

The Bulletin



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THIRD AVENUE "L" SERVICE CURTAILED 60 YEARS AGO

On December 31, 1953, Third Avenue Elevated service was discontinued between City Hall and Chatham Square. It was the beginning of the end for Manhattan's last elevated line, where there was no service south of 149th Street weekday evenings and mid-nights and 24 hours on weekends since March 14, 1952.

In this issue we will publish excerpts from the New York City Transit Authority's May 4, 1954 report recommending that Third Avenue Elevated service be discontinued completely south of 149th Street. This report states: "After careful investigation, it is the considered opinion of the Executive Director and General Manager that it will be in the best interest of the New York City Transit Authority and the City of New York to cease operation of the Third Avenue Elevated Line south of East 149th Street, and to demolish the structure between Chatham Square and East 149th Street in The Bronx.

"The Third Avenue Elevated Line has outlived its usefulness. It has been carrying fewer passengers each year since 1947. Passenger traffic has now fallen to a level where riders using the line south of 149th Street can be accommodated on alternate transit facilities. The demolition of the above portion of the line would result in an estimated annual net saving of \$2,400,000 to the New York City Transit Authority.

"The Third Avenue line is the oldest existing elevated railroad in the City, and while safe, is in poor physical condition. Train operation on the local tracks is not controlled or protected by automatic signals. The cars in local service are made of wood, are old, and are

costly to operate and maintain. To rehabilitate and put the elevated line south of 149th Street into first class modern operating condition would cost approximately \$80,000,000. Expenditure of such a sum is neither warranted nor can it be justified by potential traffic.

"For all of the foregoing reasons, it is recommended that the New York City Transit Authority cease train operations on the Third Avenue Elevated Line south of 149th Street at midnight December 31, 1954, and that the structure be released to the City after that time and that the Board of Estimate be notified of the Authority's decision."

(Editor's note: Trains continued running a little longer until service south of 149th Street was finally discontinued on May 12, 1955.)

SIGNALS

"On June 29, 1927, the Interborough Rapid Transit Company, lessee of the elevated lines at that time, was ordered by the Transit Commission of the State of New York to install automatic signals on the local tracks. This work was to be completed before June 30, 1936. However, with the advent of the depression, the Interborough Rapid Transit Company was placed in receivership and receivers were appointed in August, 1932. On August 28, 1933, this order was modified to read that the signaling in the subway was to be completed before work would begin on the elevated lines. On November 21, 1936, the Transit Commission recommended that a sum of \$500,000 be spent within a twelve-month period for an engineering study of the elevated signaling, the study to begin immediately. After some study by IRT Company

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REMINDER: JAPAN TRIP—MAY, 2014

THE GENESIS OF “DASHING DAN”

Part Two—The Long Island Rail Road Eyes Manhattan

by George Chiasson

(Continued from December, 2013 issue)

ORIGINS OF THE HEMPSTEAD CLUSTER, PART 2: DEVELOPMENT OF THE WEST HEMP- STEAD BRANCH

In January of 1890 LIRR built “Tower 105” at Hempstead Crossing, near the grade-level diamond west of the point where the former CRRLI and then-present LIRR intersected east of Garden City. At the time there were still two different “Hempstead Branch” services, which came together at the site; the original opened in 1839 by the Long Island Rail Road Company from Mineola south to the center of Hempstead, and the later one completed in 1873 by the Central Railroad of Long Island as a branch off its Flushing-to-Babylon main line. Both were consolidated into a single terminal at Hempstead after LIRR gained control of the Central in 1876, with the older line being partially abandoned as a result. Aside from the economic benefit, one untold reason that LIRR may have been so anxious to physically merge the two overlapping branches was at the time it was becoming embroiled in a low-grade territorial battle for access to Hempstead from the south, and with it potentially severe competition to the resort beaches of Brooklyn. This erstwhile competitor was the New York & Hempstead Railroad, a virtual branch of the Southern Railroad of Long Island (and of the South Side Railroad before that), which had begun service on a slightly wavy route from the South Side’s station at Valley Stream to Front and Greenwich Streets in Hempstead on September 28, 1870. Within just three years the South Side was already facing the financial difficulties that would ultimately bring about its surrender to the rival Long Island Rail Road, but during its brief tenure this alliance with the Southern did provide NY&H with a decent terminal in Williamsburg, Brooklyn.

After both the Central Railroad of Long Island (by then under the name Flushing, North Shore & Central) and the Southern respectively came under LIRR supervision (but not actual ownership) in August and September of 1874, no time was wasted in consolidating as many of their assets as possible. Just as the Central’s operation was bob-tailed from the Fire Island ferry dock in Babylon to the former South Side line on November 1 (as disclosed above), the New York & Hempstead’s trackage was closed completely. Also as with the Babylon Dock (which is believed to have been used for one last summer season in 1875), the New York & Hempstead was purportedly revived on July 1, 1875 after being idle for several months, and continued to run even after it came directly into the possession of LIRR on May 3,

1876. Service was eventually discontinued for the second and final time as part of the large-scale schedule changes in effect on April 30, 1879. Terminals aside, all three known stations on the New York & Hempstead were present on a surviving 1873 map of Hempstead and environs. Working northward from Valley Stream they included: “Bridgeport,” at Cornwell & Franklin Aves. in what might best be described as North Valley Stream; “Norwood,” (later known as Malverne) at the present intersection of Hempstead Avenue and Nassau Boulevard; and “Woodfield Depot,” later identified as Lakeview (though actually situated in Hempstead Gardens) at Woodfield Road & Maple Street. Whatever its configuration, the inactive New York & Hempstead Railroad was eradicated from the Earth starting in March, 1890 and soon disappeared, leaving absolutely no trace.

