

The Bulletin



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The Bulletin

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MORE THAN JUST ANOTHER SUBWAY **by George Chiasson**

The Bronx Grand Concourse, once known as the Grand Boulevard and Concourse, was one of many "packaged" boulevards or arteries that were built by the City of New York through its "reform" era. It was used as a way to connect the outer part of the newly-annexed Bronx County to Manhattan after the Municipal consolidation of 1898. In its initial form, the road was designed by city engineer Louis Aloys Riese, who previously had worked for the New York Central Railroad. In concept it was modeled after the Champs-Élysées in Paris, but is much longer (4 miles). Its original end points were E. 161st Street, as relayed off the Macombs Dam Bridge, and Van Cortlandt Park, as defined at Mosholu Parkway, which in 1909 (when the original Concourse was opened) was literally a "Park Way" that was used to join Van Cortlandt and Bronx Parks, between the present Gun Hill Road and Webster Avenue. At that time the Grand Boulevard and Concourse was at the same elevation as all intersecting streets, which then varied in their degrees of urban development.

As part of the Independent Subway construction from the late 1920s through its completion by 1934 (the actual subway started operating on July 1, 1933), the Grand Concourse was completely rebuilt, being widened to its present 180 feet across and configured as three parallel roadways separated by dividing medians. The rapid transit right-of-way was laid along its original centerline, with a slightly depressed vertical elevation relative to the original surface road. The subway roof then was used a new vertical baseline upon which the main thoroughfare was carried,

being raised about sixteen feet above its original level. Many abutting properties were then modified to reflect this change, with new entries grafted into what had been the second floor of several of the large apartment buildings that lined the Grand Concourse, while a number of others were later built to reflect this rather substantial modification.

As a result of this new differential in elevation, IND station sites at 161st, 167th, and 170th Streets, along with E. Tremont Avenue and Fordham and Kingsbridge Roads, along with Bedford Park Boulevard, were completed in a tri-level configuration, with the (new, higher) Grand Concourse passing above each intersecting boulevard (except Fordham Road, which due to surrounding topography conversely passes above the Grand Concourse), while the roadway grade-separation was in turn built over the subway. In general, exits and entrances to the IND stations were positioned at either extreme of the newly-widened roadway with access provided through cross-passages. There was in addition roadway grade separations without subway station sites at Morris and Burnside Avenues, along with an unusual roadway grade separation at E. 174th Street, which passed underneath both (the new Concourse roadway and the IND Subway). Meanwhile, the local station at 182nd-183rd Street was constructed immediately beneath the newly-elevated roadway without any roadway grade separation at all. Many of these cross boulevards at the time had streetcar lines that had to be accommodated by the new construction; some still have bus

(Continued on page 6)

REMINDER: JAPAN TRIP—MAY, 2014

THE GENESIS OF “DASHING DAN”TM

Part Two—The Long Island Rail Road Eyes Manhattan

by George Chiasson
(Continued from July, 2013 issue)

Once the former Central and its associated operations fell into LIRR hands it was quickly assimilated into the pre-existing system in several ways. During June of 1876 a connection was built from LIRR's north-south Hempstead Branch to the Central's east-west equivalent (that which terminated at Fulton Street), permitting trains from Mineola to be relocated into the CRRLI terminal at Fulton Street in Hempstead and thereby forsake its own trackage and depot on Main Street, though the idle track and empty building remained in the middle of the road until August of 1878. A loop track was concurrently added which linked the Mineola-Hempstead LIRR branch with the CRRLI main line toward Flushing (thereby forming a northwest leg at Hempstead Crossing) and used to route some Oyster Bay, Port Jefferson (later Wading River), and Main Line (Greenport) trains to and from Mineola via Garden City. During this same time, the Central's local stops began to gradually flake away like melting snow as the line failed to generate much ridership and its costs continually rose. Lightly used locations were eliminated in 1875 at Breslau (March) and the Hempstead LIRR Crossing (November); as by the end of 1876 were Meadow Brook and Island Trees (May), Farmingdale (June), and Hyde Park, New Bridge Road, and Central Park (October). Minimal local passenger service was retained from Garden City to Bethpage after October 1, 1877, but by that time it was only using the lightly-patronized stations at Bethpage Junction and Bethpage (proper). Thereafter the main line was almost exclusively utilized in non-stop fashion by freights and through trains to and from Patchogue as a “by-pass” to Hunters Point, which avoided such scheduling pinch points as Merrick, Valley Stream, and Jamaica, while the remaining local stations on the west end from Great Neck Junction through Garden City were served only by CRRLI's Hempstead Branch trains.

On May 27, 1878 a long connection was opened from LIRR's Main Line station at Plainfield onto the Central's single-track main. This consumed almost a full mile of new right-of-way before it actually merged at “Central Junction” next to (the present) Covert Avenue crossing, at the point where the CRRLI main line leveled out after its passage over LIRR. As a result of this new connection the old station at Hyde Park (closed in October, 1876) was reopened as “Hyde Park-Central Junction.” The original “Creedmoor cut-off” mentioned above, consisting only of its westerly leg, was also created next to the Plainfield station by June 18, but only proved useful

for seasonal specials to the rifle range (later still for freight moves) and aside from shuttles may not have ever seen a regularly scheduled passenger train. As part of the same May 27 service adjustments, some through trains using the former Central's main line from Patchogue to Hempstead Crossing were also switched to the LIRR Main Line through the Plainfield connection, gaining direct access to Jamaica and LIRR's Hunters Point terminal west of Garden City. Both the ex-Central's trains serving Hempstead and those of the former Flushing & North Side (Whitestone, and now again Great Neck) were also redirected into the existing LIRR terminal at Hunters Point (that next to Borden Avenue, east of Front Street) through the newly-created “Long Island Crossovers” and the 1869-built Flushing & North Side depot completely shut. Finally, the existing LIRR Main Line station at Plainfield was relocated slightly eastward to the new connecting switch, where a stop named “Stewart Junction” was established in October of 1878. By early 1879 all through trains from Patchogue were being routed to Long Island City via “the Stewart Line” (so-called) and this new connection to the Main Line. Others from Lakeland (Ronkonkoma) and Greenport on the LIRR Main Line were also present after a physical connection was installed between the two lines that tied into the branch to Bethpage that March. At this time an odd scheduling variation was also noted with the lone surviving train to Bethpage proper, wherein it stopped at Bethpage Junction, took the LIRR Main Line to call at Farmingdale, then backed through the connecting track toward (but not to) Central Park and from there completed its trip into Bethpage. Both this round trip and CRRLI's locals serving the Hempstead Branch finally followed suit and were also routed through the connector at Stewart Junction on April 30, 1879 and thus completely removed passenger trains from the westerly portion of the original Central Main Line between Creedmoor and Flushing. This action created two closely parallel and evenly-served LIRR branches from Stewart Junction (Floral Park) to Hempstead: the original via Mineola and south and a newer one that followed the former Central main line through Garden City.

After regular use of the original CRRLI main line between Garden City and Great Neck Junction was suspended, “stubs” were left at either end. One was from the Creedmoor cut-off to the shooting range for a scheduled shuttle from Stewart Junction (renamed

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The Genesis of “Dashing Dan”

(Continued from page 2)

Hinsdale, as described below); the other a short remnant from Great Neck Junction into a small industrialized area along Flushing Creek. The silent tracks between Flushing and Creedmoor would then remain in place for many years, while idle stations at Great Neck Junction, Hillside, Kissena, Frankiston, and Hinsdale, as well as Hyde Park-Central Junction on the surviving Hempstead Branch were never to reopen. Meanwhile, the LIRR station called Stewart Junction was soon rechristened as “Hinsdale,” as that name better described its (relative) physical location and the Central’s stop bearing the same title was closed. The shuttle from Hinsdale to Creedmoor proved to be a poor substitute for the previous through service on the (CRRLI) Hempstead Branch and it was discontinued in 1881, which left the branch to be used only by freight trains and Specials. Ironically the National Rifle Association was subsequently forced to vacate the Creedmoor range in 1892 after some ordnance mishaps and its chief tenant, the New York State National Guard, had to find practice and weapons development facilities elsewhere. The property then stood more or less idle for some years before the land was released by the state for medical use in 1908 and the “Farm Colony of Brooklyn State Hospital,” which later evolved into the Creedmoor State Hospital (and is now Creedmoor Psychiatric Center) was opened in 1912. The last true vestige of the Central Railroad of Long Island’s initial operations was the passenger station at “Belmont Junction,” which was retained for use by both “Southern” (née Montauk Division) service to Babylon and through trains on CRRLI to Patchogue. It last appeared in schedules as a station stop in 1880 and was then lost to the whims of time, its place being marked by “BF” Cabin (the 1907 designation) in the years before the “Central Branch” was rebuilt as part of the 1925 electrification to Babylon (though was not itself electrified). In 2013 all that remains of Belmont Junction is a small collection of relay sheds, radio antennae and a home signal where the “Central” and “Montauk” Branches converge.

Starting in 1887, and officially by 1889, the LIRR Main Line station installed at Hinsdale in 1878 (formerly Stewart Junction) was renamed for a fourth time to “East Hinsdale” to better reflect its evolving location.

The unincorporated Village of Hinsdale was actually much closer to the former CRRLI station that bore that name between 1873 and 1879, but the stop on the LIRR Main Line was in an area that had been better known as East Hinsdale since the 1870s, at which time it unpretentiously originated from the rural Queens landscape. The village of East Hinsdale was renowned as the headquarters for the Childs Seed Company, a mail order flower seed business that was created by noted horticulturalist and Maine native John Lewis Childs, along with his large nursery that in part was located beside the Long Island Rail Road. In October 1887 LIRR installed Tower 43 inside the station to watch over the wye at the Creedmoor cut-off and the switch entering the former Central’s 1878 connection toward Hempstead. In 1890 the station name was changed for the fifth and final time to “Floral Park,” mainly in reference to the adjacent Childs flower farm and seed company, with the Village finally and formally being incorporated as such in 1908. Though the Childs Seed Company disappeared in the 1920s after the death of its founder, a very busy latter-day version of Floral Park station remains active on MTA Long Island Rail Road in 2013, and has now provided a connection from the Main Line (original LIRR) to the Hempstead Branch (former CRRLI) for 135 years. Extensive changes then occurred at Hempstead Crossing in 1893 (including a partial restoration of the original LIRR Hempstead Branch survey) to reflect incorporation of the “New York Bay Extension” from Mineola to Valley Stream (today’s MTA LIRR West Hempstead Branch), which reached southwest from the site of the original railroad intersection. With the Hempstead Branch firmly emplaced as the only piece of the Stewart Line to survive as a successful suburban commuter branch on behalf of the Long Island Rail Road, a replacement depot was opened at Garden City in August of 1898 that shifted the main track farther away from the front of the new building at ground level, as opposed to its passage through the original 1873 structure using a high, curving platform. It is possible that the surviving stub of that original track was used to stage the railroad’s newly-offered service from Garden City to “Camp Black,” a short-lived forerunner of the later Mitchel Field shuttle, when it commenced in 1898 during the Spanish-American conflict.

