

The Bulletin



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The Bulletin

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BROOKLYN BRIDGE CABLE CAR ANNIVERSARY

Cable cars started carrying passengers on September 24, 1883, four months after the bridge was opened. Service began at 9 AM with one-car trains operating on a five-minute headway. Later in the day, longer trains were operated until service was discontinued at 7 PM. Running time was 6 minutes one-way, 25 minutes round-trip, and the fare was 5 cents.

In the first hour, the cable railway transported 300 Brooklyn and 200 New York (Manhattan) passengers. Riding increased rapidly; the next day, trains operated from 6 AM to midnight carrying 1,000 passengers from 7-8 AM and 1,500 passengers from 5:30-6:30 PM. Crowds were waiting at Sands Street when the trains started running at 6 AM and there were long lines at 11 AM. The Superintendent said that he could not handle all the rush hour passengers.

Cables provided motive power on the bridge while locomotives switched trains at the terminals. The January 31, 1885 roster lists two switch locomotives, 9 tons each, built by H.K. Porter and Company, and two switch locomotives, 13 and 14 tons each, built by Baldwin Locomotive Company. The roster also included 12 passenger cars built by Bowers, Dure and Company, which were 48 feet long and weighed 10 tons. Six passenger cars built by Pullman Palace Car Company were 49 feet long and weighed 10 tons. The cars were one foot wider than the Brooklyn elevated cars. They had cushioned seats, but had no provision for heat, and were illuminated by kerosene lanterns.

MANHATTAN TERMINAL

The Park Row terminal was a shabby, offensive, wooden elevated station covered by an iron shed with a tunnel-like entrance from

the promenade. Passengers crossed a nondescript wooden and iron bridge over Park Row against a shabby registry building with mud, dirt, crowds, and liquor saloons on each side of the shed. When it rained, passengers waded through torrents of water in one of the most undignified and unpleasant localities to be found in any part of the city.

CABLE MACHINERY

The grip could take cars only at each end of the bridge and cars could not start or stop between stations. The first cable ran for 3 years, 3 months and the second cable for only 1 year, 10 months.

The new power house was located on the east side of the bridge, near the Brooklyn end. Three engines, rated at 400 horsepower, 325 HP, and 200 HP, could not balance the loads on the up and down grades. The cable, which traveled at 10 miles per hour, was made by Roebling. Its diameter was 1½ inches and its length was 11,000 feet. The new cable made a trial trip on June 18, 1888 and was placed in service on June 23, 1888.

Following are excerpts from the reports of the bridge trustees:

On December 2, 1883, trains started operating 24 hours a day. The fare was originally 5 cents. On March 1, 1885, it was reduced to 3 cents or 10 tickets for 25 cents. Effective July 1, 1894, it was revised again to 3 cents, 10 for 25 cents, or 2 for 5 cents.

In 1885, 6 cars with sliding center doors were ordered from the Pullman Palace Car Company at \$3,775 each. In 1886, 14 new cars, including 8 center door cars, were built. Twelve short cars were replaced with 12 long center door cars. In 1887, center doors were installed in the original cars. Center door cars

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NEXT TRIP: RIVERLINE AND PATCO, SATURDAY, OCTOBER 19

THE GENESIS OF “DASHING DAN”

Part Two—The Long Island Rail Road Eyes Manhattan

by George Chiasson

(Continued from August, 2013 issue)

MORE CHANGES TO THE MAIN LINE, AND THE HEMPSTEAD BRANCH IS ELECTRIFIED

At the turn of the 20th century, traffic was quickly increasing on LIRR's Main Line and the towns along its path were developing into small cities in virtual unanimity. Ergo its stations and facilities were in constant need of upgrade to meet the additional demand, which gave the Pennsylvania Railroad even greater impetus to implement the conversion of large parts of the Long Island Rail Road to electric propulsion, not only in support of Penn Station, but also to foster an atmosphere of efficiency in a frenzied operating environment. In 1894 the original Tower 43 inside Floral Park depot was redesignated “Tower 47,” a title that was changed to “FP” when call letters were adopted in 1907. A new depot was opened at the original Plainfield site about July of 1909 without the enclosed tower, which was replaced by an independent wooden structure known as “FK” where the existing (second) station originally known as Stewart Junction had been positioned since 1878. An easterly leg was also added from the LIRR Main Line that made the Creedmoor cut-off into a full wye, but was used exclusively for freight moves or engine change-outs. Sometime during 1898 a new local stop was added to the Main Line at “Bellerose,” which was then an area of Floral Park, Queens County that had just begun to sprout housing lots in a large expanse of “open” land. It started to thrive after 1906, when the process of transforming “77 acres of gladiola fields” into a model residential community was initiated, largely thanks to the labors of Mrs. Helen Marsh, who was a native of Lynn, Massachusetts. Another station was added around March of 1907 on the former Central main line (née Hempstead Branch) at “Nassau Boulevard.” Its location was a previously untamed crossing about a mile west of Garden City, opening several months ahead of the line's electrification but in plenty of time to promote development of the adjacent “Garden City Estates” that was advertised on signage at the site's substantial new depot. Many years later (1929) the Nassau Boulevard station would be situated just blocks from the Garden City campus of Adelphi University, where brick marvels Levermore, Blodgett, and Woodruff Halls survive in 2013 as rare architectural examples provided by the signature design firm of McKim, Mead & White, which also drew up Pennsylvania Station in New York. At about the same time, the layout at Hempstead Crossing was substantially reconfigured once again, with the turnout from the LIRR Hempstead Branch to-

ward Hempstead terminal being relocated even further west than it had been in 1893, to the Franklin Avenue grade crossing. This formed a southwest wye leg at “HC” (as then renamed from Tower 105), which joined the New York Bay Extension Railroad (née West Hempstead Branch) by 5th Street for a very short distance before curving away again to the southeast and finally merging into the Central's original Hempstead Branch at Meadow Street. The existing (1873-6) right-of-way along the west side of Washington Avenue from 6th (Beech) to 2nd (Meadow) Streets was thus abandoned and replaced in part by a short (electrical) “Sub-Station Track” that held portable electrical distribution apparatus. This spur was in turn connected to a separate northeasterly wye at Hempstead Crossing that was added to support freight operations by allowing direct access from the Bethpage end of the line toward Mineola. This supported the option of diverting line-haul freight trains away from the growing density (and elegance) of Garden City and the branch's single-track choke point through Floral Park.

To accommodate the railroad's then-sizeable merchandise and bulk material handling responsibilities, a third track was added in 1904 from “QU” just east of Queens (Village) to a point in the Childs' flower fields just west of Floral Park that was used as a long siding to hold freight trains off the two main tracks, thus avoiding congestion. The Long Island Rail Road actually had freight volume enough to justify even larger facilities in that time, but it generally took the Pennsylvania's financial largesse (in the name of expediting passenger operations) to carry out whatever cargo-related improvements were necessary to keep the railroad from being adversely affected. To facilitate opening of the Long Island's Holban freight classification yard (which served as a gateway from the national railroad system to eastern Long Island) this “third track” was extended from “QU” at Queens Village to “IS” Tower next to the Hollis station in April of 1907, and the entire length of it electrified from Hollis to Carnation Avenue in Floral Park, where a large shed was located that among other things handled the apparatus used to install third rail to Hempstead and then to house a portable substation afterward. When LIRR instituted electric service from Flatbush Avenue to Hempstead on May 26, 1908, some steam-powered trains from Long Island City were supplanted on the former Central Railroad of Long Island routing through Garden City. Though this was an addi-

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The Genesis of "Dashing Dan"

(Continued from page 2)

tion to the few electrified suburban services already established, at that time it still represented only about a third of the scheduled service to the Hempstead terminal with the balance remaining as it was: traditional steam locomotives hauling wooden coaches from Long Island City to Mineola via the Main Line, then (as was the case since 1839) southward through Hempstead Crossing, as well as Hempstead trains from Long Island City that were routed via the Floral Park cut-off and Garden City. Whereas schedules for both of these variations were beefed up at the time, to avoid track congestion the local route between Long Island City and Oyster Bay via Garden City and Hempstead Crossing was forsaken.

Like the existing rapid transit line already serving Queens Village and Belmont Park, the new electric line to Hempstead received MP-41/T-39 tandem equipment and followed the Atlantic Branch, including stops at Nostrand Avenue, East New York, Warwick Street, Woodhaven Junction, and Jamaica. From there Hempstead "Locals" continued on the wide, grade-level Main Line of six tracks past Rockaway Junction, merged into the three-track main line near the next station at Hollis, stopped at Bellaire and Queens (Village), then crossed into suburban Nassau County with stops at Bellerose and Floral Park. The Hempstead electric trains then cut southeastward onto the single-track, former Central Railroad of Long Island main line at FK Tower to pause at its newest and oldest stations (Nassau Boulevard, 1907 and Garden City, 1873 as rebuilt in 1898) before taking the southwest leg of the wye at HC to curl south onto the "Hempstead Branch" itself. They then diverged away from the "New York Bay Extension" (West Hempstead Branch) at 5th (Chestnut) Street and continued south next to Magnolia Avenue to reach the original (1873) Central Railroad of Long Island Hempstead terminal, situated precisely in the center of town at Fulton Street.

There was some degree of justice for Hempstead when it received the first regularly scheduled electric trains on behalf of Nassau County that day, a measure of integrity that might seem rather mystifying in 2013. Historically, Hempstead had been founded in 1644 as one of the four large municipalities that originally constituted Queens County, a deed that had even bewildered its earliest settlers, who were intent on being chartered by the Connecticut colony but were instead bonded by The Crown to New Amsterdam. By 1890, after the railroad had helped to provide greater Long Island with a viable civic structure, the first generation "towns" were largely giving way to a budding collection of surrounding "villages," and Hempstead retained enough importance to be considered for designation as the seat of the new County of Nassau when it was formed through municipi-

pal exclusion in 1899. Given that the electrified Hempstead Branch as configured in May of 1908 was single-track in its entirety, but along with its Main Line connection west of Floral Park provided a complete pathway to what became a famous (and electrified) Pennsylvania Railroad-sponsored test track along the former Central Railroad of Long Island main line later that year, it would be reasonable to ponder a possible relationship between the two events. After its initial electrification, another new station called "Stewart Manor" was added to the Hempstead Branch during 1909. It was located at the Hyde Park Avenue grade crossing between Floral Park and Nassau Boulevard, which was earlier the site of the original Central Railroad of Long Island stop at Hyde Park, and later Hyde Park-Central, that opened with the line in 1873, then was closed when local service by way of Flushing was discontinued in 1879.