Several attempts at redress with LIRR over the years that followed the elimination of the New York & Hempstead came to naught, but in January of 1892 a group of local citizens, with the support of LIRR President Austin Corbin, incorporated the New York Bay Extension Railroad to act as part of a cross-county “bridge line” between Oyster Bay and the Brooklyn seashore. Its new segment of track was to be actually located between Garden City (really Hempstead Crossing) and Valley Stream, thus bypassing central Hempstead entirely, with an extension to be added later that connected to the (New York &) Manhattan Beach station at New Lots, then a town in independent Kings County. From that location it was projected that trains could reach both Coney Island and Bay Ridge on existing railroad trackage, with another new connecting route to be built between them. This would potentially allow service to be operated in a manner similar to the “circular trains of the New York & Rockaway Beach and Long Island Rail Roads.” Construction of the vital intermediate segment began by the summer of 1892 and was accomplished rather quickly, but due to a variety of circumstances (not the least of which included the Panic of 1893) the anticipated extension from Valley Stream to New Lots never materialized.

In addition, LIRR shifted the alignment of the Mineola-Hempstead Branch through Hempstead Crossing back onto the original 1839-era survey line between Stewart Avenue and 5th (now Chestnut) Street. This also forced a westward relocation of the diamond crossing to abut Tower 105, and the complete repositioning of the connecting switch from the former Central main line to the

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The Genesis of "Dashing Dan"

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Hempstead Branch such that it was located west of the new 90° crossing. The revised configuration provided a straight north-to-south shot for Mineola trains from Stewart Avenue and a milder turn for the Hempstead Branch at 5th Street. As a result CRRLI's 1873 Hempstead Branch was abandoned between 2nd (now Meadow) and 6th (now Beech) Streets, a land parcel that is largely occupied by homes along Magnolia Avenue, Garden City in 2014. As operation of the New York Bay Extension began on September 12, 1893, it overlapped the existing Mineola-Hempstead LIRR service (that originally instituted in 1839) as far as 7th Street. West Hempstead trains started their trips at Long Island City (with connecting service to Bushwick available) and followed the Montauk Division main line through Queens, whose 1893 station list included Laurel Hill, Bushwick Junction, (Fresh Pond), Ridgewood, Glendale, and Richmond Hill, with additional flag stops at Morris Park Shops (employees only) and Dunton (public). From the old Jamaica station they took the combined 1876 routing through Springfield Junction and stayed on the former South Side main line as far as Valley Stream, where they diverged. Whereas the previous, meager real estate development between Valley Stream and Mineola had mostly been related to the long-departed New York & Hempstead, trackside activity along the new railroad was even more nonexistent, so at the beginning its only way station was the existing stop at Stewart Avenue, Hempstead Crossing. In 1894 three new stations were added on a largely speculative basis that were named West Hempstead, Hempstead Gardens, and Norwood, but spurred very little notice for several years. When some development finally did begin to transpire by 1903, the original station at Hempstead Gardens was renamed Woodfield to accurately portray its true location as opposed to an imaginary one, while that at "West Hempstead" became Hempstead Gardens in the same manner as this village was just coming to fruition. The station, which survives as West Hempstead in 2014, was established much later, after the "New York Bay Extension" underwent a suburbanization process that would have been little more than a delusion for its first 15 years of life.

"THE BACK OFFICE OF PENN STATION:" DEVELOPMENT OF THE LONG BEACH BRANCH

Like many potential beneficiaries of fortune, political operative and media aficionado William M. Laffan saw a void and took advantage of an opportunity. So was created the New York & Long Beach Railroad Company, a scheme financed by the small start-up company that Laffan originated in partnership with LIRR, amid the total complicity and blessing of its briefly-tenured president, Colonel Thomas R. Sharp. During the time of

LIRR's receivership following its 1877 bankruptcy, the railroad underwent an understandable series of contractions, but at the same time continued the pursuit of other endeavors which, it was perceived, could bring indisputable economic benefit. Laffan had been a long-time summer resident of Far Rockaway, where he saw how successful the leisure trade could be and immediately recognized the potential for a fresh, exclusive beach-front resort whose guests could utilize a new railroad to achieve access from the New York City area. With a desired site identified and secured, his syndicate then tended to construction of the huge Long Beach Hotel, a potentially lucrative resort-in-the-making. The protocols of receivership and favor of President Sharp eased the construction and operational aspects of this new railroad immensely; as did the initial expectation that the Long Beach Branch would only be scheduled to operate in the summer season.

As opened on June 5, 1880 trains generally originated at the Hunters Point terminal in Long Island City, though some trips may also have worked out of the secondary terminal at Bushwick for the first several years. They then followed the same routing as those going to Far Rockaway: the Montauk Division main line through Fresh Pond, Glendale, and Richmond Hill to Old Jamaica, then the combined route of 1876 through Foster's Meadow (Rosedale) to Valley Stream. From that location trains destined for Long Beach continued east on the original South Side main line to the next stop at "Pearsall's," where they curled up to their own platform facing southeast, having entered the new branch through a simple switch off the #2 track at the Atlantic Avenue grade crossing. This was eventually under the control of Tower 21 on the grade-level South Side main line (at least by 1898), which became "PT" by 1907. As freshly opened, the single-track Long Beach Branch had only two intermediate stations, the first being located at the Ocean Avenue grade crossing in "East Rockaway." From that point the branch maintained a steady south-by-southeasterly bearing for its next 5½ miles, hopping the numerous inlets of the South Shore en route to the northerly grade crossing of Long Beach Road (near Shell Harbor), where the other lonely stop was located, named Barnum Island. The track then turned a bit more southwestward and continued across Long Beach Channel on a first version of the branch's now-famous "Wreck Lead" drawbridge, then crossed a trestle over the Inner Beach Lead and finally, on land, pulled around an easterly bend to the original terminal at Long Beach, which was about where Broadway and Long Beach Boulevard intersect in 2014. This was situated right on the ocean shore next to Laffan & Company's Long Beach Hotel, with a wye track and small engine shed just beyond.