(Continued on page 7)



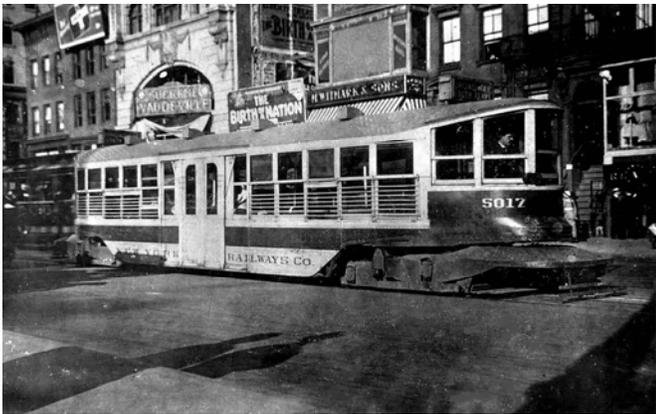
NEW YORK RAILWAYS CARS



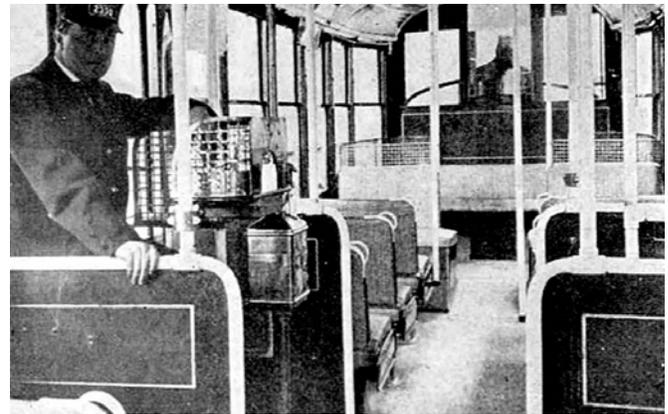
Double-deck "Broadway Battleship" 6000.
Bernard Linder collection



Lower-floor double-deck car in 1913.
Bernard Linder collection



Low-level center entrance car 5017.
Bernard Linder collection



Low-level center entrance car interior.
Bernard Linder collection



Stepless storage battery car 7047.
Bernard Linder collection

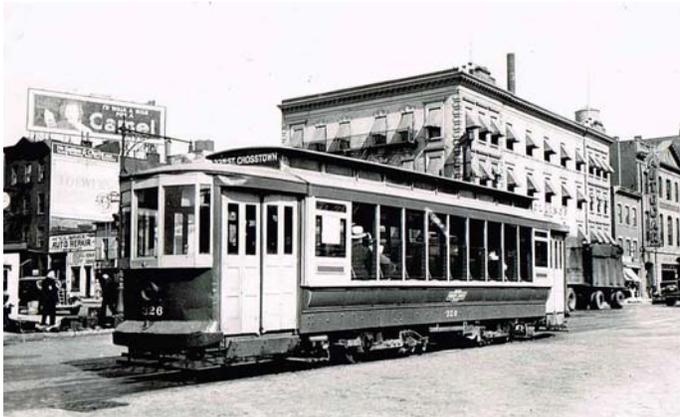


Interior of stepless storage battery car.
Bernard Linder collection

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New York Railways Cars

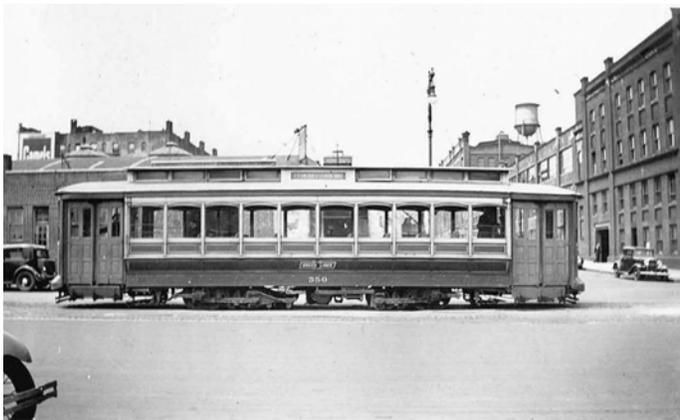
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Car 326 at W. 23rd Street and 11th Avenue, September 11, 1935; windows were removed for the summer.
Bernard Linder collection



Car 447 at W. 146th Street and Lenox Avenue, March 14, 1936. Most convertibles had 11 windows.
Bernard Linder collection



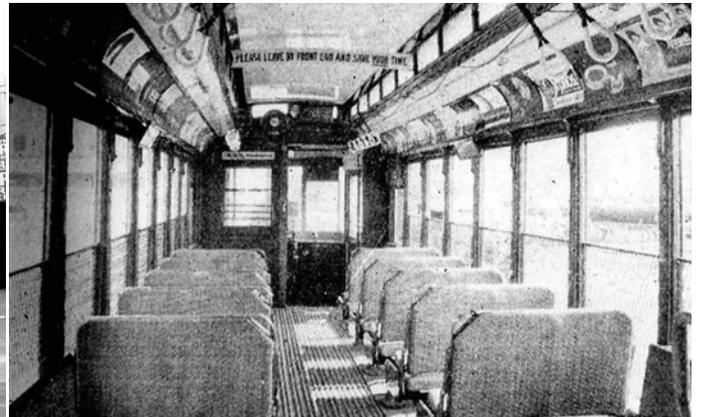
10-window convertible 550 at Lenox Avenue and W. 146th Street.
Bernard Linder collection



Broadway open car 4094.
Bernard Linder collection



9-window convertible 4122, rebuilt from an open car, at Lenox Avenue and W. 146th Street.
Bernard Linder collection



Interior of a convertible.
Bernard Linder collection

More Than Just Another Subway

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routes which use these grade separations to the present time.

For more detail, Bernard Linder offered the following synopsis:

TROLLEY CARS CROSSING THE GRAND CONCOURSE ON JULY 1, 1933

STREET	LINE	TO BUS	ORIGINAL ROUTE	ROUTE EFFECTIVE FEBRUARY 19, 1984
161 st Street	X/163 rd Street Crosstown	June 27, 1948	Bx-34	Bx-6
167 th Street	X/167 th Street Crosstown	July 11, 1948	Bx-35	Bx-35
Tremont Avenue	Z/180 th Street Crosstown	October 26, 1947	Bx-36	Bx-36
Burnside Avenue	T/Tremont Avenue	August 22, 1948	Bx-40	Bx-40 and Bx-42
Fordham Road	X/207 th Street Crosstown	January 25, 1948	Bx-19	Discontinued March 2, 1969
Fordham Road	B/Bailey Avenue	June 27, 1948	Bx-24	Discontinued September 9, 1995
Kingsbridge Road	C/Bronx and Van Cortlandt Park	January 25, 1948	Bx-20	Bx-9

Notes:

1. The 161st Street IND station is at River Avenue, not the Grand Concourse and was built several years after Yankee Stadium opened in 1923.
2. The 161st Street underpass is still used by the present-day Bx-6 bus.
3. Fordham Road cars crossed at grade.
4. We know that 167th Street cars stopped at their own platforms within the underpass (which are still there in 2013), with stairways leading up to the IND subway station.
5. There are presently no visible signs that streetcar passengers were accommodated inside the underpasses at Tremont Avenue or Kingsbridge Road.

BUS LINES CROSSING THE GRAND CONCOURSE THROUGH THE YEARS

STREET	ORIGINAL ROUTE AND NUMBER	BEGAN SERVICE	ROUE EFFECTIVE FEBRUARY 19, 1984
170 th Street	Bx-11/170 th Street Crosstown	February 27, 1928	Bx-11
170 th Street	Bx-18/Macombs Road	June 22, 1941	Bx-18
175 th Street	Bx-25/Morris-Jerome Avenues	Extended December 7, 1947	Bx-32

Fordham Road	Bx-12/City Island/Fordham	April 23, 1928	Bx-12
Kingsbridge Road	Bx-13/Castle Hill Avenue	Extended September 7, 1980	Bx-22
Kingsbridge Road	Bx-15/Gun Hill Road	Extended January 11, 1971	Bx-28
Bedford Park Boulevard	Bx-15C/Allerton Avenue	Extended June 20, 1971 (renumbered to Bx-17 July 1, 1974)	Bx-26

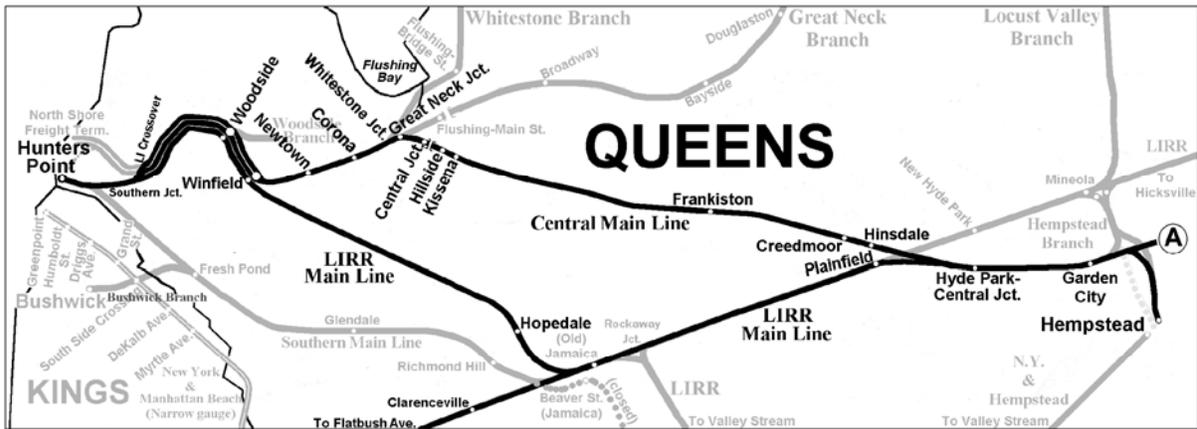
Around 1956, construction began on the Cross Bronx Expressway's westerly "extension" beyond its original end at the Bronx River Parkway. This project included a viaduct across the Bronx River Basin and New York Connecting Railroad; a wide, deep, brick-lined open cut from Boston Road to Arthur Avenue; another viaduct to Clay Avenue, which crossed underneath the Third Avenue IRT elevated and overhead of the New York Central's Harlem (joint New Haven) main line; and another cut from Clay Avenue to the Harlem River approaches. As part of this fourth component, the expressway right-of-way was excavated *beneath* the Grand Concourse and the IND subway in toto, being burrowed adjacent and parallel to the existing E. 174th Street underpass, next to the station at 174th-175th Streets. This portion of the Cross Bronx was opened to traffic on February 10, 1961, when the roadway reached as far as Jerome Avenue.