Sometime by 1898, scheduled passenger service was completely removed from the former Central Railroad of Long Island main line between the junction at Tower 105 in Garden City and the Babylon station on the original South Side route, though it was retained intact for freight functions (especially on the industry-laden Bethpage Branch, at least until May of 1909, when that appendage was also truncated for the first time). Operation of the former South Side Railroad as far as Babylon (as started in November, 1874) became institutionalized nevertheless, while through service to Patchogue that would have used the Central Main Line, and perhaps points beyond, was gradually incorporated into the Montauk Division schedule starting sometime in the 1880s (and has remained so ever since). As mentioned above, a portion of the former Stewart estate in eastern Garden City became a sporting club during the 1880s (polo in the spring and summer, hunting in the fall) that was chiefly accessible through the Long Island Rail Road. In the run-up to what was later known as the Spanish-American War, the former Camp Winfield Scott, now named Camp Black, was used to marshal U.S. Army troops pending their battle engagements around the Caribbean. On May 3, 1898 a shuttle service was established from Garden City (where it connected with regular LIRR Hempstead trains) to a hastily built station at "East Meadowbrook" (on the site of the former Meadow Brook stop) that was coined "Camp Black" by military and railroad personnel. Service was generously supplied both by this means and through "Special" trains that could move battalions at a time to and from the docks in New York. Altogether it made CRRLI alive with a buzz that accompanied the coming and going of U.S. armed forces, but tragically the confinement associated with these conditions also fostered the rapid spread of contagious disease (most notably typhoid) during this brief time span. In any case, the last of the outbound troops departed Camp Black on August 29, 1898, just days after hostilities had ceased, while

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ELECTRIC TRAINS AT PARK ROW



Park Row station in 1896.
Bernard Linder collection



Looking west toward Park Row station.
Bernard Linder collection



Park Row station, looking east.
Bernard Linder collection



Park Row station, looking north.
Bernard Linder collection

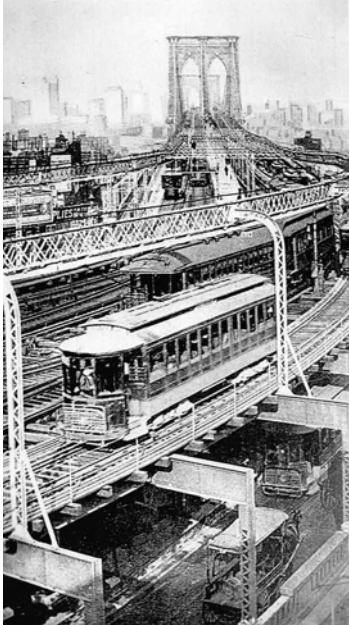


Park Row station, looking south (before exit platforms were removed).
Bernard Linder collection



Train on the Brooklyn Bridge.
Bernard Linder collection

ELECTRIC TRAINS AT SANDS STREET



Brooklyn Bridge at Sands Street, looking west.
Bernard Linder collection



Looking west from Sands Street station. Trolley cars are on outer tracks.
Bernard Linder collection



Looking east from Sands Street in 1907.
Bernard Linder collection



Looking east toward Sands Street, May 31, 1940.
Bernard Linder collection



Looking west toward Sands Street station, June 9, 1941.
Bernard Linder collection



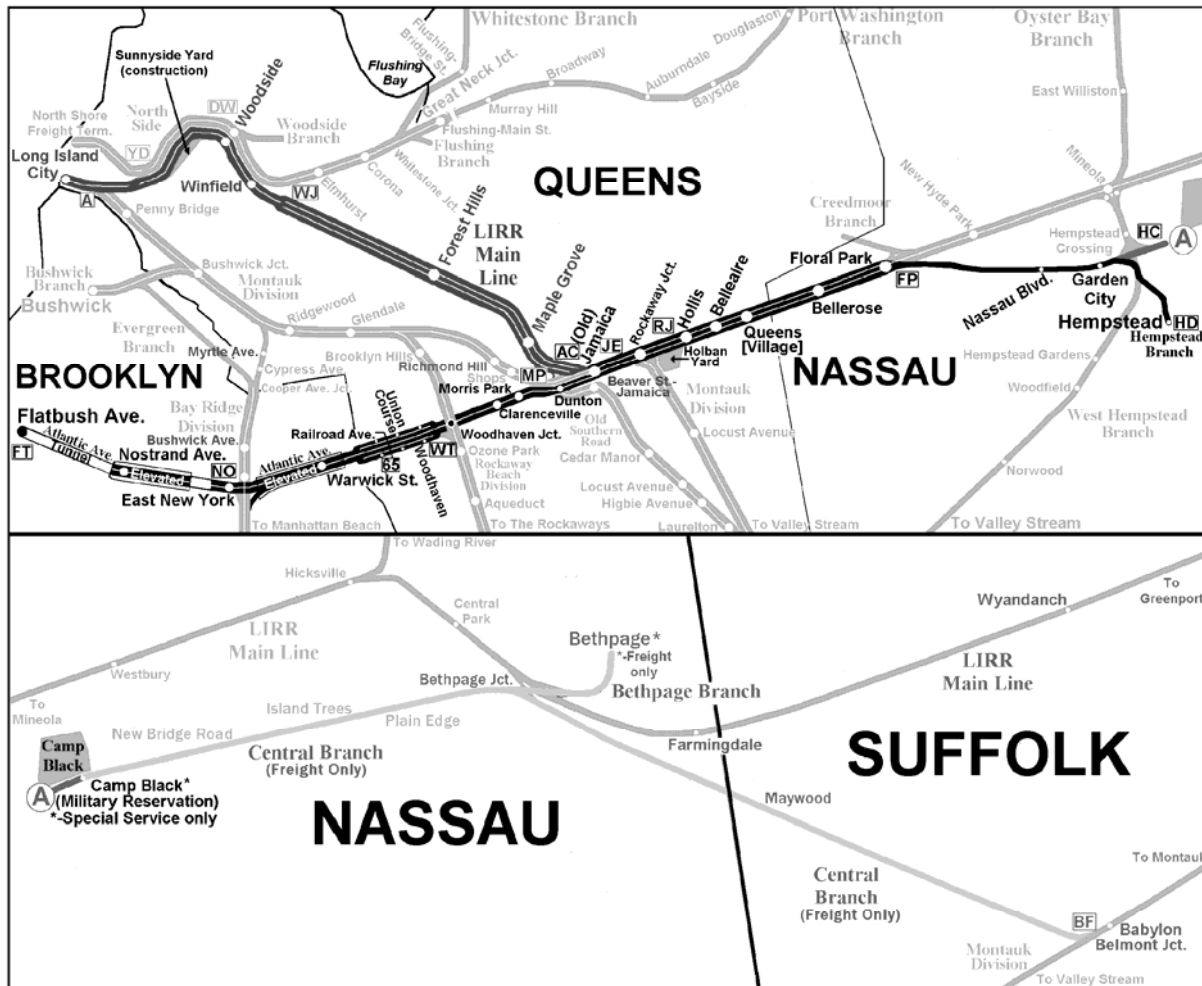
Looking west toward Sands Street station, September 19, 1941.
Bernard Linder collection

The Genesis of "Dashing Dan"

(Continued from page 3)

members of Manhattan's "Fighting 69th" Regiment continued to return through its tents until the end of January, 1899. By that time it appears the dedicated LIRR shuttle had ended, with railroad service being otherwise maintained on an uncertain, intermittent schedule over the next several years for National Guard and other military-related activities.

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**Map 27: L.I.R.R. Hempstead and Central Branches, May 1908
(Eastern & Western Portions)**

(Continued on page 7)

Brooklyn Bridge Cable Car Anniversary

(Continued from page 1)

reduced unloading time from 48 to 35 seconds and trains operated on a 75-second headway.

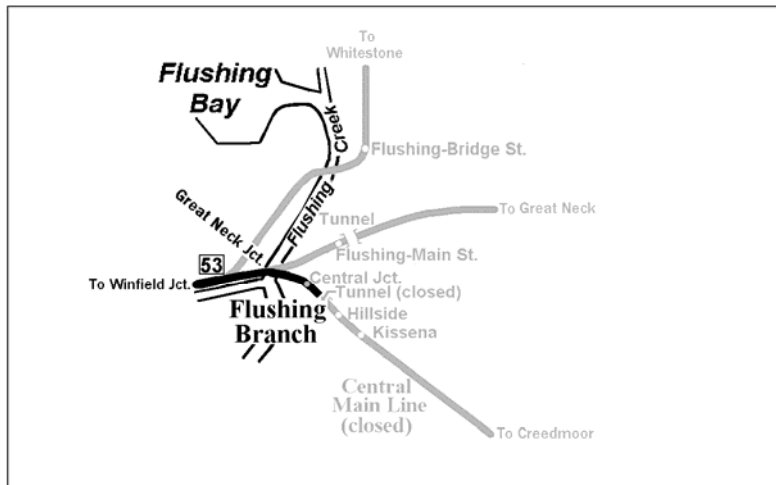
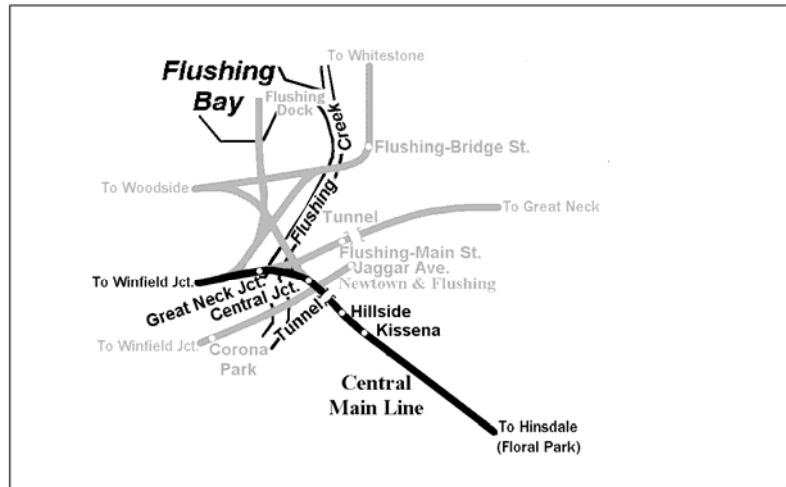
On June 18, 1898, the first through train operated from Park Row to Sheepshead Bay. Motive power was the cable to Sands Street and steam in Brooklyn. The

first electric train ran from Park Row to Coney Island on July 10, 1899, after which through service was increased gradually and cable operation was curtailed. A year later, September 16, 1900, through service was operated in non-rush hours. On January 27, 1908, through electric service was operated at all times and cable operation was finally discontinued after providing reliable service for more than 24 years.