The Long Beach Hotel itself was finally opened in part on July 18 and in full by the end of that month. As things

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Third Avenue "L" Service Curtailed 60 Years Ago

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Lower level of City Hall station, looking north, December 30, 1953.

Bernard Linder collection



City Hall upper level, looking south, December 30, 1953.

Bernard Linder collection



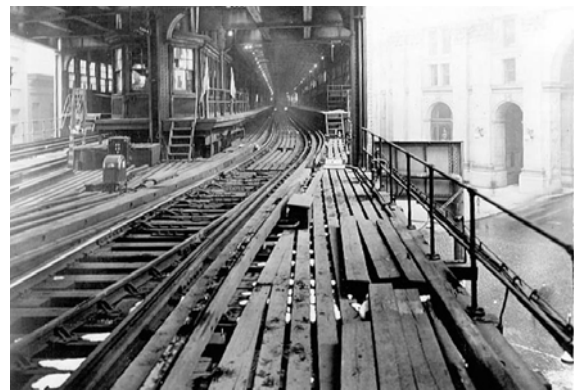
City Hall Tower, December 30, 1953.

Bernard Linder collection



City Hall station, November 26, 1950.

Bernard Linder collection



Looking south toward City Hall station, December 10, 1944..

Bernard Linder collection

engineers, it was estimated in 1938 that to signal the Third Avenue local tracks from South Ferry to Bronx Park would cost \$1,775,000.

"The Transit Commission on October 25, 1938 again ordered the signaling of the local tracks, the work to be completed prior to December 31, 1942. Since the final acceptance of the subway signaling by the Transit Commission was completed on December 22, 1939, signal-

ing of the Third Avenue local tracks could be, and was, delayed beyond that date. By the latter date, however, transit unification was imminent and the IRT Company installed no additional signals.

"Under City ownership since unification, there has been no further signaling of the elevated line, the 1927 order of the Transit Commission remains dormant, and

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Third Avenue "L" Service Curtailed 60 Years Ago

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Chatham Square in 1880.
Bernard Linder collection



Chatham Square.
Bernard Linder collection



Willets Point express at Chatham Square, July, 1940.
Bernard Linder collection



Second Avenue "L" - 3-car Freeman Street express on a Saturday afternoon in 1940.
Bernard Linder collection



Looking north from Chatham Square upper level.
Bernard Linder collection



Northbound Third Avenue Local approaching Canal Street.
Bernard Linder collection

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the old wooden cars are still in service on the un-sigalled local tracks."

(Editor's note: Many years ago, I asked the IRT signal engineers whether local track signaling was feasible. They explained that the signal system that was in service at that time did not allow the company to operate more than 30 trains per

hour. It was obvious that the state-of-the-art signal system would not allow the company to operate 50 trains per hour in the 1930s on the local track in the direction of light traffic. Service was increased to 55 trains per hour after unification and reduced gradually to 30 trains per hour when this report was written.)

The Genesis of “Dashing Dan”

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turned out, these events also proved to be a short-term high point in the new railroad's fortunes, for the good Colonel was replaced as LIRR President by Austin Corbin, a widely recognized agent of financier J.P. Morgan, in November, 1880. Mainly for the usual mercantile reasons, Morgan (and by extension Corbin) had decided to act expeditiously when the financially bankrupt and commercially exhausted Long Island Rail Road became available for the taking. For the first time as a result, the wide-reaching power of its corporate executive was concentrated in a single office, one whose influence would reign over the transportation fortunes for the entirety of Long Island and a good part of New York City as well. By the time of Corbin's ascendancy to President of LIRR, such authority could even be gained at a reduced cost in tribute to the formerly-pervasive and corruptive influences of local politics and corporate governance, duties which had been capable of smoth-

ering a good part of the railroad's earnest enterprise until it was finally driven to ruin. Corbin was a shrewd, penurious native of Northern New England (Newport, New Hampshire to be precise), but had spent much of his adult and professional life navigating the predatory waters of New York's financial and transportation gamut. In the 1870s he had used his emerging influence with the Long Island Rail Road to parlay some otherwise docile and seasonal excursion railroads into a major transportation force on the Brooklyn oceanfront, one which (if only briefly) exercised the railroad's weight in the development of Coney Island and Manhattan Beach as full-fledged and highly-touted summertime adult destinations. Unfortunately for the fledgling New York & Long Beach, Corbin still maintained a widespread interest in the thriving amusement district aimed at the beaches around Coney Island even after assuming command of the Long Island Rail Road, and was disinclined to extend such munificence to the neophyte operation after its initial season came to an end on November 5, 1880.

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Around New York's Transit System

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and reconstruction of the structural steel for the extension of ② service.

On the entire line, the heavy structural work involved utility relocation, demolition of existing buildings, underpinning, slurry wall construction, station excavation, and concrete placement of the station slab of the main station, entrances, and ancillary facilities.