Editor's note: Shortly after Concourse trains started running, we observed changes in the bus assignment for routes Bx-1 and Bx-2, which operated directly above the new subway. In the autumn of 1933, five buses transferred from Westchester County appeared on the Concourse. The double-deck buses disappeared gradually and were replaced by the same amount of rebuilt 29-passenger single-deck buses. As soon as the double-deck buses vanished, the five Westchester County buses were returned. Company records, which reveal that one-man operation of Bx-1 and Bx-2 began on November 14, 1933, seem to indicate that there were no longer any double-deck buses in service on that date.

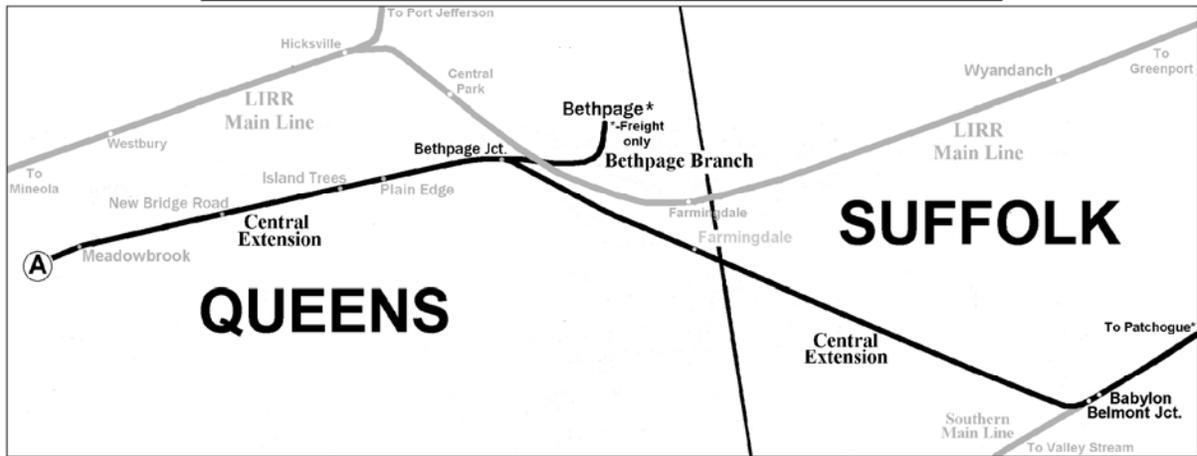
In 1933, the company collected an additional nickel on Bx-1 and Bx-2 at Tremont Avenue. Bus riding must have fall off as soon as the Concourse trains started running, because subway riders paid only a nickel for a ride from the north Bronx to Downtown Brooklyn. Trains offered frequent service, five minutes or less during most of the day. The R-1s were certainly more comfortable than the buses.

The Genesis of “Dashing Dan”

(Continued from page 3)



**Map 24: L.I.R.R. Central and Hempstead Branches
May 1878**



(Western and Eastern Sections)

*Also stops at: Bayshore, Islip, Oakdale, Sayville, Bayport, Bluepoint

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Around New York’s Transit System

(Continued from page 20)

- also work to make the wait times and passenger loading more even
- Adjust some train stopping positions in stations to make weekday and weekend stopping positions uniform and to encourage better distribution of passengers throughout the trains
- Install signs on the platforms to advertise the train stopping positions

The additional service would cost about \$700,000 annually. At press time, the MTA Board was expected to approve the expense at its August, 2013 meeting (see article on page 8).

The report is available online at http://www.mta.info/nyct/service/G_LineReview_7_10_13.pdf.

Emergency Ⓐ Track Work

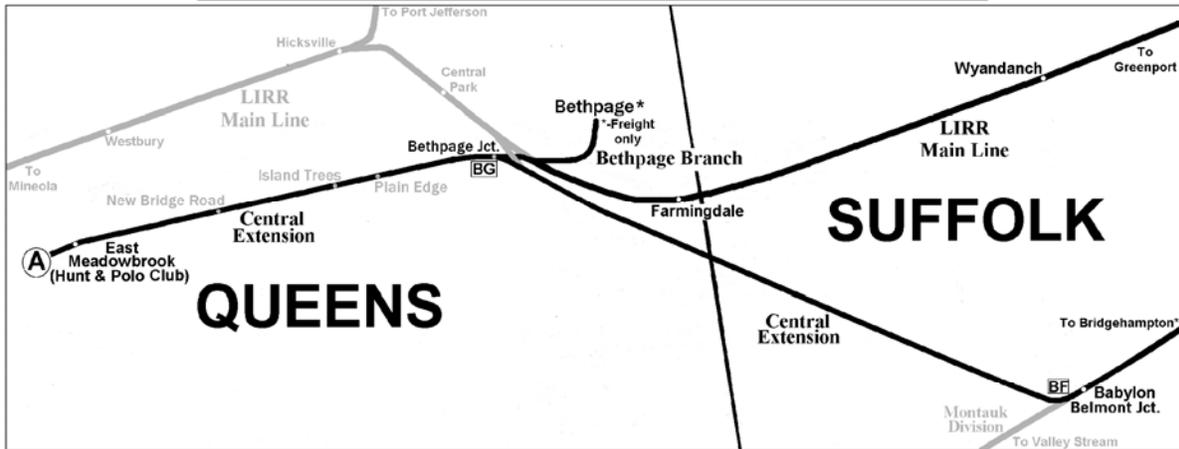
From 10 AM to 3 PM on July 17, Ⓐ train service was suspended between Euclid Avenue and Howard Beach in order for workers to do track work at a switch at 80th Street (Hudson Street). Free shuttle buses were provided: “Express” buses operated nonstop between Euclid Avenue and Howard Beach, while “local” buses served all stations between 80th Street and Lefferts Boulevard and then stopped at the Aqueduct Racetrack, Aqueduct-N, Conduit Avenue, and Howard Beach stations. Customers riding to or from the Rockaways were advised to use Q35, Q52, or Q53 buses.

The Genesis of “Dashing Dan”

(Continued from page 7)



**Map 25: L.I.R.R. Central and Hempstead Branches
September 1884**



(Western and Eastern Sections)

- *Also stops at:
- | | | |
|-----------|-----------------|-------------|
| Bayshore | Patchogue | Speonk |
| Islip | Bellport | Westhampton |
| Oakdale | Brookhaven | Quogue |
| Sayville | Forge | Good Ground |
| Bayport | Center Moriches | Southampton |
| Bluepoint | Eastport | Watermill |

(Continued on page 9)

MTA PROPOSES SERVICE ENHANCEMENTS

At its August, 2013 meeting, the MTA Board was expected to approve service enhancements throughout the New York metropolitan area. Following are highlights of the enhancement program, which is expected to take effect starting late in 2013:

MTA NEW YORK CITY TRANSIT (SUBWAY)

- Hiring additional crews for improved track cleaning
- Improved station cleaning at 10 heavily used stations in each borough
- Improved management of Subdivision “A” lines at the Rail Control Center
- Changing some fare control areas and installing remote gate control at 54 stations where there is a staffed booth on one side and passengers cannot

cross over to the other side

- Installing cameras at 10 control areas to catch people vandalizing MetroCard machines and selling swipes
- Additional **C** service (see page 7 of this issue)
- **M** service extended to Essex Street on weekends
- Various improvements to bus service, including restoring some routes cut in June, 2010 because of the agency’s financial condition

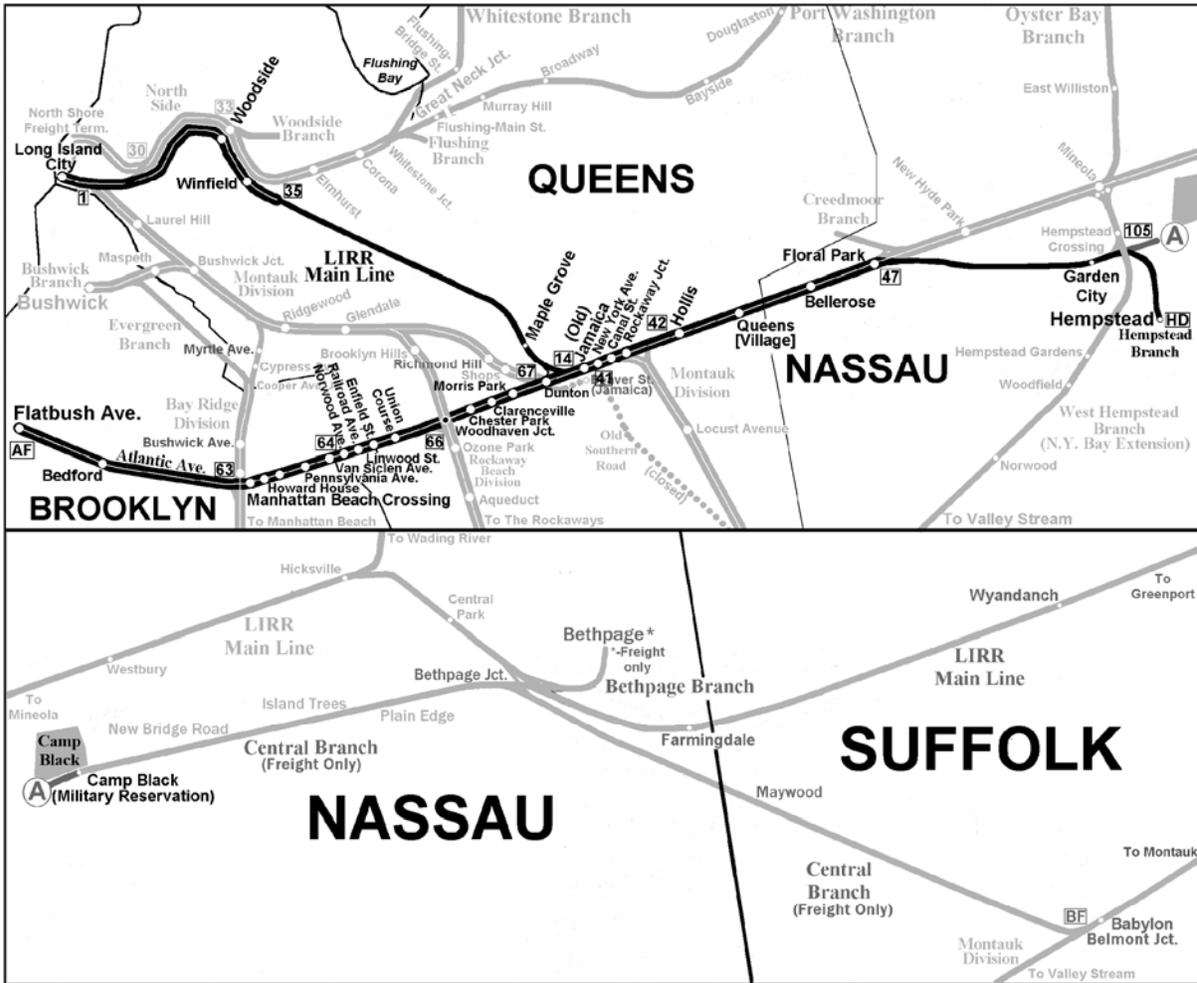
MTA LONG ISLAND RAIL ROAD

- Extend half-hourly service on weekends to/from Ronkonkoma
- Restore half-hourly service on weekends on the