The Genesis of "Dashing Dan"

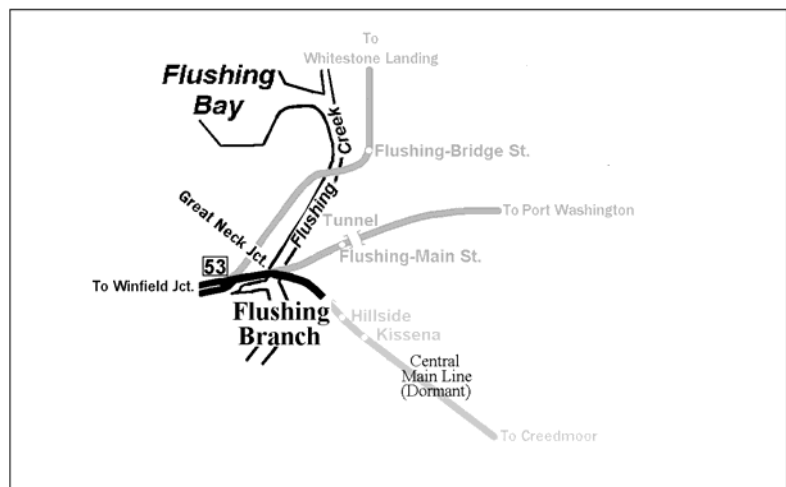
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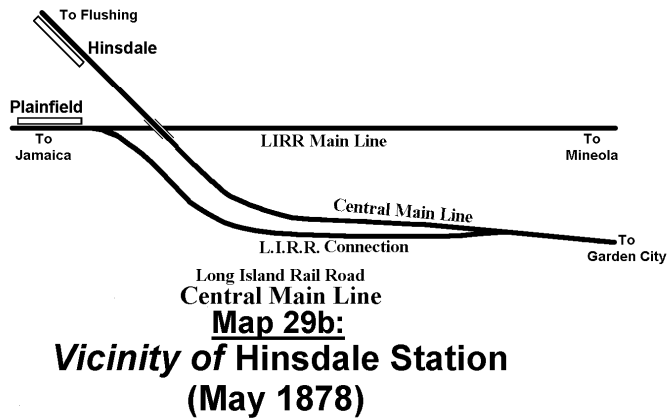
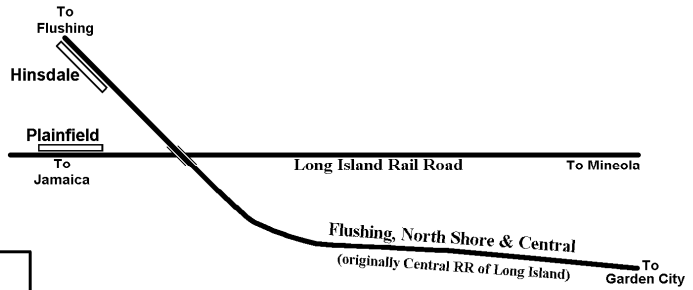
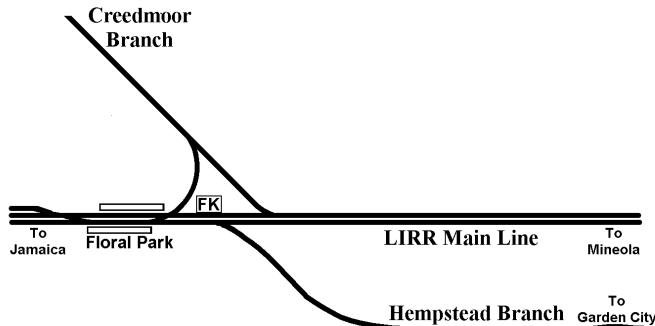
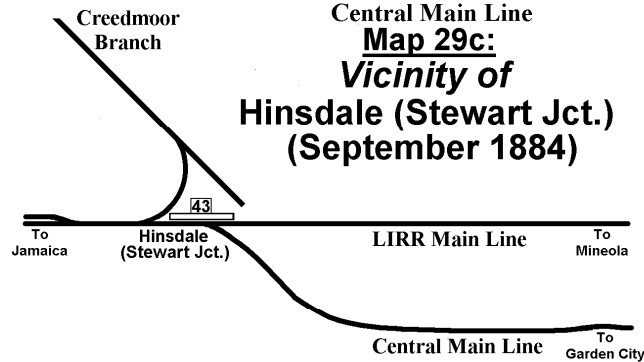
**Flushing, North Shore & Central
Central Main Line
Map 28a:
Vicinity of
Great Neck Jct.
(September 1874)**



**Long Island Rail Road
Flushing Branch
Map 28b:
Vicinity of
Great Neck Jct.
(September 1884)**

**Long Island Rail Road
Flushing Branch
Map 28c:
Vicinity of
Great Neck Jct.
(May 1899)**



The Genesis of “Dashing Dan”*(Continued from page 7)***The
Evolution
of
Floral Park****Flushing, North Shore & Central
Central Main Line
Map 29a:
Vicinity of
Hinsdale Station
(September 1874)****Long Island Rail Road
Main Line
Central Main Line
Map 29c:
Vicinity of
Hinsdale (Stewart Jct.)
(September 1884)****Long Island Rail Road
Main Line
Hempstead Branch
Map 29d:
Vicinity of
Floral Park Station
(July 1909)****1874
to
1909***(Continued next issue)***Around New York's Transit System***(Continued from page 20)*

be replaced by new equipment.

Effective at that time, **R** trains will operate in accordance with the following schedule:

On weekdays, **R** trains operate in two segments, with 17 trains of R-46s between Forest Hills/71st Avenue and Whitehall Street and with 11 trains of R-160B-1s between Court Street and Bay Ridge/95th Street. Trains must be wrong-railed in one direction between Court Street and the double crossover just north of Jay Street/MetroTech. On weekends, **R** trains operate between Forest Hills/71st Avenue and Bay Ridge/95th Street via the Manhattan Bridge.

Because R-160B-1s were transferred from Jamaica

for Brooklyn **R** service, additional R-46s were assigned to **F**. The new assignment is as follows:

	NUMBER OF CARS	
	AM Rush	PM Rush
R-46	138	128
R-160B	270	260

NYC Transit is keeping passengers informed by posting signs at the affected stations. New signs fabricated in the sign shop were trucked to Coney Island Yard, placed in an 8-car train, and distributed to the affected stations. The new signs covered the permanent signs.

NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Hello, Everybody!

Summer is here at last as this is written in mid-July, sultry as this 2013 edition may be, and with it comes a chance to catch up on things once again...*Let's Go!*

R-62A Unitization

Starting on May 30, two 3-car R-62A units were officially assigned to **5** 42nd Street Shuttle. In reality the Shuttle uses 10 of the single unit R-62As from the Livonia-based pool of 20 that are available, which may or may not be unitized. As of July 15, the identity of the third 3-car unitized set had still not been determined.

R-188 Progress

Early efforts to eventually transform rolling stock on **7** to a fleet of 506 New Technology Trains have been generally unchanged since our last look earlier this year, with no further deliveries through the month of June. Converted CBTC R-142As 7211-5 were finally moved to Corona as of June 29 and can sometimes be found wandering along **7**, while its companion (7216-20 plus "C-car" 7899) remained in stir at E. 180th Street as of July 15, along with the first R-188 Pilot Train (7811-21). The second R-188 Pilot Train (7822-32) was moved to Coney Island on June 14 and has been observed doing various tests on the Sea Beach and Culver Lines, as well as performing overnight parking brake drills on the steep grades of the Manhattan Bridge approaches. According to the latest available project estimates (April, 2013), delivery of the remaining 66 "new" R-188s (7833-98) will commence in the fourth (October) quarter of 2013 and continue for nine months, while arrival of the remaining 370 CBTC R-142As, along with their 37 companion C-cars (7900-36) won't start until the first (January) quarter of 2014 and will then carry on through the end of 2015. Whatever the case, MTA is anticipating the arrival and acceptance of all 88 R-188s to occur in time for its projected opening of the **7** extension to the Javits Center at 11th Avenue & W. 34th Street in Manhattan in June, 2014.

Pushing & Shoving on Subdivision "A" (R-62A and R-142 Moves)

On the flip side of things, the real-world fleet implications of removing 380 R-142As from passenger service for their conversion to CBTC and R-188 compatibility has wrought a definite pattern of car shuffling between Subdivision "A" routes to satisfy current-day scheduling requirements. After the initial deployment of a lone R-62A train on **6** and departure of the third set of R-142As (7221-5) to the Kawasaki Yonkers plant in early 2013, five other R-142As (7676-80) were exported from **6** to **4** as of April 22. Their receipt, in turn, was counteracted by the release of R-142s 7051-60 from **4** to **5**. In addition, a train or two of GE-equipped, **3**-

assigned R-62s began to appear on **1** each weekday in concert with a revised car assignment plan that started on May 30. This was ostensibly to relieve spot shortages on the critical Broadway-Seventh Avenue Local, given that its assigned fleet of R-62As has declined by 20 cars over the past several years while service demands have not.

After the fourth set of R-142As (7226-30) had been dispatched from **6** service to the Kawasaki plant by June 21, another round of fleet changes were completed by the time new schedules went into effect on June 30. The second train of R-62As (1721-5 and 1731-5) was transferred from **7** to **6** on that date, joined by a single 5-car unit from **1** (2191-5) to create a tiny, combined fleet of 25 which, as it grows in the months to come, will be relied on to support the R-142As that remain on **6**. The initial R-62A train was largely confined to PM rush hour **6** service after its arrival in January, but on the ironic date of Saturday, July 6 one of those two consists (cars 2191-5 and 1741-5), made its off-peak debut in **6** service. As the second R-62A train was assigned to **6** on June 30, R-142As 7666-75 were correspondingly shifted from **6** to **4** and 7061-70 from **4** to **5**. These moves optimized the overall equipment distribution on the Subdivision "A" lines to the following as of June 30:

ROUTE	CARS ASSIGNED	CARS REQUIRED
1	370	340
2	395	330
3	315	250
4	405	350
5	375	330
6	460	400
7	409	352
9	20	10

Miscellaneous Subdivision "A" Happenings

As alluded to last time, the former South Ferry outer loop was reopened as an interim south terminal for **1** on April 4, 2013 after a closure of just over four years. Some patching up of the existing station was necessary, as was the restoration of its hallmark platform extenders, which are interlocked with a positive stop signal at the north end of the platform. The station is reached by a newly crafted, if temporary, passageway that reaches to the newer terminal's mezzanine, joint with that of the Whitehall Street (**R**) station. As previous, this terminal

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New York City Subway Car Update

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requires that only the first five cars of any 10-car train be opened, which often precipitates a flurry of public address announcements at Rector Street southbound, if not a “clean out” performed in person by the attending Conductor. Restoration work on the newer (2009) South Ferry terminal remains in its earliest stages and is not expected to be complete before 2015.