Approximately 400,000 tons of soil and 40,000 tons of rock/concrete debris, equivalent to 22,000 trucks of ma-

terial, were taken to various disposal facilities in New York, New Jersey, and Pennsylvania.

The utility work included relocation of approximately 82,000 linear feet of Con Edison's electric cables, approximately 4,500 linear feet of Verizon fiber optic cables, extensive relocation of Con Edison's gas mains, and relocation or protection of New York City's water and sewer mains.

This \$4.45 billion project is the largest subway expansion project for several years. Trains should start running in December, 2016.

ERA'S LAST MEETING AT ST. JOHN'S MANHATTAN CAMPUS Photos by Eric Oszustowicz

On December 13, 2013, ERA members met for the last time at the St. John's University Manhattan Campus, formerly known as the College of Insurance, where the then-New York Division-ERA began holding its meetings in 1988. Member Eric Oszustowicz took some

photos to mark the occasion; here are three.

Starting in January, 2014, we will be meeting at the Roosevelt Hotel near Grand Central Terminal. Please see the meeting notice for details.



Final presenter Gary Grahl talks with audience members before the show.



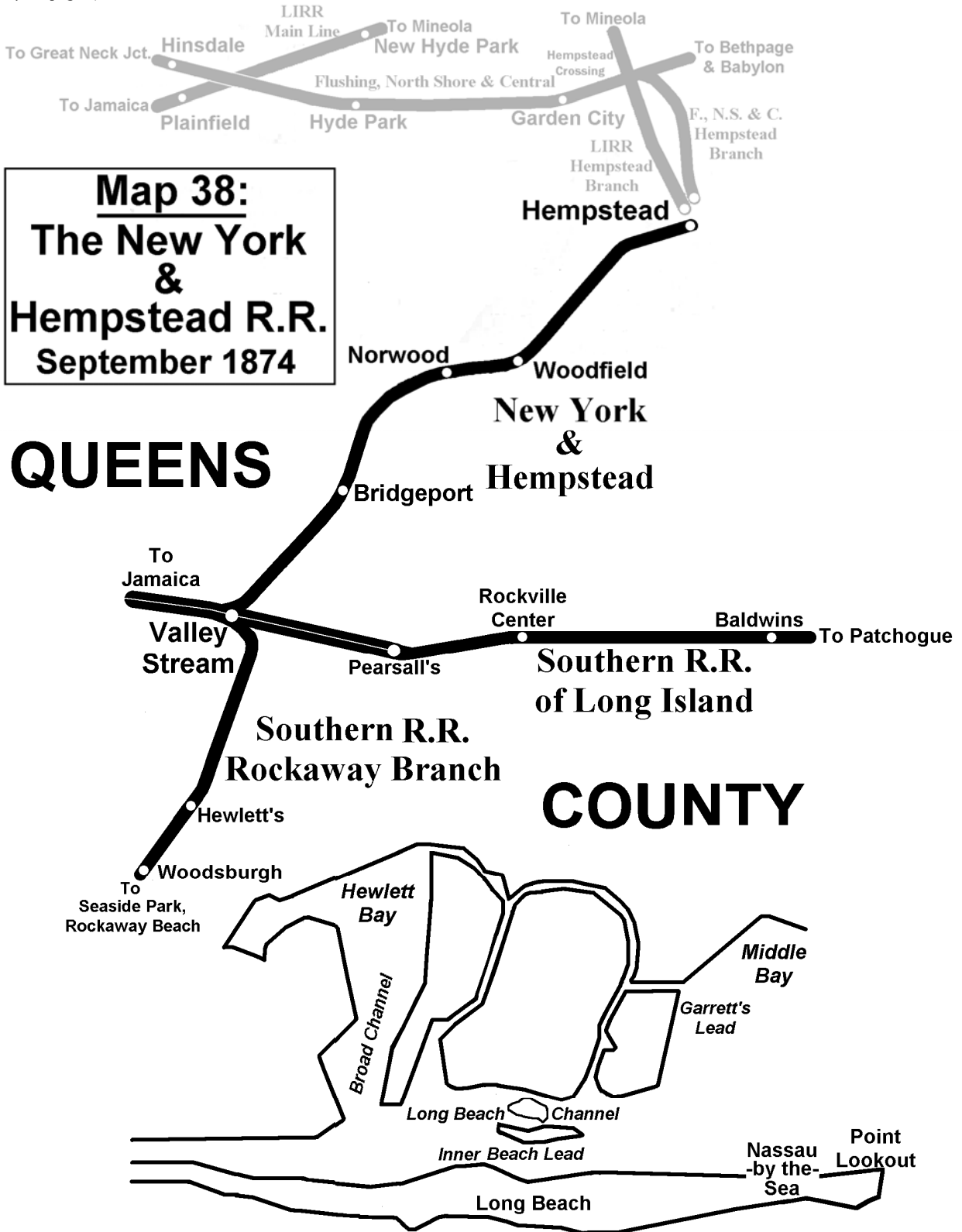
Sid Keyles makes the pre-show announcements.



Some of the attendees.

The Genesis of "Dashing Dan"

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NEW YORK CITY SUBWAY CAR UPDATE

by George Chiasson

Farewell, Everybody!