(Continued on page 9)

The Genesis of “Dashing Dan”

(Continued from page 8)



Map 26: L.I.R.R. Central and Hempstead Branches, May 1899 (Eastern & Western Portions)

(Continued next issue)

MTA Proposes Service Enhancements

(Continued from page 8)

- Port Washington Branch
- Add a Ronkonkoma train (4:09 PM Penn Station/Farmingdale) and a reverse train (7 PM Farmingdale/Penn Station) on weekdays
- Restore a weekday express train (4:37 PM Penn Station/Wantagh) and another weekday train (4:37 PM from Penn Station to Freeport)
- Add a new weekday train (8:22 PM Penn Station/Hicksville)
- Extend summer weekend service between Ronkonkoma and Greenport by 10 weeks so it runs from April to November

MTA METRO-NORTH RAILROAD

- Expand real-time train status information at all New York State stations via LCD monitors that use cellular connectivity. Under this project, which is proposed to start in 2013 and last through 2020, monitors would be installed that would display the departure time, real-time status, track information, and station stops for the next nine trains. Adding this feature to east-of-Hudson stations would be easier than for the west-of-Hudson stations, due to the differences in the systems. However, Metro-North would work with NJ Transit to make it happen
- If you were wondering why Metro-North is not adding any trains this time, the answer is that within the past year, 230 trains per week were added.

Commuter and Transit Notes

No. 297
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On June 26, an appellate court reversed a lower court decision made in August of last year that MTA's 2009 payroll mobility tax is constitutional. The State Supreme Court's Appellate Division said that the tax affecting the 12-county MTA region was a special law of importance to the entire state, and therefore did not require "home-rule" messages from local governments when enacted. The tax is imposed at a rate ranging from 0.11% to 0.34% of an employer's payroll expense for all covered employees for each calendar quarter, depending on payroll size. Nassau County Executive Edward P. Mangano, who initiated the law suit, said that the county would continue to fight the tax.

MTA issued a request for proposals on June 27 for its headquarters and other buildings that it owns at 341, 345, and 347 Madison Avenue in Manhattan. All employees are expected to be relocated to existing offices such as 2 Broadway or the Graybar Building by the end of next year. It was expected that whoever was awarded a long-term lease on the property would demolish the buildings and construct modern offices, a hotel, a residential tower, or a mixture of uses.

MTA METRO-NORTH RAILROAD (EAST)

On July 3, when I went to Grand Central Terminal to pick up copies of the replacement New Haven Line timetable, which went into effect on July 1, I was surprised to find that the Harlem Line was also reissued. (The previous edition was slated to end on November 2.) To the best of my knowledge, this is the first time that this has been done. In the past, timetables have been extended beyond their expiration date for various reasons. Both have "Temporary Construction Timetable" on the top of the cover page, and end on September 2. The Yankees-E. 153rd Street timetable was re-issued for July 1-September 2.

On July 11, Metro-North sent out alerts that effective immediately, adjustments were made to one Harlem and two New Haven AM trains

Getaway service operated for pre-July 4 as follows: Hudson (9), Harlem (3), and New Haven (12). Later in the afternoon, a number of trains were canceled or combined. For July 4, a Sunday schedule was in effect with additional trains on the Harlem and New Haven Lines. On July 5, a Saturday schedule with extra service was operated.

What was described as an act of vandalism, i.e. a mattress on one of the tracks that caused a fire, forced a shutdown of the Harlem and New Haven Lines on July 4. At 12:28 PM, an email advisory reported Fire Department activity in the vicinity of Tremont Avenue. Service was resumed at 1:35 PM, with delays of 30-60

minutes. By 3 PM, trains were running on or close to schedule.

A Grand Central Terminal App, which is free for iPhone and Android phones, has been released by MTA. Upon opening it, the user is treated to a view of the ceiling of Grand Central Terminal and the gold clock with its hands set to 7:13 PM (1913), the logo for the 100th anniversary. There are many options, including finding food, having a cocktail, coffee, or a snack, shopping, and even finding out when and from what track your train will depart.

MTA METRO-NORTH RAILROAD (WEST)

The Journal News reported that eight state lawmakers from Rockland and Orange Counties have asked MTA to financially support Amtrak's \$15-20 billion Gateway Project to construct a new tunnel under the Hudson River. Their goal is to provide one-seat rides for their constituents, something that would have been available had the ARC Tunnel project not been canceled by Governor Chris Christie of New Jersey. Amtrak is also seeking to modernize and expand its rail system between Newark and Manhattan along its Northeast Corridor by building the two new tunnels, expanding Penn Station, adding two portal bridges, and doubling its mainline track from two to four, with a target completion date of 2030.

Five midday, off-peak Port Jervis Line trains are being replaced by buses between July 15 and October to enable repair work to be done in the Otisville Tunnel. Buses are operating between Port Jervis and Middletown. The affected trains are #58, 62 and 64 (9:20 AM, 11:31 AM, and 1:28 PM Port Jervis) and Trains #43 and 45 (8:21 AM and 9:47 AM Hoboken).

In last month's *Bulletin* there was a typo – the date that the Pascack Valley and Port Jervis Lines timetable went into effect was June 2, not July 2.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The most recent M-8 update on the Metro-North website remains from April 7, showing 216 cars with 194 conditionally accepted and 22 undergoing Kawasaki inspection, but the July Metro-North Committee Report shows 220 in service. As of mid-July member Bill Zucker had observed 9100-9227, 9230-67, 9270-81, 9284-9307, 9314-5, and 9318-29 for 216 cars. An April 22 press release reported 222 cars were on the property (June *Bulletin*).

Shore Line East published two timetables in July: July 12-14 for Sailfest 2013, which took place in New London, and a Summer Construction Schedule effective July 13 to accommodate work at Branford, where riders are boarding trains on the low level for two weeks.

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Commuter and Transit Notes

(Continued from page 10)

I got to thinking that the West Haven rail station was supposed to open in early June, and as I was completing this column, did a search on the Internet for any current information. And I found it in a letter dated July 12 on the CDOT website, which included this sentence: "Opening day for West Haven Station is tentatively scheduled for Sunday, August 18, 2013." A new New Haven Line timetable can be expected.

Three recent months of data have become available since the initial report in the June Bulletin showing the status of the M-2/M-4/M-6s, as can be seen in the table below:

DATE	M-2	M-4/M-6	M-8	TOTAL
12/11	231	102	44	377
1/12	231	102	60	393
3/12	228	102	76	406
4/12	228	102	86	416
5/12	228	102	96	426
6/12	228	102	104	434
7/12	228	102	112	442
9/12	198	102	132	432
10/12	198	102	138	438
11/12	198	102	146	446
12/12	180	102	154	436
2/13	179	100	164	443
3/13	175	99	176	450
4/13	157	99	194	450
5/13	157	99	206	462
6/13	134	98	220	452

MTA LONG ISLAND RAIL ROAD

New timetables were issued for the Port Jefferson and Oyster Bay Branches for June 24-September 2. Mid-day track work east of Huntington that began on June 24 continues through August 9.

For the U.S. Open Women's Golf tournament (June 24-30), which took place at Sebronack Golf Club in Southampton, a special brochure was issued. Free shuttle bus service was provided to the club. Timetable cards were issued for the Port Jefferson and Montauk Branches for June 27-28.

A special timetable brochure for July 14-16 was issued for the Major League Baseball All-Star Game, which was held at Citi Field. Although the game itself was held on July 16, there were various events in the days leading up to the game. On Sunday, July 14, half-hourly service operated between 11 AM and 11 PM on the Port

Washington Line.

The June 19 edition of *Newsday* reported that "a loose component", i.e., switch point protector guard, might have contributed to the June 17 derailment (July *Bulletin*).

Member Bob Chinsky reported that work began on May 29 to rehabilitate the Massapequa Park station. Over the next two years, the station platform, canopy, staircases, elevator, and escalator as well as the platform waiting room, lighting, public address system, and signage will all be replaced. This station was constructed in 1953 and replaced one that had been at street level. The project is being done in two phases and is scheduled to be completed by the summer of 2015.

One of my co-workers told me that toward the end of June, the first hint of work to construct the Massapequa Pocket Track began with placement of a bridge over the Massapequa Creek (Phase I). Phase II, Track Level Work, will run from April, 2014-March, 2016. When completed, the railroad will be able to turn trains to provide more service during peak hours.

Buying tickets at the LIRR ticket windows in Penn Station got more civilized as of May 13, when an automated queuing system was placed in service. Even if you have not seen this particular one, it is the same type as has been in use (upstairs) at NJ Transit, and can be found in banks and post offices. An illuminated sign displays the window number (there are 12) for the next available Ticket Agent.

In early July, as I entered Penn Station from the 8th Avenue Subway, I noticed that sign listing the next 30 train departures, their track, status (Peak/Off-Peak), and destination with connections (if any) had been placed on the south wall. The station in the Destination column appears in the color assigned to that line.

NJ TRANSIT

At their July 11 Board meeting, the Directors approved for FY2014 a \$1.941 billion Operating and \$1.228 billion Capital Budget, retroactive to July 1. As was previously reported, fares remain unchanged for the fourth consecutive year. In addition to rolling stock renewal, infrastructure replacement, and Northeast Corridor (NEC) improvements, funding has been allocated for additional NEC work, construction of a new midline loop and station at New Brunswick, and construction of high-level platforms at Perth Amboy and Lyndhurst.

