request for Proposals will probably be advertised in late 2014 and a contract should be awarded in late 2015.

### Ⓐ Train Returns to Rockaways

On May 30, Ⓐ service to the Rockaways started again, seven months after Superstorm Sandy's high tides and surging water flooded this low-lying line. MTA was able to rebuild this 3.5-mile strip of the Rockaway Line, the most exposed area of the transit system.

Work included rebuilding 1,500 feet of washed-out tracks, replacing miles of signal, power, and communications wires, and rehabilitating two stations that were completely flooded. To protect the track against future washouts, two miles of corrugated marine sheet steel were sunk 30 feet into the soft soil of the right-of-way along Jamaica Bay. More than 20,000 linear feet of new fencing was installed. Over 20,000 tons of new material was delivered and more than 3,000 tons of debris was removed.

Before resuming regular service, NYC Transit operated light trains in the affected area. Starting 5 AM May 28 and continuing until supervision instructed otherwise, southbound Ⓐ trains arriving at Howard Beach discharged passengers and operated light to Far Rockaway or Rockaway Park. Trains returned light to Howard Beach, where they picked up passengers. Ⓜ shuttles discharged at B. 90<sup>th</sup> Street and operated light to Rockaway Park. They returned light to B. 90<sup>th</sup> Street and picked up passengers. Fare-free shuttle buses between Howard Beach and Far Rockaway provided normal service.

On May 30, there was a ceremony before normal service on ⒶⓈ was resumed at noon. At 10:30 AM May 30, MTA officials rode the first train from Howard Beach to Rockaway Park-B. 116<sup>th</sup> Street. The ceremonial first train was composed of R-1 to R-9 cars.

### Commuter and Transit Notes

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Authority for Rapid Transportation, unveiled a full-size mockup of the rapid transit car that will operate on the system currently under construction. This event took place at the 60<sup>th</sup> UITP World Congress in Geneva, Switzerland on May 28. The section from East Kapolei to Aloha Stadium is expected to open in 2017, with the remainder of the line scheduled to open in 2019.

Honolulu Authority for Rapid Transportation officials are considering a proposal of operating 20 four-car trains rather than 40 two-car trains over the 20-mile line, which is under construction. The belief is that this plan would likely improve overall customer service — even with slightly longer wait times — and save millions of dollars in project costs. HART CEO Dan Grabauskas and Deputy Director for Systems Rainer Hombach floated the concept of reconfiguring the trains before a joint meeting of the HART Board's project oversight and finance committees. The two HART officials' presentation came a little more than a week after they returned from viewing trains in Europe similar to Honolulu's planned

driverless system. The industry trend, they said, is to implement longer trains with more rail cars. Grabauskas said the European operators told him passengers there get more frustrated by the trains being too small, overcrowded, and difficult to board than they do by longer waits. Running half the original number of driverless trains would likely increase wait times across the 21 Oahu stations. With 40 trains, rail commuters can expect to wait about three minutes in between, Grabauskas said. With 20 trains, that would likely become a wait of more than five minutes, he said. Thanks to David Ertlitz for this news from *The Honolulu Star-Advertiser*.

### FROM THE HISTORY FILES

*105 Years Ago:* On June 30, 1908, the first Chicago, South Shore & South Bend train operated from South Bend to Chicago.

*75 Years Ago:* On June 15, 1938, streamlined, all-private room versions of the Broadway Limited (Pennsylvania Railroad) and 20<sup>th</sup> Century Limited (New York Central Railroad) began running between New York and Chicago.

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