While the inverse of this expression always seemed to be an appropriate greeting (and a nod to Mel Allen, one of New York's all-time media greats), it is with sadness that I must reverse this salutation. Yes, after 13¼ years of compiling this semi-regular Update for your information and reading pleasure, it has come time to (*ahem*) "pass the torch." Ergo, this will be my last and final issue of New York City Subway Car Update. There's no denying that it's been quite a "ride" all through all the rights, wrongs and twists of fate in between; from the Redbirds to the R-142s; barges headed God-knows-where and various R-160s seizing control of Subdivision "B" as they came to dominate transportation life in three of the four subway boroughs. My hope is that New York City Subway Car Update's functions will again be assumed by a new generation of staffers at the ERA *Bulletin*, from where it originated in 1958 and (I believe) should be continued ad infinitum (write to bulletin@erausa.org if interested). Furthermore, just as my predecessor (Bill Zucker) has been "there for me" for a quarter century now, so I shall remain available to those willing to follow in these footsteps as the coming R-188 and R-179 sagas unfold. Though this endeavor has been a labor of love, the time has come for yours truly to "move on" to other organizations in other cities where similar changes are occurring. And of course, I will continue to offer the *Bulletin* various written fare of a historic nature as long as the staff wishes to receive and publish them. With that, I will close this part of our eternal enterprise with yet another cliché that was once a staple of New York television (and NBC's Linda Ellerbee): "And So It Goes..."

R-62A Unitization and Cabbage

Despite expectations to the contrary, a third linked set of R-62As never did materialize on **5** 42nd Street Shuttle by the end of November, with subsequent transfers to date (as well as all 4-car consists used on middle Track 3) being coupled together. The two existing links utilized on Tracks 1 and 4 continue to be composed of cars 1950-1929-1945 and 1951-1953-1946.

In August, a full-width cab was added to R-62A 2080 at the "north" (Flushing) end of that recently-unitized 5-car link, while the "quarter cab" on car 2076 at the southerly end was untouched. Depending on where this full-width cab was situated in an 11-car consist, it was either matched against the middle single unit in support of the Conductor, or positioned at the Main Street end of the train in support of the Train Operator. This change enables two of the "newer" links created in 2012-3 (1966-2155) to be used together in trains when bracketing a single-unit R-62A, as opposed to the standing practice of deploying an "older" link (1651-

1840 group) with two full-width cabs on the south (Times Square) end and a newer link with no full-width cabs at all on the north. As of November 30, the full listing of links so modified (quarter cab at south end, full cab at north end*) included 1971-5*, 1991-5*, 1996-2000*, 2011-5*, 2016-20*, 2031-5*, 2041-5*, 2071-5*, 2076-80*, 2086-90*, 2101-5*, 2111-5*, 2116-20*, 2121-5*, 2131-5*, and 2136-40*.

By mid-November, full-width cabs had also been re-stored on **7** R-62As 1651, 1656, 1661, and 1666. These had been converted to quarter cabs at one end as a means of transitioning to the new "5-1-5" configuration created when cars 1966-2155 were unitized in 2012-3, and their associated links now again have full-width cabs at both ends.

R-188 Progress

Though the timetable for some of its objective milestones has slipped in recent months, the R-188 project remained on target in the fourth quarter of 2013. The pilot train of "new" cars (7811-21) was placed in revenue service for the first time on Saturday, November 9, at which time it commenced its 30-day test on **7**. At press time this train appears to have exhibited few technical glitches per se, though in its first weeks it was somewhat out of sync operationally with the existing R-62As, which have an inherently hastier personality in moving from stop to stop. This characteristic was learned from the introduction of R-142As on **6** many years ago, where it was noted that New Technology Trains take longer to "cycle" through station stops than do traditional SMEEs owing to the precise and repetitive ("packaged") manner in which their doors open and close in concert with a mandatory plethora of pre-recorded announcements. The initial set of "converted" R-142As with added "C" car (7211-20 plus 7899) and the second R-188 train (7822-32) remain in testing and modification at facilities around the system, with the former also observed making simulated rounds at its future home in Flushing during the month of August. Ironically just in time for this Update, R-188 set 7833-7 was delivered to the barn at 239th Street on November 27, with matching link 7838-43 expected to follow within days. The 88 new cars called for in the R-188 contract (7811-98) are projected to be on hand and ready for service by the time the Flushing Line is extended to the Jacob Javits Convention Center in mid-2014.

As 2013 drew to a close, there was a definite pattern emerging in the anticipated rotation of equipment between **6** and **7** (and perhaps elsewhere) to support creation of the new 506-car CBTC-compatible fleet for future operation of the Flushing Line. As the R-188 pro-

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cess has progressed, several additional sets of R-142As were haltingly removed from passenger service on ⑥ for shipment to the Kawasaki Rail Car plant in Yonkers since our last Update, including cars 7231-5 in October and 7236-40 and 7241-5 during November, 2013 (just as this report was being written). So far it adds up to 35 of the projected 380 R-142As committed for conversion to a state of R-188 and CBTC compatibility, with additional re-deliveries expected to commence in the first quarter of 2014. Meanwhile, the surviving 345 cars of those earmarked for conversion, plus 75 more “standard” R-142As (7246-7665 all told) continue to carry the lion’s share of service on ⑥.