At approximately 12:15 PM on June 21, a tractor-trailer that got stuck on the Bergen County Line at Hobart Place near the Plauderville station in Garfield caused the engine of Train #1255 (11:35 AM Hoboken/Ridgewood), PL-42 4020, to derail. The six-car train remained on the tracks. One of the 38 passengers who were on board and one member of the train crew were injured. Until service was restored at 9 PM, service operated via the Main Line to Ridgewood, where

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passengers boarded buses to bypassed stations. Passengers destined for Rutherford were told to ride Main Line trains to Kingsland, where shuttle buses were available. It was reported that the crossing gates were functioning correctly at the time. Cross-honoring was in effect on parallel bus lines, private carriers, and the Pascack Valley Line.

Severe weather, which was part of a weeklong pattern of rainy days, struck the metropolitan area on July 1 and caused disruptions of service to the Morristown and Gladstone Branches between 10 AM and noon. The National Weather Service confirmed that an EF-0 tornado, the lowest on the scale that reaches EF-5, had indeed touched down in Berkeley Heights, New Jersey and from Greenwich to northern Stamford, Connecticut. NJ Transit implemented cross-honoring for the day.

For those attending the July 4 Fireworks on the Hudson River, additional late-night or modified service was operated from Hoboken on the Main/Bergen, Montclair, Morris & Essex, Pascack Valley, and Port Jervis Lines. For the latter two, Pascack Valley Train #2129 was to be held past its scheduled 9:21 PM departure time until at least 10:05 PM, and Port Jervis Train #81, which normally departs at 9:30 PM, would be held until at least 10:05 PM. This service is similar to what has been done in recent years.

A special NJ Transit Board meeting was held on June 25 via telephone to approve the transfer of certain property interests to Princeton University to build a new rail station (July **Bulletin**).

With regard to the aforementioned news item, the National Association of Railroad Passengers (NARP) and the New Jersey Association of Railroad Passengers (NJ-ARP) filed a petition with the U.S. Surface Transportation Board (STB) on June 24 to stop NJ Transit from cutting back the "Dinky" service by 460 feet. The two groups contend that the station move usurps the jurisdiction of the federal agency over abandonments of railroad lines in interstate commerce. The petition calls on STB to declare its jurisdiction over the Princeton Branch, and to require that any reduction in its length be undertaken only with the federal body's express approval. Moving the station is part of Princeton University's \$320 million arts and transit project. "Much more is involved than cutting back the track by 460 feet, which is what the University has asked the public to believe," said member Phil Craig, a Director of the New Jersey Association of Railroad Passengers. Craig says while the current station is approximately 1,300 feet from downtown Princeton, the new location would be 2,000 feet by foot from Nassau Street and a half-mile from Palmer Square, Princeton's focal point.

Member Jack May added: "Phil Craig and I both spoke against NJT's plan to transfer property to Prince-

ton University in exchange for other property and cash to effectuate a curtailment of the Princeton Branch's service and facilities. Five other speakers, three of them lawyers from the Princeton area, also spoke against the project, emphasizing that because of existing litigation and yesterday's NJ-ARP/NARP petition to the Surface Transportation Board, the agenda item should either be rejected or tabled for a future discussion and vote. All speakers spoke passionately and presented a large number of reasons why this "land grab" should not be approved. Not a single individual provided testimony in favor of the property transfer. After the speakers finished, Jim Weinstein presented the Agenda Item, indicating it will 'enhance the customer experience.' It was quickly moved and seconded, and approved unanimously by roll call (roll calls are not usually done). It was quite obvious and apparent, from the lack of discussion that this Board is a 'rubber stamp' body, as so many items were out there that should have been questioned and considered. I believe this characterization will be accepted as a credible value judgment, and it will haunt the NJT Board in the future. After the vote the meeting was quickly adjourned. There were no smiles on the faces of the NJT Board and Executives as they filed out of the Board Room."

Buses replaced the "Dinky" for three Saturdays, July 13, 20, and 27, in order to allow for the construction of the new Princeton station.

Several Bergen and Passaic County Assembly members have introduced legislation to roll back the fare increases that went into effect on March 1, 2013 (April **Bulletin**) when Metro-North raised fares at selected stations on the Main/Bergen, Pascack Valley, and Port Jervis Lines. NJ Transit raised its fares the same day, because the fares at these stations had been "held down" in order that they would not exceed the fares charged in New York. When the last NJ Transit fare increase (25% for rail) went into effect on May 1, 2010, the NJT Board approved that fares at those stations would be increased when Metro-North raised its fares.

Weekends between July 13 and August 11 and midday weekdays (8:45 AM-3:30 PM) between July 15 and September 6, rail service on the Pascack Valley Line is being replaced by buses to enable grade crossing work to be performed at Westwood and Hackensack. On weekdays, buses are running via local to Secaucus Junction or, in a minority of cases, via express from the three Rockland County stations, Spring Valley, Nanuet, and Pearl River, directly to Secaucus Junction. On weekends, except for three westbound trips in the late evenings, the New York stations will have express service from Secaucus Junction. After a comparison of the average bus replacement run times vs. the regular train times showed that the bus requires 20-30 additional minutes on weekdays and up to an additional 45 minutes on

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weekends, with some trips requiring over two hours, a revised schedule was implemented. Because only two of the weekday buses and none of the weekend bus arrivals at Secaucus Junction have a scheduled train connection to Hoboken, shuttle trains were operated between those stations.

Rail service operated to MetLife Stadium on July 13 for a Taylor Swift concert. As been the practice of late, most service shuttled between Secaucus Junction and the Meadowlands station.

The status of NJ Transit's post-Sandy rail fleet was revised on July 9. The bolded numbers are the latest. The number of daily trains reported in the July *Bulletin* remains unchanged.

TYPE	TO-TAL FLEET	VEHICLES DAMAGED	RE-TURNED TO SERVICE	AWAIT-ING REPAIR	AVAIL-ABLE FOR SERVICE	CURRENT PERCENT-AGE AVAIL-ABLE
Rail Cars	1147	272	145 155	127 117	1020 1030	89% 90%
Loco-motives	207	70	46 48	45 22	183 185	88% 89%
Total Fleet	1354	342	191 203	151 139	1203 1215	89% 90%

On June 22, Newark Light Rail got a new timetable to replace the April 6 edition. There were no apparent changes. Into the second week of July, copies were still not available at New York Penn Station until member Richie Schulman finally prevailed on someone in the Customer Service office to check the storeroom. Lo and behold – she found boxes and promptly put some into the racks.

This is not an April 1 tease, but when I started reading the *IRJ Rail Brief* for June 27, one of the news items read as follows: “Bergen LRT extension opens early.” Obviously, this “Bergen” was not HBLR. The article went on to report that the second phase of the light rail network in the Norwegian city of Bergen was inaugurated on June 21, adding five stations and opening two months early. The initial section of 9.8 km (6.1 miles) opened in 2010, and carries more than 31,000 passengers per day. Construction on this 3.6 km (2.2 miles) section began in January, 2011. A third extension consisting of 7.1 km (4.4 miles) is to begin this month and is due for completion in mid-2016.

Now, here is a real HBLR news item. On July 3, a prototype of an expanded LRV was displayed. One of the existing LRVs was outfitted with two sections, which increased the car length by 37 feet, seating capacity from 68 to 102 and standing room from approximately 200 to over 300 people per vehicle. The car, 2054, went into service on July 4 and will see service on all lines during its six-month pilot program. Kinki-Sharyo, the

LRV’s manufacturer, designed the new sections. This firm also constructed the LRVs for DART, and a low-floor section was added to its cars starting in 2008, providing seats for 100 vs. 75 in the unmodified LRVs.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

Richie Schulman informed me that a new AirTrain JFK brochure had been issued with a May, 2013 date. When I compared it to the July, 2012 edition, I noticed that the map had been changed and there were service reductions. For example, overnight service, every 15 minutes, is now every 15-20 minutes, Peak service, formerly every 7 minutes, is now every 7-12 minutes, and Off-Peak service went from every 10 minutes to every 10-15 minutes. Weekend service, which was not previously specified, is every 16 minutes.

Between 6:33 and 6:59 PM on July 11, due to a power problem, PATH service was suspended on the 33rd Street/Hoboken and Hoboken/World Trade Center Lines. When power was restored, the service operated with delays until 7:45 PM.

AMTRAK

On July 1, member Bob Vogel photographed the third Siemens ACS-64 (Amtrak Cities Sprinter 6400 kW maximum output (8600 hp)), 602, as it arrived at Washington Union Station on Amtrak Train #30 (*The Capitol Limited*). This unit was on its way from California to Wilmington, Delaware. 600 and 601 went to the test site at Pueblo, Colorado.

Railway Age reported that the ACS-64 is capable of operating on the catenary of three electric voltages: 25kV/60 Hz, 12.5kV/60 Hz and 12 kV/25 Hz. A rotary switch in the converter connects the transformer windings for the required configuration.

Additional former NJ Transit Comet Is have been released for *San Joaquin* service. In the coming months, 14 will be in service on the 12 *San Joaquin* trains. *The Fresno Bee* reported, “The new/old 64-seat, single-level Comet cars will initially replace 90-seat bi-level coaches on one of the four daily round trips between Bakersfield and Oakland. “The bi-level “California cars” will be added to the other five daily trains on the *San Joaquin* route, including two that run between Sacramento and Bakersfield. “This is one of the least expensive ways to increase capacity on the line,” said Bill Bronte, chief of Caltrans’ Division of Rail. “We can run the same number of trains and not have to pay extra to the freight railroads to use their tracks.” The total price to buy and refurbish the Comet cars comes to a little over \$1 million per car, Bronte said. By comparison, new 90-seat passenger coaches ordered by California and three other states have an average price of more than \$2.7 million each. However, some rail supporters are unhappy that they are being stuck with decades-old hand-me-downs. Said one supporter: “We don’t want 1960s train cars. There’s no question you get more bang for your buck if you buy something used. But if

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you take a used 1960s Volkswagen and refurbish it, it's still a 1960s car ... and you're more likely to have problems with it." The Comet cars were built in 1968 and 1969, but Caltrans officials say the renovations at Amtrak's shops in Indiana are turning them — at least on the inside — into modern coaches, with reclining seats, work tables, new flooring, carpets, and curtains, bicycle racks, Wi-Fi, ADA compliance, and power outlets at each seat. The wheel/axle assemblies are all new, and brakes and suspension systems are being overhauled. "It's going to be a really good-looking piece of equipment."