As is usual in the summertime, single unit R-62As have been deployed on Subdivision “A”’s refuse trains to provide air-conditioned resting places for their otherwise busy crews. This season, “middle” car 1933 and full width cab-equipped 1936 from **S** have been assigned to the 239th Street-based Main Line train since in early June, while 1908 was used on “7-Ash” out of Corona in June and succeeded by 1910 in early July. 7-Ash serves both **7** and various Subdivision “B” routes associated with the Broadway trunk, which require that it be powered by one of the single-unit R-62As equipped with four trips (1901-8 and 1910).

Pump reacher conversion work on former Subdivision “A” Prototype R-110A unit 8001-5 appeared to stop by late May, with the cars being stored in the yard.

Retired R-33S work motors 9317, 9328, and 9338 were removed from the property in June, being trucked to the Sims (ex-Naporano) facility in Newark to join the R-44s and several other retired Subdivision “B” cars. Additional retired work motors were expected to follow suit through the summer, thus far being generally identified as both single-unit and married-pair R-33s.

Miscellaneous Events on Subdivision “B” and Staten Island Railway

(First, an addendum): On September 28, 2012 a mixed Alstom/Siemens R-160B train consisting of N-8742-41-40-39-38/9053-4-5-6-7-S appeared on **C**. Combinations of this type are generally shunned as a rule because of potential electronic incongruities between the two designs of propulsion equipment.

On April 3, 2013 a single set of Jamaica-assigned R-46s (5816-7-5-4) was operated on **G** all day.

Normal service was restored on **A** to Far Rockaway, along with the companion **S** from Broad Channel to Rockaway Park, to great fanfare on May 30. **H** shuttle service that had been running since November, 2012 between Far Rockaway and Beach 90th Street-Holland was thus discontinued and its captive R-46 units returned to regular assignments out of Pitkin Yard.

To counteract a potential equipment shortfall at East New York as the original 340 R-160A-1s continue their first long-term SMS (begun in March), as well as accommodate upgrades to both the R-143s and CBTC R-160A-1s (8313-76), a string of 12 Phase I R-32s was imported from 207th Street on June 8 (3452-3, 3610-1, 3618-9, 3621/3644, 3736-7, 3924-5). The first such 8-

car train then entered **J** service on June 19.

On June 5, MTA announced that it would suspend regular **R** service for up to 14 months starting in August, 2013 (more recently reset to commence in early September). This is to accommodate an almost-total reconstruction of the Sandy-ravaged Montague Street Tunnel, during which the line will be divided into two segments on weekdays (Forest Hills to Whitehall Street and Court Street to 95th Street) and combined to operate across the Manhattan Bridge on weekends. The weekday version will have two separate groups of cars assigned (Jamaica R-46s on the Queens side and Coney Island R-160s on the Brooklyn side), with a quantity of the latter to be temporarily reassigned from Jamaica for the interim.

At the same time it was also revealed that **G** service from Brooklyn will be truncated at the Nassau Avenue station across several weekends for the balance of 2013, similarly to allow the complete replacement of power and signal facilities in the “Greenpoint Tunnel,” which was also consumed by the seawaters of Sandy. This service change entails no special equipment assignments.

MTA Staten Island Railway R-44SI cars 406 and 399 were involved in a sideswipe incident during May, with the latter revisiting Coney Island Overhaul Shop, presumably to receive repairs. It was soon joined there by Staten Island A-car 398, which was also being evaluated for possible remedial work. This may be due to continued limitations at Clifton Shop after it was inundated by New York Harbor as part of Sandy’s storm surge.

The Annual Summer Swap

In a hint of things to come (both short- and long-term), overnight on June 21 and 22 a single R-160A-1 test train (8332-31-30-29/8496-5-4-3) was operated in simulated service on **C** between 168th Street-Washington Heights and Euclid Avenue. Starting with the summer schedule on June 30, five such consists were assigned to **C** on a full-time temporary basis, supplementing the otherwise normal majority of 8-car Phase I R-32 consists. (Note that there are *no* R-46s in use on **C** as of July 15, in contrast to past years). The R-160-A-1s are based at Pitkin Yard while in use on **C**, are not to be laid up at 207th Street or the underground yard at 174th, and in the PM rush hour are even assigned to specific intervals. As of July 15, 2013 there were 48 such cars assigned to **C** forming the five 8-car trains: 8377-80, 8393-6, 8401-8, 8453-6, 8481-4, 8493-6, 8517-20, 8649-52, 9947-50, and 9959-66. This allocation may be expanded even more or changed out with other R-160-A-1s from East New York as summer progresses and fleet availabilities fluctuate.

Conversely, sixteen additional Phase I R-32s were transferred from 207 Street to East New York on June 30, also for provisional, seasonal service on **J** and **Z**

(Continued on page 20)

Commuter and Transit Notes

No. 298

by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

In the aftermath of the devastation caused by Superstorm Sandy last October, MTA announced on July 31 that it had secured \$200 million of insurance protection that would help pay for any future damages to its infrastructure. The transaction provides protection in the unlikely event that the water level reaches designated heights in the New York City Metropolitan Region during any hurricane, tropical cyclone, or tropical storm through August 5, 2016.

The \$1 so-called "green" fee that has been assessed since the March fare increase for new *MetroCards* has reaped a windfall for MTA. As of July, more than 10 million cards have been sold and MTA expects to print 60 million fewer *MetroCards* next year. My observations are that there are rarely any *MetroCards* laying around on floors next to the box for discarded cards.

MTA METRO-NORTH RAILROAD (EAST)

On Thursday, July 18, at 8:29 PM, just as a north-bound CSX train composed of 24 garbage cars entered the Spuyten Duyvil station, 10 of its mid-train cars derailed, destroying 1,500 feet of track. It was later determined that both tracks had sustained damage. No injuries were reported among the three-person crew. The train had originated in Oak Point Yard and this incident occurred in the narrowest portion of the line, as there are only two tracks that are sandwiched in a rock cut. I received the first alert at 9:05 PM and within minutes, Hudson Line service was suspended. Bus service was quickly arranged between Marble Hill and Riverdale, where rail connections were available. Metro-North advised riders to use the Harlem Line if possible. On a typical weekday, there are about 25,000 riders.

At 1:42 AM the next morning, the AM Peak service plan was announced and a special schedule was posted on the MTA website: Half-hourly via local service from Croton-Harmon to Yonkers and hourly from Poughkeepsie all stops to Croton-Harmon, then Tarrytown and Yonkers. After 10 AM, one local and one express operated using the same plan. From Yonkers, MTA New York City Transit assembled a fleet of buses similar to what it has had to do so many times recently to shuttle riders between Yonkers and the 242nd Street/Van Cortlandt Park ① station. Rail tickets were honored on ①. Since July 19 was the date of the July ERA meeting, and I usually ride the Hudson Line on those days, this option was not the one I chose. My wife and I had attended an event in Brooklyn the previous evening, arriving home nearly at midnight, and I decided to take a later train. Arriving at the bus stop for the Tappan Zee Express (TZX), there were two buses going to White Plains, where I would transfer to the Harlem Line" a lo-

cal on which I was already seated (and paid), or the Orange Westchester Link (OWL), which both had 8:04 AM departure times. As it turned out, the OWL arrived just before the TZX departed, so everyone transferred to the OWL after their fares were returned. The Coach USA bus experienced some air pressure problems en route to White Plains, but my arrival on the platform was one minute before a limited express, which worked for me.

During the afternoon it was announced that train service would not resume and so additional schedule information was posted on Metro-North's website. From Yonkers, between 4:30 and 6:30 PM, there were two trains per hour to Poughkeepsie, and from 4:51 to 8:51 PM local service operated half-hourly to Croton-Harmon. After those times until the end of service, there was hourly service to Croton-Harmon and Poughkeepsie.

For my homeward trip, I briefly considered riding ① to 242nd Street and trying the shuttle bus, but with the amount of time required for this part of the ride being an unknown, it would have required me to leave the meeting too early. As it turned out, the meeting, which had a very interesting program, ended before 9 PM. However, even with this additional time, I still believed that it would be cutting it too close, so I caught an earlier Harlem Line express and waited at the bus terminal in White Plains for the TZX bus, the same one that I normally catch at Tarrytown.

For the weekend of July 21-22, there was a reduced train schedule of 40 trains in each direction. On a typical Saturday, there are 59 and on Sundays, 53. The passenger count for Saturday was a little over 3,000.

Photos on the Internet, including SubChat, showed the damage caused by the derailment. A private firm, R. J. Corman, was shown working alongside Metro-North and NYCT forces to remove the damaged cars and repair the tracks. Due to the extensive damage to one of the trucks, Metro-North forces had to completely rebuild it on site.

Two concerts, starring Jay-Z and Justin Timberlake, were held in Yankee Stadium on July 19 and 20. It had been planned to operate extra service following the service plan used for Yankee games. However, only the shuttle trains between Grand Central Terminal and the Stadium operated. PDF versions of the timetables were available on the Internet.

Regular schedules with 15-minute delays, returned for the morning of Monday July 22. However, trains single-tracked between CP 10 and CP 12. Later in the day, a late-evening suspension of rail service was announced

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effective 10 PM to continue the repair work and expedite removal of the damaged cars. Passengers were told to ride Hudson Line trains that were rerouted to Mt. Vernon West, where they would board shuttle buses to bring them to Yonkers. There were several bus routes. Ironically, in an email sent by member Dave Klepper during the overnight (Sunday into Monday), he suggested this routing, as it requires less travel time. A word of caution was given to those who opted to ride regular Harlem Line trains, as there could be a delay of up to 60 minutes as the buses were there to connect only with the rerouted Hudson trains. Passengers headed for Yankees-E. 153rd Street were told to utilize 4 or D. For University Heights and Marble Hill, passengers were "strongly urged" to ride 1 to 207th Street. Hudson Rail Line buses from Mt. Vernon West served Spuyten Duyvil, Riverdale, and Ludlow. The last northbound Hudson Line trains departed from Grand Central Terminal at 9:47 PM (Train #867 to Poughkeepsie) and 9:51 PM (Train #789 to Croton-Harmon). Southbound, they were Train #890 (7:56 PM from Poughkeepsie) and Train #790 (9 PM from Croton-Harmon). As of Tuesday morning, seven of the ten cars had been removed, and by Thursday night, the final three cars were gone. This service plan continued through July 26.