Subdivision “A” SMEE News

As that small initial group of R-142As has gradually made its way to Yonkers, so too has a preliminary assemblage of R-62As been gathered on ⑥ to replace them. When last we checked in July, 2013 there were 25 such cars (20 from Corona, 5 from 240th Street) recently assigned to Pelham, which were released into the general, full-time pool of equipment on July 6. On September 9 these were independently joined by 1791-5, with 1716-20 and 1831-5 following on November 4 to create a mini-fleet of 40 cars or 4 full 10-car trains. In what may be the first of many such choreographed moves of R-142As from ⑥ to Kawasaki Rail Car and R-62As from ⑦ to ⑥, five more R-62As (1706-10) were shifted on November 25 as the latest two sets of R-142As were sent out to Kawasaki. Meanwhile, to help counteract the earlier loss of equipment from the important Broadway-Seventh Avenue Local, long-borrowed R-62As 1891-5 and 2236-40 were returned from ⑦ to ① on July 21, by which time two trains of ③-assigned R-62s (1306-10, 1396-1400, 1411-5, 1621-5) were also anchored for longer term use on ①. This has rebuilt and expanded the fleet at 240th Street to some 400 cars even, while the quantity of R-62As left on ⑦ has fallen to 379, enough to create 34 11-car trains plus spares.

Miscellaneous Subdivision “A” Happenings and Car Dispositions

The summertime use of single-unit R-62As on system refuse trains (1901-8 or 1910 from Corona on 7-Ash and 42nd Street Shuttle-assigned single units from 239th Street on the Main Lines) was again forsaken by late September until 2014.

Pump reacher conversion work on former Subdivision “A” prototype R-110A unit 8001-5 had resumed by early October, 2013, with all five cars showing signs of progress.

The complete listing of retired R-33 single unit work motors removed from NYCT property between June and October, 2013 included 9312, 9313, 9314, 9317,

9318, 9320, 9328, and 9338. This leaves 29 R-33 single unit work motors in existence on the system, including museum car 9306 (retired since 1976), four at Corona (9307, 9308, 9310, and 9343), six at 239th Street (9311, 9316, 9324, 9326, 9329, and 9332) and 14 at 207th Street (9315, 9316, 9319, 9330, 9331, 9333-42, 9344, and 9345), all of which remain active, along with four others at Unionport Yard (9309, 9322, 9323, and 9325), which are used on the rail adhesion train.

All 10 of the surviving “SMS” R-33s that were assigned to work service upon their retirement were removed during October, 2013 following an extended period of storage (car numbers shown below). The last of these to roam the system as part of a 239th Street refuse train had been 8888/9 in the summer of 2010, when it still had functional air conditioning.

The other retired Subdivision “A” cars that were disposed of in October, 2013 included the last surviving pair of Westinghouse-equipped R-36s (9400/1) and Rider Car RD407 (ex-SMS R-33 8869). The former was in poor physical shape and partly stripped (thus going unclaimed by the Transit Museum); the latter had been wrecked near DeKalb Avenue in May, 2011.

Miscellaneous Events on Subdivision “B”, Including the 2013 Summer Swap

R-68As were observed in ① service through this interim on August 23, 2013 (5130-5040, north to south) and September 12 (5162-5058). Another was spotted in ② service on September 19.

On November 8, a train of Coney Island-assigned R-68s (2858-2786) was spotted on ①.

Since ⑤ Rockaway Park shuttle service was restored on May 30, it has been making a “long relay” from Broad Channel to the middle tracks near Howard Beach-JFK and back (as prior to 2000), rather than reversing direction in the siding at Broad Channel. This is due to a lack of communication with the tower at Liberty Junction owing to damage that resulted from Hurricane Sandy, with no known timeframe for resolution. One more 4-car set of R-46s was added to the schedule to compensate for the scheduling irregularity this creates.

During the height of the 2013 “Summer Swap” in August and September, as many as 10 trains of Phase I R-32s, imported from 207th Street, were deployed on ①/②, while 9 8-car sets of R-160A-1s out of East New York were borrowed for ③. Car numbers for both ultimately were random, with usage based on inspection intervals, while the balance of each line’s schedule (roughly half of the 20 trains required for ①/② and 18 for ③) was filled with their usual contingents of R-42s and R-160A-1s (①/②) and Phase I R-32s (③). The Swap was reversed as of September 29, at which time the R-160A-1s were removed from ③ and all but one train of Phase I R-32s taken off ①/②, as shown below.

Though long-term SMS of the R-160A-1 fleet was

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completed in August, the testing of modified CBTC equipment on both the 8313-76 group and the R-143s continued as of November 30, 2013, with one 8-car train of Phase I R-32s (3698-9, 3714-5, 3770-1, 3778-9) remaining in use on **J** and occasionally **Z**.

After completion of SMS on the R-160A-1's, they were followed into Coney Island Shop by the original fleet of R-160Bs (8713-8842), which are coming on seven years of age. This has brought about the use of one or two Jamaica-assigned R-160A-2 or R-160B trains out of Coney Island on **N** and **O**, as required to pick up the operational slack. As was noted by Bill Zucker, these Jamaica assigned R-160s are run on both lines in both solid consists and mixed train sets having one Jamaica unit joined to one of its Coney Island-assigned contemporaries.

Also passing through Coney Island for overhauls are the 25-year-old R-68As and "EPO" series work motors. Owing to spot shortages brought about by the former, R-68s 2776-83 were shifted from Concourse (**D**) to Coney Island (**B** **G**) with the August 3 assignment changes.