Richie Schulman reported that car 5008, which he saw in Sacramento, was ex-5165 and 5013, which he saw in Denver, was ex-5224.

The Winter-Spring National Timetable (Form T1) was replaced effective July 15 when the Summer/Fall was issued. Its cover shows an early April view of *The Carolinian* crossing the Potomac River after it left Union Station with the cherry blossoms in bloom — a real spring event.

Earlier this year, as I passed through New York Penn Station, I glanced up at one of the overhead monitors and saw member Walter Zullig. I asked him about it and confirmed that he had participated in the production. Fast-forward to mid-July, and emails began circulating on this subject. Walter wrote: "Several days ago I received a call from a friend who had just seen the Amtrak video in which I participated. He was traveling and was surprised to see me talking from the TV screen in an Amtrak waiting room. I have received similar calls from others who have seen the video in Amtrak waiting rooms throughout the country. Some folks have asked me how they can get to 'see it again.' Well, there is no guarantee by returning to a waiting room since Amtrak shows a lot of different things on those screens. But I've just discovered that it now can be accessed on a website: <http://www.youtube.com/watch?v=rht2v0HojCw&list=UUaF5lVeWaLrMz1Wmot39fA&index=1&feature=plcp>. The video contains some of my slides and VHS video films but was broken up and edited a lot. They had a lot of material to work with. Naturally the bottom line is to encourage people to join PASS (Partners for Amtrak Safety and Security) so as to report on illegal activity, vandalism, etc., around Amtrak facilities and to demonstrate to Amtrak that the rail enthusiasts are out there to help when needed."

MUSEUMS

The last piece of the Gerald Brookins Museum of Electric Railways legacy departed Cleveland on July 8. 1218, ex-Cleveland Railway—Cleveland Interurban Railroad—Shaker Heights Rapid Transit—Trolleyville USA and, lastly, the Lake Shore Electric Railway Museum, was a 1914 vintage Cleveland trolley built by the

Kuhlman Car Company in Collinwood, Ohio. The nearly 100-year-old car had been on display at the Crawford Auto Aviation Museum in a pavilion beside the Euclid Beach Park carousel until museum officials, as The Akron Railroad Club wrote: "deemed the only example of our trolley history to be too much of a bother to preserve as they promised." You may visit the car at the Illinois Railway Museum.

INDUSTRY

On June 27, Anthony Foxx was confirmed by the U.S. Senate as the 17th U.S. Secretary of Transportation (July *Bulletin*). Mr. Foxx replaced Ray LaHood, who had served since 2009.

Richie Schulman went to Yonkers, and, from the Kawasaki parking lot and Metro-North platform, found plenty of R188s. "I saw and got pictures of: 7876, 7875, 7874, 7873, 7872, 7871 (looks complete and on the track — I guess they're 6-car sets). 7876 definitely has a cab; my guess is 7871 does also, though I couldn't get back far enough to see. I read that they were going to be 11 cars on the 7 so a 6-car and a 5-car. Also in the yard were 7837, 7903, 7892, 7859, 7890, 7909, and 7907. There were also two PATH cars, one of which was 5143, for Sandy repairs."

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

One month after the start-up of *CapeFlyer* service, MBTA GM Beverly A. Scott reported that after a strong start, 808 riders on Memorial Day Weekend, ridership fell off during June, a product of bad weather. She expected that the train's popularity would pick up in July. The numbers for the two following weekends were 671 and 352. 310 passengers are required to make the service profitable, and the average earned per weekend is \$12,300. Thanks to member Todd Glickman for this report from *The Boston Globe*.

Two new stations on the Fairmount Line, Newmarket and Four Corners/Geneva Avenue, were opened on July 1. MBTA also added six daily round trips. In an effort to boost ridership, fares from Fairmount were reduced from \$5.50 to \$2 per trip. The fare adjustment means that trips between all stations on the line cost \$2, with one exception: traveling the entire line from Readville to South Station or from South Station to Readville costs \$6. With the recent station openings (July *Bulletin*), including South Station, there are eight stations. New timetables were issued for the Fairmount and Providence/Stoughton Lines and also South Station and Back Bay.

Starting at 2 PM on July 4, a rush hour level of service was operated on all subway lines. Fares were free after 9:30 PM. Thanks to Todd for these reports and for the timetables.

My wife and I were invited to spend a long weekend at the home of friends on Cape Cod at the end of June. Saturday morning, our host accompanied me to Hyan-

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nis to await the arrival of the *CapeFlyer*. The train: (E)-010 (MP-36-PH-3C)-224 (café/bike car)-915-925-707-717-721-1509-1074 (F-40-PH-2C), arrived about 15 minutes late, and it seemed well patronized.

An article in *The Cape Codder* (June 28) reported that the previous weekend there had been 714 riders. Over the first five weekends, 3,200 passengers were carried. The breakeven point is \$10,800 per weekend, and at the time, the gross revenue exceeded \$67,000. All this ridership despite rainy, overcast skies, and cooler temperatures!

LINDENWOLD, NEW JERSEY

A PATCO timetable was issued effective June 15. Thanks to member Allen Breen for giving me a copy.

On July 12 the DRPA Board committees approved a \$102.8 million rebuild of PATCO's line across the Ben Franklin Bridge, even though the project was originally budgeted at \$73 million, which was in turn based on engineering estimates of \$69.8 million. This is 47% higher than expected. The project will, if approved as expected by the full Board, replace rails, ties, and power and signal systems, repair train control, communication systems and the support structure, and apply three coats of new paint. Project completion is 27 months from start of construction. Thanks to member Dave Safford for this report from *The Philadelphia Inquirer*.

PHILADELPHIA, PENNSYLVANIA

New timetables went into effect on SEPTA Trolley Routes 10, 11, 13, 15, and 34 on June 9. Member Alfred Gaus Jr., who sent copies, wrote: "On the City side, Route 10 is bus all summer while the Route 10 and Route 15 junction at Lancaster & Girard gets renewed. Route 36 is all bus this month (June) and Route 11 is diverted to 58th Street because 49th/Woodland is being renewed." Alfred also sent a copy of the special Paoli/Thorndale U.S. Open timetable that was in effect between June 13 and 16.

Alfred also told me that he had seen the Delaware DOT-funded Silverliner Vs (735-6 and 871-2), which were delivered last year (October, 2012 *Bulletin*). In lieu of SEPTA markings and logos, there is the seal of the State of Delaware.

SEPTA published an Independence Day Late-Night Service timetable for Regional trains (available on the Internet) showing the last trains to depart from Suburban Station at the conclusion of the Benjamin Franklin Fireworks on July 4. Market-Frankford and Broad Street Line service operated at 5- to 7-minute intervals between 4:25 PM and the close of the normal service day. Ten additional trains were run on the Market-Frankford Line beginning at 4:25 PM, and there were 8 additional trains on the Broad Street Line beginning at 4:28 PM.

From July 20 until August 25, on weekends, shuttle

buses replaced train service between North Philadelphia and Chestnut Hill West due to overhead power, signal, and track work. Thanks to member Lee Winson for these reports.

From member Bob Wright: "The SEPTA fare hikes went into effect somewhat quietly on July 1. The news media reported it and carried the opinions of the 'typical' riders, who complained about the fare being too high, the service not good enough, etc. The only other news report I read recently is that SEPTA police were dispatched along the Norristown High-Speed Line because of 'numerous incidents' about the higher fare (folks who have a Transpass must now pay 50 cents more per ride on NHSL, as it went from two zones to a single flat fare of \$2.75). This, coupled with the much-less-publicized move by the PA legislature to not enact a transportation act that seemed to be a 'lock,' has put SEPTA in limbo once again. I'm not thrilled about NHSL being made a single fare (as was done on a handful of 'express' bus routes) and I think this is mainly because the Operators don't know and/or don't enforce the zones. A similar thing happened with the 2010 fare hike, when many City Division bus routes that had suburban zones had them eliminated. I've heard mention that this is SEPTA's idea to charge more for 'premium' service - makes sense in some ways, but... From my limited experience on a couple of these bus routes and NHSL, whatever riders paid seemed to work for the Operators (and SEPTA has a policy of 'no confrontation' if riders refuse to pay fares). On NHSL, it was not easy to police, admittedly, since riders tended to be charged according to where they boarded inbound (where the fare is pay enter) or outbound (where it's pay leave) even if they were riding between intermediate stops within a zone. The downside of the NHSL change is now that those riding shorter distances are paying the same as those riding the entire length of the line, and in some cases, it might be easier for riders to switch to the nearby Paoli-Thorndale Line. SEPTA's party line is that NHSL riders should purchase a Zone 1 Regional Rail pass if they ride regularly, since, as noted, the Transpass they may have been able to use in the past will now require a 'co-pay'.

"I took a trip on NHSL last week and noticed the ex-CTA cars were not in their usual space alongside the shop building. Apparently, they were moved to the other side of the building (out of sight) before the Merion USGA event, so they're still on the property. A friend who uses NHSL regularly noted that lots of SEPTA 'brass' were everywhere to be found on the line during the tournament and ridership was fairly heavy. Much of the construction that has been underway is complete or wrapping up, so there are only a handful of slow zones.

"On Regional Rail, the consolidation of zones has been interesting. You mentioned in the July *Bulletin* that the number of zones went from 7 to 6 (Zone 5 dropped

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and Zones 3 and 4 were reworked), and this is correct. However, for all practical purposes, the Center City zone (CCP) and Zone 1 are one and the same as far as ticket prices go - the only exception is that there is no Trailpass for CCP. Both North Broad and North Philadelphia moved from CCP to Zone 1, again with no immediate net effect. Anyone riding within CCP is getting the brunt of the fare increase since it's now a Zone 1 fare, basically. Of course, riding between the Center City stations (and, as I've experienced it, to and from University City as well) is fairly easy to do without paying a fare since Conductors tend to start examining/collecting outbound after leaving Market East on the old Reading side and after leaving U City on the Pennsy side. I've also noticed Conductors do tend to randomly check tickets for folks boarding toward Center City at 30th Street, I'm guessing to get the Amtrak riders who are making the 'short hop' (I've been checked on occasion doing this, and I have both my pass and an Amtrak ticket generally when I'm making this trip, so it all works out for me). It is interesting to see what SEPTA Conductors and Operators know about the fares and what they don't. I have had varied experiences with 'stepping up' my Zone 2 pass to ride to Zone 3 - the ticket has one cost at the ticket window, a different cost on the train (even though, officially, there is no on-train penalty for this purchase, some Conductors want to charge it anyway), and some merely decide that the pass is good enough and don't charge me anything additional. I took NJ Transit home from a trip to New York last week and tried to buy a step-up ticket at the Trenton ticket window. The Agent had no idea what to sell me and advised me to buy it on the train. On the train, the Conductor accepted my Zone 2 pass (for what was a Zone 6 ride last week) and told me that the 6:32 train was 'close enough' to the evening rate, but he admitted when I got off the train that he had no clue what to charge me.