Over the weekend of July 27-28, rail service operated in two sections: Grand Central Terminal to Mt. Vernon West and Yonkers to Poughkeepsie, following the same late-night bus bridge plan detailed above. Normal service using both tracks with minor delays resumed on Monday July 29.

There was yet another derailment, this time affecting Harlem and New Haven Line trains. This incident occurred before 4 PM, when an alert was issued that Harlem Line trains would not be making stops between Melrose and Woodlawn. Riders were told to ride to Mt. Vernon West and transfer to southbound trains. Until service resumed with Train #367 (6:49 PM Grand Central Terminal/Mt. Vernon West), trains were delayed between 15-20 minutes. Service was reported as operating on time at 8 PM.

The next phase of right-of-way work in the Bronx began on August 5. Adjustments were made to one AM and two PM Harlem Line trains. On the New Haven Line, two inbound and three outbound PM trains required time adjustments. Temporary construction schedules were issued for the Harlem and New Haven Lines, August 5-September 2. However, they were only available on the Internet. The New Haven schedule has a note that the West Haven station would open on that date.

On August 15, a notice was issued that warned of ad-

ditional schedule changes due to an expansion of work on this project, including a bus shuttle at Melrose and Tremont. Three trains that were canceled/combined on July 1 have been restored. Timetables were only available on the Internet. I found signs posted on the "Gold Kiosk" that this work will continue into the fall.

The 45-year old GP-35R diesel-electric locomotives will be completely overhauled under a \$9.68 million contract that was awarded to Brookville Equipment Corp. In addition, positive train control (PTC) equipment will be added to the locomotives, which are primarily used for work service. Although the contract calls for seven units to be overhauled, Metro-North only owns six, 101-106. It seems that the seventh unit will be obtained by Brookville, and Metro-North will receive a \$40,000 credit for the salvage value of GP-8 543, which has been out of service since 2010.

MTA METRO-NORTH RAILROAD (WEST)

A new Pascack Valley/Port Jervis Line timetable was issued effective August 4 with new Secaucus Junction connection times due to NJ Transit changes.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The M-8 status was updated on July 24 and shows 252 cars conditionally accepted and 10 undergoing Kawasaki inspection. At the end of July, Bill Zucker had observed 9100-9227, 9230-67, 9270-9, 9284-95, 9298-9305, and 9318-21, for 200 cars.

The West Haven station opened on August 18, and a timetable for August 18-September 2 was issued. This is the second station opening on the New Haven Line in less than two years. On December 5, 2011, Fairfield Metro opened. For now, all trains that stop at New Haven will also stop at this station, and that includes Shore Line East.

MTA LONG ISLAND RAIL ROAD

Due to construction work associated with East Side Access, specifically the installation of concrete slabs, special timetable (cards) were issued for all branches except Hempstead, Far Rockaway, Long Beach, and West Hempstead. Once in place, LIRR says the slabs will allow for service to continue without further cancellations while the westbound bypass is built. Without the slab, weekend LIRR outages would have been required for many months. Between July 22 and August 16, three AM Peak Hour and two PM Peak trains were canceled. On the AM, they were on the Port Washington, Ronkonkoma, and Babylon Branches. The PM trains were destined to Wantagh and Babylon. In addition, one Long Island City train to Speonk originated in Jamaica, as did one Port Jefferson train that normally operates from Hunterspoint Avenue. A brochure explaining the details was issued.

During the fourth week of July, member Richie Schulman was unable to book a *Hamptons Reserve* seat on *The Cannonball* for that Friday. He also learned that the train was sold out for the rest of the year.

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During July, the timetable rack that had been positioned on the east wall of the LIRR Concourse between Track 18 and the LIRR Ticketed Waiting Area at New York Penn Station was moved to the rear wall of this section.

Member Larry Kiss sent an article from *Newsday* (July 22) reporting that some time prior to the opening of East Side Access, Oyster Bay riders would lose their direct rides to anywhere other than Mineola, because everyone would be required to transfer from "Scoot" diesel shuttles that LIRR anticipates would be running on this line and also east of Ronkonkoma. \$37 million has been allocated for the purchase of such vehicles. For example, on the Oyster Bay Branch, the two-car trains would operate on 30-45-minute headways. At present, midday headways are two hours. LIRR President Helena Williams said that eventually the railroad would like to introduce "Scoots" to the Port Jefferson Branch between Huntington and Port Jefferson. The Atlantic Branch between Jamaica and Atlantic Terminal would also be a shuttle, but would retain the equipment that it presently uses, from a new platform to be constructed at Jamaica.

For the U.S. (Tennis) Open, Timetable #1 was issued for August 20-September 2. Due to the systemwide schedule change taking effect on September 3, there will be a Timetable #2 for September 3-9. Details of the September 3 schedules will be published next month. This is the second consecutive year that this has been done.

NJ TRANSIT

Beginning at 4:15 PM July 17, NJ Transit reported that all westbound Northeast Corridor (NEC) trains between Metropark and Trenton were subject to indefinite delays, due to Amtrak overhead wire problems. Westbound NEC trains did not stop at Metuchen, Edison, or New Brunswick. Passengers were told to travel to Princeton Junction, then board an eastbound train for those stops. Suburban Bus began cross-honoring rail tickets at 4:42 PM. It got worse, because at 5:05 PM, Northeast Corridor trains were subject to 1-2-hour delays westbound, and 30 minutes eastbound, while North Jersey Coast Line (NJCL) trains were subject to 20-30-minute delays. At 5:26 PM, westbound trains resumed making stops at Metuchen, Edison, and New Brunswick with up to 1-hour delays. By 6:16 PM, NJCL delays were reduced to 10-15 minutes and NEC were 20-30 minutes. By 9 PM, service was reported as operating on or close to schedule.

Due to the extreme heat during the third week of July, waiting room hours were extended until 11:59 PM July 19 and then also over the weekend. In addition, track assignments for trains departing from Hoboken were posted 20 minutes in advance and buses departing the

Port Authority Bus Terminal permitted the early boarding of ticketed customers, once the bus had arrived at the departure gate.

The weekend bus replacement service for the "Dinky," as was reported in the August *Bulletin*, was extended to the first weekend of August. Buses depart up to 30 minutes prior to the scheduled train. Trains are given five minutes to make the run from Princeton to Princeton Junction.

Then, on August 8, I received an advisory that the shuttle would be replaced over the weekend of August 24-25, and upon completion of work: "the existing Princeton Rail Station will be permanently closed. Shuttle buses will continue to use existing bus stop near this station during the weekend of August 24-25. Beginning Monday, August 26, a new, temporary Princeton Rail Station will open approximately 1,200 feet east of the current location."

Rail service operated to MetLife Stadium for a Bon Jovi concert on July 27. Most of the trains shuttled between Secaucus Junction and the stadium, and a special PDF timetable was posted on the NJ Transit website, as was one for a Kenny Chesney concert on August 10. The PDF was very similar to what was used for the Taylor Swift concert on July 13 (August *Bulletin*).

New timetables were issued for all lines except Atlantic City, Montclair-Boonton, and Morris & Essex effective August 4. The covers of the Main/Bergen and Pascack Valley contained a box reading "Secaucus Connections Revised," but retained the June 2 date with "Revised 8/4" added. The Northeast Corridor and North Jersey Coast had "as of 8/14/13", with "Revised Temporary Schedule for Track Project" and "Weekend Summer Shore Express Service," respectively.

Two weeks after the last update, the status of NJ Transit's post-Sandy rail fleet was revised on July 23 and then several times after. The bolded numbers are the latest. The number of daily trains reported in the July *Bulletin* remains unchanged. I cannot explain why the number of damaged rail cars increased.

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 1152	272 273	155 173	117 100	1030 1052	90% 91%
Loco-motives	207	70	48 51	22 19	185 188	89% 91%
Total Fleet	1354 1359	342 343	203 224	139 119	1215 1240	90% 91%

Member Andrew Grahl saw multi-levels 7687, 7680, and 7707 heading south on a CP freight at Saratoga Springs on August 3

Even though they are for sale, the P-40-DCs continue to see occasional service on the Atlantic City Line. Member Bob Vogel spotted 4801 & 4802 on July 20,

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while waiting to photograph the Juniata Terminal special train as it passed through North Philadelphia.

On August 10, Bob reported seeing Train #4673, which had an all Comet V consist, the first time that he could remember having seeing such a consist. For quite some time the Atlantic City trains have had a Comet V cab car with Comet II and Comet IV coaches.

METROPOLITAN AREA

Another rally was held on July 6 to generate support for a restoration of service over the abandoned LIRR Ozone Park Branch to the Rockaways. Sponsored by a group that calls itself the Queens Public Transit Committee, one of its members, Ronald Carroll, said: "During the early part of the 20th century, the line ran from Rego Park to Rockaway Beach, stopping at stations in Glendale, Woodhaven, Ozone Park, Howard Beach, and Broad Channel. The last day for passengers on the line was June 8, 1962." Six years later, Carroll said, MTA considered a plan to restore service, but the city was facing a fiscal crisis and the project was ultimately canceled. As recently as 2001, MTA suggested routing the proposed *AirTrain* service to JFK Airport over the line. The proposal was approved by advocacy groups, but area residents worried about rising noise levels and the negative effects it could have on the neighborhood's aesthetics. Carroll added that train service could be used with *AirTrain*. In March, with the approval of USDOT, a portion of Sandy relief funding was allocated to this project (May *Bulletin*). Thanks to member Al Holtz for forwarding this report.

AMTRAK

Member Dave Safford forwarded news from *The Philadelphia Inquirer* that the Coatesville station is set to undergo an \$18+ million rebuilding. Long neglected and now seriously dilapidated, it serves only 15,000 passengers a year, 33,000 less than the next most lightly used station on the *Keystone Corridor*. Officials believe that the upgrade will not only benefit Amtrak, but the entire surrounding area of Coatesville, itself a down-at-the-heels community. They point out new development by Lincoln University linked to the area's improvement, and a large number of other contingent projects in the planning stage. With other projects completed or moving to construction, the Coatesville work will give Amtrak new or substantially renovated stations the length of the *Keystone* route, "one of Amtrak's highest ridership corridors."