Fix & Fortify: The Montague Street Tunnel Closure

R service through the Montague Street Tunnel was suspended on August 3 (as originally projected, not revised) to allow the permanent repair and/or replacement of signaling and electrical facilities that were ravaged by the flooding of Hurricane Sandy on October 29, 2012. Though projected assignments originally showed the use of Jamaica R-46s on the "north" end between Continental Avenue and Whitehall Street and R-160s on the "south" side between Court Street and 95th Street, in reality the two separate services have largely been handled by Jamaica's varied fleet of R-160A-2s and R-160Bs, with a train or two of R-46s used on either end as necessary. This remains the case on weekends, when through **R** service is offered via the Manhattan Bridge, with the following week's "South **R**" contingent being largely shaped by whatever equipment gets laid up at Coney Island by Monday morning. This redistribution had a profound effect on **F** from the start in early August, where R-46s were brought back in a big way. At first they appeared on about one out of every three trips, then gradually became even more frequent and as of November 30, 2013 were providing the majority (approximately $\frac{3}{4}$) of its trains for the first time since 2010. The Montague Street Tunnel reconstruction project is expected to continue through the summer of 2014.

Disposition Update (July to October, 2013)

Following up on our previous observations, the month of July saw the remaining dozen ex-Jamaica Morrison-Knudsen-overhauled R-42s removed from NYCT prop-

erty (4550, 4551, 4616, 4617, 4620, 4621, 4674, 4675, 4704, 4705, 4784, and 4785), as usual by flatbed cradle truck across the George Washington Bridge to Sims Metal Management in Newark. After a two-month hiatus, during which a variety of surplus, stored equipment was staged from around the system to 207th Street, dispositions were resumed on September 16 when slant R-40s 4442 and 4443 (originally put aside for an abortive school car assignment) were trucked away, followed by sister units 4162 and 4163 on October 1. Also departing in October were six more retired Phase I R-32s that had formed most of 2010's Fresh Pond "storage train." These cars (3370, 3371, 3630, 3631, 3836, and 3837) had been sitting at East New York for some months prior, while 3786/7 remain behind to serve as work motors at the Coney Island complex. Phase I R-32s 3720 and 3721 were also scrapped along with the remains of the Fresh Pond train. These were initially stored at Jamaica following their retirement in February, 2009 (allegedly in relation to an ongoing legal action), were passed over during the reefing program, and were eventually deposited at Coney Island during the summer of 2012.

Between October 7 and 19, disposition efforts were concentrated on a variety of Subdivision "A" cars that had mostly been dedicated to work service since their retirement. These included five more single unit R-33s (9312, 9313, 9314, 9318, and 9320); all 10 R-33s that had once been used for various purposes (8812, 8813, 8834, 8835, 8888, 8889, 8996, 8997, 9000, and 9001); one ex-R-33 rider car (RD407); and the last surviving pair of Westinghouse-equipped R-36s (9400 and 9401).

On October 21 and 22, New York City Transit's 18-month "scrap drive" was concluded with the departure of Westinghouse R-30s 8424, 8425, and 8463, along with the very last surviving R-27, 8145. The first pair had been stored for sometime in the "Museum Yard" at Coney Island Shops, while unsuccessful efforts had been made to secure an alternative home for the R-27. 8145 (and indeed virtually all of the steel SMEEs that departed the property) exhibited significant and likely irreparable structural corrosion and were probably beyond feasible repair, an after-effect of their harsh experience during the graffiti era, when an acid mix was used as part of the car washing process between 1982 and 1984.

Having marked a formal conclusion to the long and drawn out process of introducing the R-160s that began in 2005, this effort was said to be the last concentrated disposition undertaken on New York City Transit until the next wave of equipment replacement commences, presumably associated with future arrival of the R-179s by 2017. Nevertheless, a handful of other surplus, non-museum cars do remain scattered about various yards and could be removed from the property if so ordered.

Commuter and Transit Notes

No. 302
by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

The first alert was sent at 7:48 AM Sunday, December 1, 2013, that "Hudson Line Service is currently suspended due to a disabled train incident in the vicinity of Spuyten Duyvil." My son Marc called shortly after 8 AM to tell me that a train had derailed. The train, #8808 (5:54 AM Poughkeepsie) with the following consist, S-6222-6288-6345-6440-6188-6147-6156-225-N, derailed at about 7:20 AM. Shortly after 9 AM, Metro-North reported that it was working to operate service as far south as Tarrytown with bus service to White Plains. That service began at 11 AM. Riders at stations between Irvington and Yankees-E.153rd Street were urged to use the Harlem Line, and, of course, tickets were cross-honored.

Television coverage showed that the entire train was north of Spuyten Duyvil with the lead car stopping just short of landing in the Harlem River. The first four cars jackknifed with two turning onto their sides. A passenger who had been aboard the train told WABC-TV News that he takes the train every Sunday morning, and that "it was travelling at a higher rate of speed than it normally does." Other passengers would later confirm his statement. The speed limit is 30 mph, but 70 mph leading into the area. Police and Fire Department boats checked the surrounding waters to be sure that there were no drownings. On July 18, 2013, a northbound CSX garbage train derailed south of this area, while entering this station (September and November, 2013 *Bulletins*), affecting service for nearly two weeks.

This incident made the national news. Initial reports told only of injuries, but when all of the passengers were accounted for, there were 4 fatalities and 70 injuries, 11 of which were listed as critical. The National Transportation Safety Board (NTSB) arrived on scene at about 12:30 PM. In a 4:30 PM press conference, its spokesman gave details on what had transpired in the intervening hours, and as much as was known about the events leading up to the derailment. The event recorders (a.k.a. black boxes) were sent to NTSB headquarters in Washington, D.C. for analysis.