"I had noticed on my infrequent trips on the Broad Street Subway that rehabbed cars (those missing the orange window band) were kept in trains separate from non-rehabbed ones. Recently, though, it appears this is no longer the case, and trains of mixed cars are the norm. The goal was to have the fleet entirely rehabbed by the Rail Roadeo this fall, so not sure if this is still on track to happen."

Dave Safford reported: "I caught a Silverliner V today (July 11), and found that the station announcements were gone, both from the TV screens and from the sound system. The visuals were completely replaced by ads and public service announcements and the recorded station announcements by informal spots from the Conductor. I couldn't say whether this is a policy or a malfunctioning system, but it was a disappointment."

I forwarded Dave's comments to Bob Wright, who rides more regularly than Dave, and this was his response. "I have noticed this more than a few times, and am just as curious as to why brand-new equipment has this sort of malfunction, but... It seems to come in two 'varieties' - either the screens are frozen, and there is a visible error message (just like you'd get on your computer) on each screen, or the ads are displayed with no 'pertinent' announcements like stations, the line you're on, etc. (as Dave reported). The Conductors have the capability to override this to make their own announcements, but from what I've seen, this rarely happens. In fairness to the Conductors, as one explained to me, the microphone for this is actually a speaker that's mounted near the door control panel (on the door frames), so it's not easy to use, particularly on a moving train. I've also seen (once) the line info not displayed and the stations called out way out of sequence - not sure how that happened. Interestingly, at first, the station info also gave connecting SEPTA transit routes, but that doesn't happen except for the rapid transit/subway-surface lines that connect with the Center City stations."

WASHINGTON, D.C. AREA

Track maintenance work by CSX affected some of MARC's off-peak trains on the Brunswick and Camden Lines from mid-July through mid-September.

My son Marc reported that MARC trains are now easier to find using <http://www.marctracker.com/>.

Maryland Governor Martin O'Malley, on July 9, announced that the state would provide \$560 million towards the Purple Line LRT project. This 16-mile, east-west line would connect the Capital Beltway from New Carrollton in Prince George's County to Bethesda in Montgomery County. One source on the Internet alluded to a 2020 opening. Thanks to *Progressive Railroad-ing* for this news.

The intercoms of the 6000-series cars do not work when they are in the lead of other series cars. So for now, the 6000s will be the middle cars. They are running out of lead cars, as the 1000-, 1100-, and 1200-series are restricted from being used as lead cars. Thanks to member Steve Erlitz for this news.

Virginia Railway Express informed its riders that due to rider feedback, funding was found to add a railcar to one of its trains effective July 1. Also on that date, the equipment for some trains was swapped in response to ridership.

The first phase of the Silver Line, which was supposed to open last December, and then this December, will not open until January, 2014, according to a report that aired on News Channel 8. Sam Carnaggio, Director of the Dulles Corridor Project and the Metropolitan Washington Airports Authority, says construction work is 94% complete, and that the project will be turned over to Metro by October. He says Metro will then take at least 90 days to independently test the trains and tracks

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and hire staff. Work on the second phase, which will extend Metrorail into Loudoun County past Dulles Airport, was expected to begin in July and be complete in five years.

SOUTH FLORIDA

Tri-Rail reported that on June 24, it carried 19,060 paying passengers, most of whom were destined to the Miami Heat (National Basketball Association) Victory Parade. Previous Miami Heat parades also generated high ridership counts. The highest ridership occurred on "Dump the Pump Day", June 16, 2011, when 19,731 passengers were carried without charge in support of the American Public Transportation Association's national effort to promote the benefits of riding mass transit.

Metro-Dade Transit operated rush hour headways (5-minutes) south of Earlington Heights and added cars to its trains.

The Fort Lauderdale City Commissioners approved a plan for a special tax assessment zone to help fund the proposed *The Wave* streetcar line. So far, there is federal and local funding for the \$142.6 million, 2.7-mile starter line, with \$20.6 million to be generated from local property owners over a 25-year period Phase I of *The Wave*, costing \$83 million, would run 1.4 miles and begin operation in 2016. The city hopes to add 1.3 miles to the line after that segment opens. Thanks to **Railway Age** for this news.

CLEVELAND, OHIO

Member Ralph Deitrick sent an article from **The Cleveland Plain Dealer**, which adds some information that was not reported in the July **Bulletin**. The Greater Cleveland Regional Transit Authority (RTA) decided to resume 7-day-a-week service to the Waterfront after completion of the first phase of the Flats East Bank development. Ernst & Young had recently relocated its 2,100 employees into a 23-story tower across the street from the Flats East Bank station. This 2.2-mile line, which was completed in July, 1996 at a cost of \$69.3 million, had seen a fall-off in ridership from 1.1 million the first year to an average of 613,000 between 1998 and 2000. By 2001, ridership had dropped to 426,000 and RTA stopped keeping statistics. In April, 2010, it was decided that rush hour-only service would operate on weekdays, with full-time service on weekends only.

CHICAGO, ILLINOIS

The Chicago Transit Authority (CTA) on June 21, announced a Blue Line Forest Park Branch Feasibility/Vision Study to assess future needs for the entire branch between the Clinton and Forest Park stations. Built in 1958, the Forest Park Branch has a growing list of "state of good repair" needs. The study will evaluate the entire branch to determine how best to address

modernization needs of its 55-year-old infrastructure, station/terminal needs, customer access points, and Park & Ride access along the expressway. Thanks to Robert Hansen for this report.

MINNEAPOLIS, MINNESOTA

Thanks to Walter Zullig, who sent me copies of the May 18 Blue Line (originally Hiawatha Line) and Northstar Line timetables.

TUCSON, ARIZONA

During the week of June 24, a car that had been constructed by United Streetcar rolled down a test track prior to its delivery to Tucson. The first of the eight-car order is scheduled for delivery this month, with the other cars arriving every four weeks. Due to the late delivery, United Streetcar has been subject to penalty charges of up to \$1800 per day up to a maximum of \$2.9 million since March. It is expected that service should begin operating by next summer, about eight months later than originally planned. This 3-9-mile line, to be known as Sun Link, is part of a \$2.1 billion transportation program. Thanks to Jack May for sending this article from **The Arizona Daily Star**.

SEATTLE, WASHINGTON

The existing, temporary station at Tukwila is being replaced by a permanent facility. A groundbreaking ceremony was held on June 24 for this \$46 million project. A Fall, 2014 opening is planned. Thanks to member Al Holtz for forwarding this news.

PORTLAND, OREGON

There is a follow-up to a news item that was reported in the April **Bulletin**. On July 2, Judge Henry C. Breithaupt ruled in favor of TriMet's lawsuit regarding Clackamas County's commitment to the Portland-Milwaukie Light Rail Transit Project agreements. The Court ruled that Clackamas County breached its contractual commitments to the project and that it must now honor its commitments supporting the construction of the line or pay monetary damages.

SAN FRANCISCO, CALIFORNIA

After the contracts with BART's 2,300 unionized employees expired and talks broke down, the workers went on strike on July 1. This was the first time since 1997 that this action has been taken. That strike lasted six days. 400,000 daily riders had to find alternate ways of traveling. On July 4, negotiations were resumed, with the current contract being extended for 30 days, and the workers returned to work as of 3 PM July 5. BART is the nation's fifth largest rail system.

It seems hard to believe, but the original F Line PCC fleet is in need of some rebuilding. After all, they have been providing faithful service since September 1, 1995. Member Pete Donner sent a link to a story on the Market Street Railway website advising that SF Muni is awaiting bids from contractors to renovate 16 PCCs (1050-3, 1055-63, 1007, 1010, and 1015) that have

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seen much heavier use than originally anticipated, due to the popularity of the F Line. Their bodies will be fully cleared of rust (the original contractor did a poor job of this 20 years ago), the wiring will be updated, and they will receive the same new propulsion equipment, faithfully based on original PCC designs, that was installed in the last group of renovated streetcars (1070-80, 1006, 1008, 1009, 1011, and 1040). This will make the PCC fleet closely standardized, based on equipment of the Westinghouse design, and thus easier to maintain. Upon approval of the contract, three cars at a time will be shipped to the repair facility.

LOS ANGELES, CALIFORNIA

Metrolink accepted its 137th and final Hyundai-Rotem car on June 25. This group of cars, with a crash management system, was ordered in the aftermath of the horrific January 26, 2005 Glendale crash and the one in Chatsworth on September 12, 2008. These cars have been dubbed "The Guardian Fleet," and have energy-absorbing crumple zones and other safety measures now required by federal law. Thanks to Pete Donner for this report.

Effective July 1, Metrolink fares went up 5%. The increase was approved on June 14 following a series of public workshops. In addition to the fare increase, the Board changed the existing Weekend Pass to a Weekend Day Pass, still priced at \$10, but opted to exempt students from the new fare changes. This action was taken to close a projected \$10.2 million funding gap for FY2013-4. The last time fares were increased there was a series of three annual 3.5% hikes on July 1, 2007, 2008, and 2009.

HONOLULU, HAWAII

According to Honolulu Authority for Rapid Transportation CEO Dan Grabauskas, standardizing the features and fixtures of its planned 21 stations will reduce the cost of the project by \$100 million. Earlier station designs were larger and more elaborate. He said: "frankly the community pushed back on it and so did our budget department." Thanks to member David Erlitz for sending this report from **The Star-Advertiser**.

TORONTO, ONTARIO, CANADA

The Toronto Transit Commission (TTC) announced at a press conference held on June 25 that when the new streetcars enter service in early 2014, it will be first on the Spadina Line. At the same time, the *Presto Card* for fare payment will be used for faster boarding. Currently the CLRV/ALRV fleet contains 247 vehicles, but only 204 of these Bombardier streetcars have been ordered. TTC officials said that only about 190 are in service each day. Thanks to member Bill Vigrass, who forwarded this report from member John Bromley from **The Toronto Star**.

Another email that was forwarded provided further details on the assignments as the new cars are accepted for service:

2014: Spadina, Bathurst, Harbourfront (relatively low number of cars)

2014/5: Dundas (few cars, only one island)

2015/6: Queen/Lakeshore (requires substation upgrade in the west)

2016/7: King

2017/8: St. Clair (St. Clair West Station not accessible)

2018 Downtowner, Kingston Road Tripper

2018/9: Carlton

The morning after writing the paragraph above, there was a report from **Railway Age** that TTC is urging Toronto to order an additional 60 cars. At the same time, the TTC Board requested that Toronto assist in studying the idea of banning cars on King Street during the morning rush.