Member Bill Ingolia forwarded a link to a YouTube video that showed ACS-64 *Sprinter* 601 performing some high-speed runs at the Transportation Technology Center in Pueblo, Colorado. Here is the link: <http://www.youtube.com/watch?v=HbHIUFajbM>.

MUSEUMS

My son forwarded information that three historic

Cleveland trolley cars have been donated by the Greater Cleveland RTA to the Northern Ohio Railway Museum in Chippewa Lake. The Cleveland RTA Board authorized the donation after the museum agreed to accept the responsibility of stewardship for Shaker Heights Rapid Transit center entrance car 12, Cleveland Transit System Rapid Transit car 109 (restored in 1990 by RTA), and Cleveland Transit System Line car 024, rebuilt in 1960 from Shaker Heights Rapid Transit car 17. The museum will also be responsible for moving the cars, an operation expected to cost between \$3,000 and \$7,000 per car, and the museum is seeking donations to help pay for the moving expenses. Contributions can be made to the Northern Ohio Railway Museum, noting "RTA Historical Rail Car Fund" on the check memo line and sent to the museum at P.O. Box 458, Chippewa Lake OH 44215. For more information, go to www.trainweb.org/norm/index.html#trolley.

INDUSTRY

A bill to delay the implementation of positive train control (PTC) was introduced by Senator John Thune (R-South Dakota) on August 1. Under his proposal, the effective date would move from December 31, 2015 to December 31, 2030. There are also several co-sponsors. Thanks to *Progressive Railroading* for this report.

SUPERSTORM SANDY FOLLOW-UP

The Montague Street Tunnel, used by  trains, closed at 11:30 PM August 2 to repair damage caused by Sandy. Weekdays,  service operates in two sections: 95th Street to Court Street and 71st Avenue to Whitehall Street. On weekends the line is whole, operating via the Manhattan Bridge. Late-night shuttle service between 95th Street and 36th Street is unaffected. This will be in effect until October, 2014. (See page 20.)

STILL OUT:

MTA NEW YORK CITY TRANSIT (SUBWAY)

 To the new South Ferry station

NJ TRANSIT

Pre-Sandy schedules on the Main/Bergen, Montclair-Boonton, Morris & Essex, and North Jersey Coast Lines.

PORT AUTHORITY TRANS-HUDSON CORPORATION

Weekend service to World Trade Center.

THE HEAT!!!

Much of the nation was suffering under extreme heat from late June to mid July, which resulted in many transit systems (or the owners of the track) implementing slow speed orders. Metro-North advised New Haven Line riders that they might experience 10-15-minute delays. On July 21, Senator Chuck Schumer (D-New York) held a press conference in Grand Central Terminal in which he requested a review of the region's

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infrastructure to determine what upgrades would be required to make transit systems more resilient to the extreme temperatures, this in light of the rash of recent derailments. During the previous week, catenary and track issues delayed NJ Transit commuters (please see above). The Senator would like the review completed so that funding could be included in next year's transportation reauthorization bill.

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

As of July 22, by member Todd Glickman's observation, the four-car Hyundai-Rotem test train had not moved from its spot outside of the Boston Engine Terminal (BET) for 10 days. When I asked Todd about a week later, he responded: "Rumors are that there are still problems being addressed by Rotem, and so the cars have yet to be accepted." The following day came this report: "Still no word on the specific issues, but that train plus three additional cars that were delivered last week, were moved last night (August 5) from the Valley Track in front of BET to the layup yard behind BET. In addition, two additional cars (821, 1817) were delivered last night." So the current status, courtesy of NETransit, is:

- New Coaches: 75 cars on order total, 12 in service, 63 in testing or awaiting delivery
- Unaccepted cars at BET: 7 Control Trailer Coaches and 7 Blind Trailer Coaches: 807, 808, 810, 815, 817, 819, 821, 1805, 1806, 1808, 1810, 1814, 1816, 1817.
- Awaiting delivery from Rotem (49 cars): 809, 811-814, 816, 818, 820, 822-846, 1807, 1809, 1811-1813, 1815, 1818-1827.

For the Lowell Folk Festival, there were two extra trains departing for North Station at 11:35 PM Friday July 25 and 12:35 AM July 28. Todd forwarded the alert that reported these trains as being "unscheduled."

As was reported in the April *Bulletin*, half of the Long-fellow Bridge connecting Boston with Cambridge was closed to traffic. The work began on July 21, and for the next 3½ years, cars are not permitted on the bridge in the Cambridge bound direction. Weekend Red Line riders will have to use buses beginning August 10-11. There are to be 24 of them, according to a report in *The Boston Globe*.

Another planned construction project, the one at Government Center, which was slated to be closed for two years starting in September (January *Bulletin*), will be delayed until the Callahan Tunnel reopens next spring, hoping to avert a looming travel nightmare. The earliest that this would occur is March, 2014.

MassDOT Directors voted on July 19 to award the Green Line extension an additional \$26 million. This adds to the \$21.8 million awarded in February, 2011. The project is expected to cost \$1.3 billion.

At the end of July, *CapeFlyer* officials were reporting the train a success, with over 9,000 riders carried. 900 were carried over the previous weekend. The \$165,000 in fare revenue that has been collected has been enough to cover the operating costs of the train, and on August 11 it was announced that the service would be extended until Columbus Day.

Starting July 31, the funding aspects of the new transportation funding law went into effect with tax hikes on gas and tobacco – an additional 3 cents per gallon, and \$1 per cigarette pack. Additionally, there can be no more "budget-busting" MBTA fare hikes because of the new law; MBTA can raise ticket prices only once every two years, and by no more than 5% each time. By January 1, the agency will have to solicit proposals for sale or leasing of naming rights to stations and study whether it would be feasible to establish tolls along the state's borders. The "T" must also establish a premium parking program at three high-traffic lots where people will be willing to pay extra for an assigned spot. These are only a few of the requirements.

During the week of August 5, MassDOT announced that MBTA and its contractor Massachusetts Bay Commuter Rail had completed the final steps in taking control of the Worcester/Framingham Line from CSX. "By taking over the dispatching duties this week, the state can now give absolute priority to passenger service along the line," said MassDOT Secretary and CEO Richard A. Davey. Thanks to Todd for these reports.

Governor Deval Patrick, along with several state transportation officials, toured the Housatonic Line by rail on July 30 as the state considers a return of passenger service, which connects Pittsfield, Massachusetts and Sheffield, Connecticut. The line presently has freight service. A proposal to return passenger rail service to the 90-mile corridor between Pittsfield and Danbury, Connecticut, has been discussed for the past several years. In Danbury, riders would connect with Metro-North. The cost to restore service was put at \$113 million for track rehabilitation, signal system installation, grade crossing improvements, and construction or reconstruction of six stations along the corridor within Massachusetts, administration officials said. Governor Patrick said that his state could afford the project, but Connecticut would also have to commit to sharing in the cost. (Editor's Note: A colleague told me that he believed that the train used came from MBTA. On the Internet, I found a posting that the last passenger train operated over this line on April 30, 1971, under Penn-Central.) Thanks to *Progressive Railroading* for this news.

LINDENWOLD, NEW JERSEY

From member and retired PATCO Superintendent Bill Vigrass: "The DRPA.org web site reported that the first rebuilt PATCO car is due back shortly after Labor Day. The original schedule was March, 2013, but it does not surprise me that they are late. In rebuilding there are

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often surprises when cars are disassembled. Indeed, each car may be different. PATCO is retaining the traction motors (GE-1255-A3) and their GA56 gear units. This is 1965 technology. I argued against it and lost. They aren't saving money."

The DRPA Board did approve the \$102.8 million Ben Franklin rail replacement project, as was reported in last month's *Bulletin*. Thanks to Dave Safford for this report.

PHILADELPHIA, PENNSYLVANIA

Dave Safford wrote about this report from *The Philadelphia Inquirer*: "In the teeth of the fact that there is no money in sight for any transit construction whatever, SEPTA revealed at a public meeting on July 16 that it has been plowing ahead with planning for a branch from the Norristown High Speed Line to King of Prussia and Valley Forge. Planners have reduced the optional routings from 30 to 12 (maps are online at www.kingofprussiarail.com), with three main 'areas of interest.'" No cost estimates were given. Reported public comment seemed to focus negatively on a proposal to run an elevated line down US 202 (DeKalb Pike).

Member Lee Winson reported (also from *The Philadelphia Inquirer*) that some attendees were opposed to the project, not wanting to encourage more city people to come out to the area or attract people without cars. Other attendees noted how bad traffic is and the need for a rail line.

Member Alfred Gaus Jr. sent a report from *The Philadelphia Inquirer*, which reported that in the year ending June 30, SEPTA set a new ridership record by carrying 36,023,000 riders, its highest since it assumed control of its commuter lines on January 1, 1983. Back then ridership was 27,109,824. A graph that accompanied the article showed the lowest taking place in 1983 when SEPTA employees went on strike for 108 days and only 12,856,207 riders were carried.

From member Bob Wright: "The subway-surface lines are all running 'over the top' this week (August 5-11) to facilitate maintenance work in the tunnel — mostly overhead wire replacement and repair, but other work is being done as well. I passed through the area on the EI this past Tuesday PM peak and crews were busy cleaning and touching up finishes at both 19th Street and 22nd Street westbound stations. The operation started last Friday (8/2) at 10 PM and things will be back to normal Monday AM (8/12). Route 10, which is busing, is, interestingly, following the rail diversion route exactly — instead of buses going to Market Street, they turn a half-block north onto Filbert Street and load/unload on Filbert Street west of 40th. I observed and photographed the operation of the cars on Tuesday PM peak, and there were long lines on Filbert Street, basically being brought around the corner to 40th & Market one by one,

loaded up, and sent on their ways. There is a good deal of street supervision controlling the operation, which at least keeps things moving. Unfortunately, because of the long line of waiting cars on Filbert, inbound passengers were being discharged as cars came to a stop in the line and riders had to walk the 1-2 blocks to the 40th Street EI station. I haven't had a chance to watch it, but I've been told the AM operation is similar, since folks would rather not sit in cars waiting to get to the EI."

"One other note — in the August *Bulletin*, you had a report on the four Silverliner Vs that were funded by DelDOT for the Wilmington/Newark Line. The cars do indeed have SEPTA markings and heralds, just like the other Silverliner Vs. The difference is that they have small State of Delaware shields near one door on each side in the window band. I recall a fan telling me about these cars having no SEPTA emblems, etc. before, but they indeed do." Bob attached a photo of 736 along with a shot of the seal — 736 was on display at Fern Rock last fall as part of the Rail Rodeo there.

WASHINGTON, D.C. AREA

Member Steve Erlitz emailed that at approximately 10 AM, Sunday July 28, a CSX train derailed just south of the Camden station, blocking all tracks, and that MARC was in communication with (operator) Bombardier regarding the service for Monday morning. No injuries were reported. Initial plans called for service to begin at Dorsey and those trains scheduled to stop at St. Denis would stop. There would also be a bus bridge between Camden and Dorsey. A decision regarding the morning service, affecting six trains, was promised by 10:30 PM Sunday night. At 10:15 PM came the announcement that a track would be available past the derailment site and that service would be normal with possible 15-20-minute delays.

Maryland's Governor, Martin O'Malley, announced on August 5 that the state would seek a private company to build and maintain the \$2.2 billion, 16-mile Purple Line. In the industry, this is known as DBOM (design-build-operate-maintain). Thanks to member Pete Donner for this news.

Steve Erlitz drove to Air and Space at Dulles on August 3, and saw two two-car Washington Metro test trains on the line even though line has not been turned over to Metro for testing. That will not happen until October.

July 23 marked the day that the first streetcar ran in the streets of Washington, D.C. in more than 50 years. (The actual ending date was January 28, 1962). The red and gray car accelerated to 30 mph while testing was performed along H Street. Transit officials hope to have the line opened by the end of this year. Thanks to member Jack May for this report.

By a vote of 4-1, Fairfax County Board members approved a streetcar plan — the Columbia Pike Streetcar Project — on July 16. About \$1 million will be provided

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by Arlington. No details accompanied the report from **The Sun Gazette**, which was sent by Jack May.

CHARLOTTE, NORTH CAROLINA

On July 18, the Charlotte Area Transit System held a groundbreaking ceremony to mark construction of a 9.3-mile Blue Line extension to the University of North Carolina Charlotte campus. A 2017 opening is expected. Thanks to Pete Donner for this news from **The Charlotte Observer**.

ORLANDO, FLORIDA

The Orlando Sentinel reported that the first bi-level car (2000) arrived in Orlando on July 31. Bombardier is building nine cabs and five trailers for SunRail service at their plants in Thunder Bay, Ontario and Plattsburgh, New York. A special ceremony was held on August 12 to mark the arrival of this car. Phase I, between Orlando and DeBary, is 31 miles long, has 12 stations and is set to open next year. Phase II will add five more stations and 30 miles. Not previously reported in the **Bulletin** was the award of a contract on September 8, 2011 to MotivePower Industries who will supply seven rebuilt 3000-hp locomotives. That contract comes with an option for 13 additional units. Bombardier received a \$41 million contract on July 22, 2011 for the aforementioned base order along with an option for 46 cars.

CINCINNATI, OHIO

City officials signed a \$71.4 million contract on July 15 with a firm to construct the first phase of a streetcar system, a 3.6-mile loop from Second Street at The Banks on the city's riverfront to Henry Street, just north of Findlay Market in the Over the Rhine neighborhood. The cost for this phase has been put at \$147.8 million. Funding is to be provided by federal and local dollars. Thanks to Jack May for sending this report from **Progressive Railroading**.

DETROIT, MICHIGAN

Despite the city of Detroit filing for bankruptcy on July 19, the private sector investors building the initial segment of the 3.3-mile M-1 LRT say that the filing will have no effect on the project. Construction is set to begin this fall. On July 30, a construction contract was awarded to a California-based firm with experience in building transit systems. A local Detroit firm has been contracted to do some of the work.

Member Julien Wolfe added: "I just happened to be watching some local TV news on a Detroit station the other day and a reporter interviewed someone in charge of Detroit's Thanksgiving Day parade, which is big around here. He described a variety of items, and then just threw in the news that their route has been changed this year so as not to be affected by the M-1 light rail (or streetcar) construction that should be underway by then. Who knows, this might happen, and supposedly the cars will be added on to the Cincinnati

order — stay tuned."

CHICAGO, ILLINOIS

Since the Red Line reconstruction project began in May, ridership is down about 4,600 weekday riders. Chicago Transit Authority (CTA) officials believe they switched to driving, riding Metra trains or Pace buses, or simply are not making as many trips as they did before. However, 90% are using the CTA rail and bus service.

CTA's order for its 7000-series cars will not come with the "bowling alley" style seating that has proven unpopular in the Bombardier 5000-series cars. There will be some center-facing seats, perhaps laid out in two- or four-seat combinations. CTA sought feedback from riders by going into the field and talking with them. Details of which cars will be replaced were reported in the April **Bulletin**. Bombardier is continuing deliveries of the 5000-series (close to 500 are in service); however, next month bids are due on the proposed 7000-series cars. Last winter, CTA announced that it planned to purchase as many as 846 new railcars and spend \$2 billion over the next 10 years, with the first cars arriving in 2016.

Ventra is the name of the new electronic regional fare collection that was launched on August 5, when participating college students received U-Pass cards. On August 19, *Chicago Card* and *Chicago Plus* cards were sent to registered users, those receiving a card via a pretax benefit program effective this month. August 26 was the first day of public school and students received their Ventra reduced fare cards during school orientation. Finally, on September 9, Ventra cards will be able to be used by all riders and are to be available for purchase at retail locations and rail stations. Thanks to member Jim Beeler for sending these articles from **The Chicago Tribune**.

History was made on August 8, when the last of the 2200-series (2201-2350) cars were retired. These Budd-built cars entered service in 1969-70. CTA bought the cars to use on the Dan Ryan Branch of what is now called the Red Line as well as the extension of the Blue Line from Logan Square to Jefferson Park. Perhaps they were best known for their blinker-style doors, but that was a problem for riders in wheelchairs. Pete Donner, who sent this news, wrote: "I'm going to miss those cars, not only for the design, but they had forward facing seats by the Operator cab."

A TEXAS TRIP

On July 25, my wife and I flew from Newark to Houston, the first stop of a multi-city quest for me to catch up riding some recently opened/extended light rail and commuter lines. The reason for going to Texas, in what has been one of the hottest summers in recent memory was to attend the American Vecturist Association's 63rd annual convention, which this year was in Austin. Upon arrival at George Bush International Airport, and after collecting our luggage we boarded a shuttle bus to the

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rental car center. After selecting our car, I drove to the northern terminal of the 7.5-mile Red Line at the University of Houston-Downtown. I left my wife with the car and she used the time to visit an art museum. I walked up a bridge to the University of Houston station, where turning to the north I could see that a great amount of work had already been done for the 5.3-mile Red/North Line extension, which is set to open in December (July **Bulletin**). Finding no ticket machine on the platform, I asked a Train Operator where I could purchase a ticket. She explained that this was the only station that did not have the ticket machine on the platform and that it was located on the other side of the track under the adjacent building. It turned out that the terminal was not operating, so she told me to board the car and get off at the next stop and use the machine located there, which I did. With the headways of 6 minutes it was not a great inconvenience.

Houston Metro purchased two groups of Siemens SD-70 cars, 101-118 and a new 200-series. The highest number that I saw was 209, but there are to be 19. Most of the trains had two cars, although I did see a few singles. No one checked my ticket, and neither did anyone question me about why I was taking photos. All the employees I spoke with were courteous. After reuniting, we drove to Austin.

While I thought that I was a token collector when I joined ERA in 1965, it was only after becoming a member of AVA (much later) and purchasing the Atwood-Coffee Catalogue that I became a "collector" and developed an understanding of tokens. Looking back I would describe myself as being an "accumulator" of tokens. Dues are a very reasonable \$25, and members receive **The Fare Box**, a monthly publication. Membership information can be found at Veturist.com. At all conventions there is a banquet, a "bourse" where attendees bring tokens to sell or trade, a token auction, and some type of "transportation" ride, for which a token is issued and used. This year the ride was aboard a "duck boat" that was used to take us to the restaurant for the banquet, a narrated sightseeing tour of Austin, and then a ride on Lake Austin. It is very likely that the logistics involved with combining a dinner with a Metrorail ride led to this option not being used. As I already rode Metrorail in May, 2010 (June, 2010 **Bulletin**), I did not feel the need to take another ride, and frankly did not have the time to do so. Following the end of the convention on Sunday morning, we drove to Dallas. What made the drive particularly torturous were the heavy traffic, sections of two lanes, and multiple areas of construction. As we approached Dallas, I was looking for a hill to the right, which I remembered during my Army days while stationed at Ft. Hood in 1969 as having a number of retired Dallas trolleys. So much has changed in these

40-plus years that I really did not expect to find them. We visited friends and had dinners with them. However, Monday was the day I had set aside for rail riding. My last visit to this area was in December, 1997 (January, 1998 **Bulletin**). As I just re-read what I wrote at that time, I found that when describing the then-all-day ticket that was sold for \$2 and had only allowed riding on TRE, I wrote the exact same words as I did in the paragraph below when describing the current all-day ticket.

Our hotel in Plano offered van service to the Farmers Branch station of the Green Line, and to get an early start, I left at 7:15 AM, which would allow sufficient time for traffic, purchasing an all-day ticket, and taking photos. This ticket is \$10, but for seniors it is only \$2.50 and has to be one of the best transit bargains in the country because it allows rides not only on all DART trains and buses, but also the A Train, Trinity Railway Express (TRE), and buses in Ft. Worth, Denton, and Lewisville. By the end of the day, I would use many of them. I rode a northbound Green Line car two stops to the Trinity Mills station and boarded the A Train (a DMU), which had arrived on an adjacent track simultaneously with my train. Departure was on schedule, as was the arrival in Denton. The current timetable is dated January 14, 2013. There are sections of double track and stations where northbound and southbound trains can have a meet. Although there are literally a ton of grade crossings, train horns are not sounded as all also have "QZ" or quiet zone signs attached. I later spoke with the Train Operator about this, hinting that he had less work, but his response was that he enjoyed sounding the grade crossing signal. Trains are all two cars, and there is a Conductor who rides in the rear car. The TRE RDCs that were used to launch service on December 30, 1996 were no longer in the yard. I would find them later in the TRE yard.