A result from one of the wildest summers, weather-wise, was a photo of a train of GO Transit bi-levels still on the tracks, but surrounded by water. On July 8, a severe thunderstorm caused flash flooding in Toronto along with extensive power outages. Canada's weather service reported that some parts of the city received 3.9 inches of rain. Emergency service personnel, using small inflatable boats to rescue 1,400 commuters from the 10-car train, required six hours to evacuate all who fled to the upper level as waters reached the windows of the lower level. One passenger wrote on Twitter: "There's a full-on river on either side of us... We. Are. Stuck. Hard." The train, #835, left Union Station for its run to Richmond Hill and was halted about 15 minutes into its run. In addition to the stalled GO Transit train, subway service was also temporarily shut down. Thanks to Jack May for this report from **The Associated Press**.

KITCHENER-WATERLOO, ONTARIO, CANADA

On July 10, the Waterloo Regional Council approved a C\$92.4 million agreement between Metrolinx and Bombardier for the purchase of 14 LRVs for the first stage of a planned 19 km (11.8-mile) line. Details were published in the May **Bulletin**. Thanks to Jack May for this news.

MONTREAL, QUEBEC, CANADA

AMT is in negotiations with Canadian National to purchase the 18.6-mile, 12-station Deux Montagnes Line. This will allow AMT to add service. In the short term, AMT plans to increase capacity by adding two cars to the current 10-car trains. With 7.9 million passengers carried last year, it is AMT's busiest, carrying 45% of its total ridership. Thanks to Al Holtz for sending this report.

CALGARY, ALBERTA, CANADA

Torrential rains, which led to major flooding during the third week of June, caused major property damage in southern Alberta Province. Transit was affected including a suspension of the C-Train through downtown, alt-

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hough the outer portions of Routes 201 and 202 continued to run. The Operations Center had to be relocated from Victoria Park to an unnamed temporary facility. Due to no overhead power, LRV transfers were done with a car mover.

Effective June 25, Calgary Transit reported Blue Line service was running normally while Red Line service was unavailable between the 8th Street and Heritage stations, leaving two stubs of rail service at opposite ends of the Red Line. It was expected that restoration of full service would require two weeks. Repair work continued and all services were operating on July 3.

ORANJESTAD, ARUBA

Al Holtz and his wife took a Caribbean cruise that included Aruba's capital city as a port of call and sent the following report: "Yes, we got to ride the tram, which is a solar-powered open bench replica car (they own two, but only one was operated). The tram is operated by Arubus, the agency that also operates local and inter-island bus service. There was a small cement marker painted 'Arubus' on the sidewalk near the Cruise Terminal tram terminus, although most people wouldn't associate this marker with anything. I suppose it was there to represent the tram stop, but one would never know. The fare is FREE — not the \$1.00 I also saw mentioned earlier in emails. The route is about a mile — maybe a mile and a half — long and runs behind the main shops on the next street(s) over from the main waterfront shopping street — Caya C.F. Betico Croes. The first half of the route from the Cruise Terminal to Renaissance Square is split between two narrow parallel streets — one for outbound and the other for inbound. Beyond Renaissance Square it is single-track in the middle of a narrow street for the remainder of the ride — for both directions of service. I saw few tourists aboard, although patronage was about $\frac{2}{3}$ full on the trips I saw and rode. Mostly locals hop on and off along the way when they see the tram coming. The tram seats 70 on the wooden benches (beautifully lacquered) accessed from the sides. The Motorman (plus Police Officer and the clipboard person I noted) all sit on the front seat — unprotected from any elements. I guess most of the time Aruba has OK weather. The two cars are immaculately maintained. As I noted, I saw crews polishing and cleaning them inside and outside — and on the roof — at the car barn about an hour before the first trip. The current car barn is a primitive enclosed shed through which one track passes — large enough to park the two trams. However, I saw a new larger car barn under construction about a block away. Recorded announcements for each stop are in English and Spanish interspersed with admonitions not to stand while the tram is moving. As I noted, the speed is maybe just a bit better than

walking pace — with the bell gong constantly clanging while there is much squealing of the flanges around every bend, and as I noted, a long time is spent at each stop. That's why it takes at least 15 minutes to make a one-way trip. I'm not sure they use a timetable. When the car reaches the terminus stop it just waits a few minutes before returning the opposite direction. It's possible it departs the cruise terminal at 00:10 & 00:40 and the outer end at 00:25 and 00:55, but I'm not sure. It would be nice if this information were posted at the stops. The one car gets to make 6 round trips between the 10 AM and 1 PM operating window. The first two round trips were made with one Motorman, and a new Motorman came aboard for the third round trip. As I noted, many of the streets are still under construction and thus difficult to walk along. Beyond the last outer stop there is more construction in progress indicating the line will go further."

JERUSALEM, ISRAEL

In Israel (May 24) reported that ridership on the light rail has grown to 120,000 per day, far exceeding the 40,000 to 50,000 per day that was originally envisioned. Thanks to member Dave Klepper, who added that this is better than some heavy rail lines, for this news.

A senior Bombardier official told *The Jerusalem Post* that Israel Railways should "take quick steps" to electrify its 420 km (260-mile) rail system. The remarks were part of his address at the International Transportation Conference at the Kfar Maccabiah convention center in Ramat Gan, sponsored by the Morag Group and the Transportation Ministry, in partnership with the Prime Minister's Office. Thanks to my son Marc for this news.

FROM THE HISTORY FILES

65 Years Ago, In July, 1948, trolley service ended in two Virginia cities: Norfolk on July 10, when the Lamberts Point-Church and Naval Base Lines were abandoned, and July 31, in Roanoke, which saw service end on the South Roanoke-Raleigh Court Line. *The Tide* restored a 7.1-mile streetcar line to Norfolk on August 19, 2011 (August, 2011 *Bulletin*). Ridership has been increasing and there is talk of extending service to Virginia Beach.

35 Years Ago: On July 20, 1978, NJDOT received a \$33.8 million grant toward the cost of re-electrifying the former Erie-Lackawanna (Delaware, Lackawanna & Western) lines out of Hoboken to Dover, Gladstone, and Montclair. The project was ultimately completed with Arrow III's operating under 25kv power on August 28, 1984. Ceremonies were held at the Maplewood station on September 15, 1984. I attended that event with my children and saw many of our members there. As I recall, rides on all three branches were free that day.

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

Around New York's Transit System

MTA Awards Final Second Avenue Subway Contract

MTA awarded a \$208,376,000 contract to the 86th Street Construction Joint Venture, consisting of Schiavone Construction Company LLC and John P. Picone Incorporated. This contract for 86th Street station finish includes mechanical, electrical, plumbing, ancillary buildings, and entrances. It is the tenth and final contract to be awarded for Phase I of the Second Avenue Subway.

Ⓒ trains should start operating on this \$4.45 billion extension in December, 2016.

\$Commute-N-Save\$

A June 17, 2013 Bee Line leaflet furnished details of the Federal Commuter Choice Program and explains how employers can give a new federal pre-tax benefit to those employees currently using public transit buses, trains, ferries, and vanpools.

If a company offers this benefit, an employee is eligible to use up to a combined total of \$490 a month for \$5,880 a year of his or her pre-tax income for commuting costs. Eligible costs include the costs for transit and qualified parking, which includes parking costs incurred during travel to work.

The Longest Single-Fare Ride

The current Westchester County Bee Line bus timetables reveal interesting information regarding transfer privileges between Bee Line buses and Bronx subway trains and buses. Most of the regulations listed on the March 3, 2013 timetables were probably in effect long before the timetables were issued.

Passengers paying \$2.50 cash fare on a Bee Line bus receive a paper transfer valid on intersecting Bee Line and MaBSTOA Bronx buses with no additional charge. Passengers swiping a Pay-Per-Ride *MetroCard* on a Bee Line bus can transfer to intersecting Bee Line buses or Bronx subway trains and MaBSTOA buses with no additional charge within two hours of initial boarding.

After reading about the transfer privileges, we checked our maps and started planning the longest single-fare ride. Starting from Tarrytown, Valhalla, White Plains, or Port Chester, a passenger can ride for more than an hour to the nearest subway station. There they can board a train and eventually transfer to another train bound for Brooklyn or Queens. On their return trip, they may have difficulty boarding a Bee Line bus within the two-hour limit, because many buses run on an hour headway.

Greenpoint Tube Shut Down Weekends

During 12 weekends, 12:01 AM Saturday to 5 AM Monday, Ⓒ trains will operate between Nassau Avenue and Church Avenue while crews make repairs in the river tunnel. The Greenpoint Avenue, 21st Street, and

Court Square stations will be closed and shuttle buses operating from Court Square via Manhattan Avenue to Nassau Avenue and via McGuinness Boulevard to Lorimer Street will serve the closed stations.

Following are the weekend closures, which are subject to change:

July 6-8	August 10-12	September 28-30
July 13-15	August 17-19	October 5-7
July 20-22	August 24-26	December 7-9
August 3-5	September 7-9	December 14-16

The Ⓒ line's Greenpoint Tube is one of the nine subway river tunnels flooded during Superstorm Sandy. At the height of the storm, the tube was flooded with three million gallons of salt water, leaving tracks submerged and the tunnel's pump controls, electrical, communications, fan control, and signal equipment seriously damaged. Power cables immersed in salt water are corroding from the inside. Corrosion on the outside of rails and fasteners can cause short circuits, resulting in signal problems. The controls for ventilation, lighting, and communication systems were destroyed and have not been restored to their previous condition.

Temporary repairs were made as soon as possible and train service was resumed. Components were cleaned, inspected, and approved. Because they were badly damaged, their lifespan was shortened, and there were failures and train delays. To furnish reliable service, the river tunnel must be closed weekends for extensive repairs.

Ⓒ Train Changes Recommended

At the behest of State Senators Daniel Squadron and Martin Malavé Dilan, NYC Transit recently reviewed Ⓒ train service. This 11.4-mile-long route has seen ridership increases in the past few years, but ridership is lower than on many routes.

This comprehensive review looked at several elements of service, including conflicts with Ⓕ trains, the operation of the route's terminals, and train stopping locations in the stations. Several changes were recommended, including:

- Increasing service frequency during the PM peak on weekdays (3-9 PM) from 6 trains per hour to 7.5, reducing average headways from 10 minutes to 8. This change, which would require additional funding, would let Ⓒ trains mesh better with Ⓕ trains and allow for more even Ⓒ train wait times and passenger loading
- Improve mid-route service supervision, which would

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