Upon return to Trinity Mills, I rode a northbound car one stop to the terminus, North Carrollton, and then rode south to Bachman, where I made a round trip on the Orange Line. At the Beltline station, the tracks that are visible beyond the station are for the 4.7-mile extension to DFW Airport, which is scheduled to open in December, 2014. I rode the same train to the Victory station and transferred to TRE. The train, which was composed of an F-59 (former GO Transit) locomotive and two bi-levels (trailer 1062 and cab 1008, also ex-GO Transit), arrived and departed on time. I found a forward-facing seat on the upper level with a table and outlet to re-charge my cell phone. The train is equipped with free Wi-Fi and there was an abundant supply of the current timetable, dated February 4, 2013. En route to Ft. Worth we passed the storage yard, where I observed that all 13 RDCs were hooked up together. Up to this point, all of my rides and connections, which I had pre-planned using schedules that are available on the Internet, had worked perfectly. However, after leaving

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the train at Union Station, where I picked up some Amtrak timetables that are not available in the metropolitan area for friends, I decided to revise the last part of the itinerary. Instead of riding the Red Line to Parker Road, I chose the Green Line to Buckner. While there, I had the opportunity to speak with a Train Operator about the signs that are placed in tracks at all stations indicating where trains of 1, 2, or 3 cars should stop as I had only seen 2-car trains. He told me that only the Green Line runs 3-car trains and that the next three departures from Buckner would have 3 cars. Again, as in Houston, all of the employees I interacted with were friendly, except for one supervisor downtown (which really surprised me) because he was the only one who told me that I could not take photos on DART property. I ignored him.

We had to fly home on an earlier flight than was originally planned the next day, so the Red Line to Parker Road, Blue Line to Rowlett, and of course the Orange Line extension to DFW will have to wait for another day.

SALT LAKE CITY, UTAH

UTA expanded its light rail system when the Draper Extension opened for service on August 18, adding 3.8 miles of trackage to the existing Sandy/Salt Lake TRAX Blue Line that has been designed and built as part of the UTA FrontLines 2015 program. The line will provide service to thousands of residents in southern Salt Lake County. The extension will run from the existing 10000 South Sandy Civic Center station to Pioneer Road (12400 South) in Draper and add three stations. There is to be another opening this December for the 2-mile Sugar House Streetcar Line, with 7 stations.

SAN FRANCISCO, CALIFORNIA

BART unveiled a half-car wooden mock-up of its "Fleet of the Future" at the MacArthur station in Oakland on July 22. Visitors were welcome to view the car through the end of the week. The cars will come equipped with vinyl seat covers, bike racks, and digital displays. The new trains will also include more handholds, wider aisles, and an additional door for each car. BART ordered 410 cars from Bombardier on May 17, 2012, which will replace cars that are more than 40 years old. The average age of the fleet exceeds 30 years. Thanks to Jack May and Pete Donner for this news.

On August 1, BART's unions issued a strike notice, the second in as many months (August *Bulletin*), to take effect on Monday August 5. Additional limited charter bus service was planned from most terminal stations to downtown, but only in the peak direction. An eleventh hour executive order by Governor Jerry Brown averted the strike. Governor Brown appointed a Board of Investigators for a seven-day inquiry into the contract

dispute. Prior to the end of this seven-day period, the unions again threatened to walk out. However, a 60-day cooling-off period was ordered by San Francisco Superior Court Judge Curtis E.A. Karnow, who said that he had no choice but to grant the strike reprieve, which Governor Brown requested.

LOS ANGELES, CALIFORNIA

Following the award of a contract for 97 LRVs to Kinki-Sharyo, the firm announced that it would establish a factory in Palmdale, California, per the contract requirement. Approximately 250 jobs will be created. In the future additional cars will be required for system expansion and to replace cars dating from the 1980s and 1990s, which will be reaching the end of their life cycle. KinkiSharyo has previously assembled 512 cars in the USA, beginning with Boston in the late 1980s. These were followed by orders from Dallas, Hudson-Bergen LRT, Newark City Subway, San Jose, and more recently Seattle and Phoenix. Each contract has been carried out in a locally sourced 'pop-up' plant or at the customer's maintenance facilities, using body shells supplied from Japan. Thanks to *Railway Gazette* for this news.

The Blue Line station on the mall in Long Beach has been renamed Downtown Long Beach Station effective July 31. Metro said in its press release that this was done to more clearly reflect the location. Revisions are being made to the station's overhead displays, as well as its map case signs and Braille/raised-letter signs located on the station platform. Revisions also will be made to onboard audio announcements reflecting the new station name. The revisions to fixed signage are anticipated to be complete and installed by the end of September. Revisions to maps, brochures, and other printed materials that are updated periodically will be made as each item is reprinted.

TORONTO, ONTARIO, CANADA

At the end of July, *Railway Age* reported that GO Transit introduced a new color scheme for its equipment. The green and white colors were retained, but the lower stripe on MP-40-PH-3C 607 is a brighter shade of green.

FROM THE HISTORY FILES

85 Years Ago: On September 1, 1928, Broad Street Subway service was extended from City Hall to Olney.

30 Years Ago: On September 23, 1983, PATH ended its program to name its railcars. Begun on December 13, 1972, ceremonies were held with elected officials in attendance to name cars for the communities from which PATH's riders originated. 246 of the PA-1/PA-3s were ultimately named, and many retained their plaques that were placed at each end of the car after their rebuilding in the late 1980s.

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

Around New York's Transit System

A Forgotten R-6 Car May Run Again

Although most R-1 to R-9 cars were scrapped several years ago, the museum cars still run regularly. We were surprised to learn that R-6 car 983 may carry passengers again, if it can be rehabilitated. This car was placed in service on October 12, 1936 and was taken out of service on October 29, 1976.

Car 983 was on the scrap line in Coney Island Yard when the owner of a night club in Florida decided to buy it. It was loaded on a flatbed trailer, transported to Jacksonville, and inserted in the front of the club. Patrons bought tickets at the Motorman's cab and walked through the car to the interior of the club. When the club went out of business about 1982, the car was transferred to a vacant lot, where it rusted away slowly.

Recently, the owner of Craggy Mountain Railroad, located at Woodfin, North Carolina (near Asheville), decided to buy 983, which is in poor condition. The floor

rusted away, doors are broken or jammed, and wiring is missing. But the structural foundation is solid and the car can be rehabilitated.

This railroad, which was organized in 2001, owns the last 3.45 miles of the historic Craggy Mountain Railroad. Volunteers are rehabilitating this railroad, an engine, two cabooses, and two trolley cars.

Montague Street Tunnel Will Be Closed for 14 Months

The Montague Street Tunnel was opened as promptly as possible after it was flooded by Superstorm Sandy. NYC Transit attempted to rebuilt storm-damaged equipment, but the parts failed frequently as corrosion ate away the sensitive metal parts. Unfortunately, there were frequent train delays. To ensure reliable service, the tunnel was closed for approximately 14 months starting at 11:30 PM August 2. Damaged equipment will

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New York City Subway Car Update

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which began that very day. Fourteen more were added on July 5, four on July 8, and, finally, six more on July 11 to create a mini-fleet of 52 cars total, which have been operated on any given day in up to six (6) 8-car trains: 3354-5, 3406-7, 3428-31, 3445/3468, 3452-3, 3484-5, 3520/3891, 3550-1, 3586-7, 3610-1, 3618-9, 3621/3644, 3650/3767, 3726-9, 3736-7, 3818-9, 3822-3, 3840-1, 3864-5, 3872-3, 3878-9, 3894-5, 3900-1, and 3924-5. The Phase I R-32s currently supplement the usual R-160A-1s (still a majority) and Morrison-Knudsen-overhauled R-42s (50 of which still soldier on). As with the R-160A-1s in temporary service on ②, their number may be expanded further or cars swapped out over the course of the summer as Car Equipment needs dictate.

Disposition Update (February to July, 2013)

The balance of the retired R-44 fleet was almost entirely removed from NYC Transit property between February and May of 2013, with all but four making the trip by flatbed cradle across the George Washington Bridge to Sims Metal Management's yard near Newark. The R-44s were shipped out as follows:

February, 2013: 5308 (ex-226), 5310 (ex-196) (2)

March, 2013: 5218 (ex-336), 5220 (ex-184), 5234 (ex-154), 5236 (ex-314), 5260 (ex-272), 5276 (ex-158), 5298 (ex-286), 5299 (ex-163), 5300 (ex-352), 5301 (ex-275), 5362 (ex-366), 5364 (ex-302), 5382 (ex-350), 5383 (ex-351), 5384 (ex-194), 5385 (ex-175), 5403 (ex-247), 5404 (ex-370), 5406 (ex-380), 5407 (ex-381), 5408 (ex-164), 5409 (ex-165), 5468 (ex-330), 5469 (ex-259) 5478 (ex-256), 5479 (ex-257) (26)

April, 2013: 5222 (ex-224), 5223 (ex-143), 5224 (ex-312), 5225 (ex-313), 5230 (ex-190), 5231 (ex-361), 5232 (ex-206), 5233 (ex-207), 5238 (ex-162), 5248 (ex-106), 5283 (ex-129), 5285 (ex-201), 5402 (ex-244), 5434 (ex-232), 5435 (ex-291), 5436 (ex-238), 5437 (ex-239), 5458 (ex-376), 5459 (ex-377), 5460 (ex-354), 5461 (ex-355), 5466 (ex-364), 5467 (ex-327) (23); Staten Island Railway R-44SI 402 (1)

May, 2013: 5206 (ex-324), 5207 (ex-137), 5208 (ex-150), 5209 (ex-277), 5252 (ex-114), 5253 (ex-115), 5254 (ex-212), 5255 (ex-173), 5268 (ex-124), 5269 (ex-217), 5271 (ex-119), 5284 (ex-326), 5328 (ex-356), 5329 (ex-267), 5330 (ex-136), 5331 (ex-121), 5366 (ex-268), 5367 (ex-281), 5368 (ex-284), 5369 (ex-285) (20).

These tally up to 72, for a total of 272 scrapped R-44s, including the lone Staten Island accident victim (402) and excluding NYC Transit Museum A-car 5240. The final surviving 4-car set of NYCT R-44s (5286-7-9-8, ex-300/263/347/346) was towed up to 207th Street by mid-May, the, later returned to Coney Island, where it was being held for an evaluation.

Also heading to scrap at Sims Metal Management in Newark during April, 2013 were six (6) long-retired Phase I R-32s (3676, 3677, 3746, 3747, 3796, and 3797), followed by a pair of ex-Jamaica Morrison-Knudsen-overhauled R-42s (4738 and 4739) in May. These were joined by former Rockaway Park school car Slant R-40s 4392 and 4393 in June, with four more ex-Jamaica Morrison-Knudsen-overhauled R-42s (4674, 4675, 4704, and 4705) ready to follow by early July. As with the retired Subdivision "A" work motors, more idled Subdivision "B" equipment was also expected to be removed from NYCT property as 2013 continues.