Amtrak *Empire Service* was suspended until about 3 PM. Member Bob Kingman reported that he visited the Rensselaer station several times and found little train activity. At about 11 AM, the 8:15 AM train was leaving for New York Penn. He found it strange that it had a locomotive on the rear, leaving Bob to wonder if Amtrak was not sure that it would make it all the way. This incident, as horrible as it was, also occurred at the end of the very busy Thanksgiving weekend.

Monday, December 2: Shuttle bus service using the same mixture of types as has been used previously,

operated between Yonkers and the 242nd Street-Broadway ① subway station, the same terminal that was used during the Spuyten Duyvil derailment. NYCT promised extra ① service. Between 4:30 and 9 AM, there was half-hourly service between Poughkeepsie and Yonkers and between Croton-Harmon and Yonkers, then hourly till the end of service. Northbound service mirrored what arrived at Yonkers. During the afternoon, a similar service plan was in effect for northbound trains. A timetable PDF was posted on the Internet. Additional parking was set up at Kensico Dam and Southeast, which were within walking distance of the Valhalla and Southeast stations. The Hudson Line typically carries about 26,000 riders each day.

Amtrak does not take standees; however, *The New York Times* reported that although *Empire Service* trains were sold out, if there were space, Amtrak would honor Metro-North tickets. For probably the first time, east-of-Hudson tickets were being honored on the Pascack Valley and Port Jervis Lines. I spoke with a commuter at New York Penn who was headed for Salisbury Mills and who told me that she had no problems with train crews accepting her Hudson Line ticket. This policy was in only effect through Tuesday.

NTSB held a press briefing after 4 PM, where it was announced that the event recorders showed that as the train entered the curve, its speed was 82 mph, almost three times the allowable speed, and that the brakes were engaged just five seconds before the derailed train came to a stop! Questions were raised by some in the news media about the safety of having a locomotive pushing a train. Although Metro-North only began this type of operation upon receipt of its first Bombardier coaches in 1985, push-pull operation is used worldwide. The New York Central Railroad tested push-pull operation on the Hudson Line in February, 1962 using a borrowed New Haven FL-9. Member Larry Kiss told me that the Chicago & Northwestern RR began using push/pull cars in the early 1960s, and the Central Railroad of New Jersey in the fall of 1966 in preparation for the Aldene plan using cars from the 1920s and engines from the 1950s.

In the evening, MTA posted videos on its YouTube site showing the re-railing and removal of the cars and engine using several heavy-duty Crane Master units. Metro-North received clearance from NTSB to begin the infrastructure repairs that would be necessary to restore service through the area. 800 feet of track needed to be repaired. Once those repairs were completed, there was testing – both to ensure passenger safety and in furtherance of the NTSB investigation before service

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Commuter and Transit Notes*(Continued from page 11)*

would resume.

Tuesday, December 3: The same service plan was in effect. Starting late morning, news reports told of the Engineer having told authorities that he “zoned out” moments before the train left the tracks. Some “experts” who chimed in equated this “condition” to a “nod,” a “doze,” or “highway hypnosis.” There were reports that the 46-year old Engineer, who was suspended without pay, would be evaluated for sleep apnea. He had been operating trains for 10 years and had other positions with the railroad prior to becoming an Engineer. It was revealed that while Metro-North’s locomotives have an “alerter,” control cabs do not. This will be remedied sooner than later.

At a 4:30 PM news conference, NTSB reported that it had checked the equipment and brakes and found them to be working properly. MTA issued a statement that both Metro-North and the Long Island Rail Road have been working to install positive train control (PTC) since 2009 by the mandated date – December 31, 2015. However, MTA will make sure the appropriate funding is made to implement PTC on the most aggressive schedule possible. However, implementing PTC by the 2015 deadline will be very difficult for MTA as well as for other commuter railroads, as the Federal Railroad Administration (FRA) and the Government Accountability Office (GAO) have both concluded. Much of the technology is still under development and is untested and unproven for commuter railroads the size and complexity of Metro-North and LIRR, and all of the radio spectrum necessary to operate PTC has not been made available. MTA will continue its efforts to install PTC as quickly as possible, and will continue to make all prudent and necessary investments to keep its network safe. NTSB removed the Association of Commuter Rail Employees (ACRE) as a participant in its investigation of the incident due to disclosures that were made the previous day by its General Chairman concerning the Engineer’s state of mind.

Wednesday, December 4: Metro-North reported that it would operate 98% of its Hudson Line service, but riders should expect scattered delays of up to 15 minutes due to only one of three tracks available around Spuyten Duyvil. Three trains, one each departing from Scarborough, Ossining, and Greystone were combined with neighboring trains from Croton-Harmon. Hudson Line ridership was off by about 25%, possibly because riders took advantage of the Harlem Line.

Thursday, December 5: With completion of track repairs, full service operated.

Friday, December 6: The Federal Railway Administration (FRA) issued Emergency Order No. 29 (EO 29) to Metro-North, requiring the railroad to take immediate steps to ensure that its crews do not exceed

speed limitations. Also included are requirements to modify the signal system to ensure speed limits are obeyed and provide two qualified railroad employees to operate trains where major speed restrictions are in place until the signal system is updated. Another requirement was to provide FRA with a list of locations where the speed limits change by more than 20 mph. The entire EO 29 can be found at <http://www.fra.dot.gov/eLib/details/L04880>.

Weekend of December 7-8: Metro-North forces modified the signals leading to Spuyten Duyvil to reduce the speed limit to 30 mph, which was active for Monday morning, December 9.

Tuesday, December 10: To comply with EO 29, all trains had enhanced communication between train Engineers and Conductors to ensure operation at safe speeds at four other critical curves as well as at five movable bridges. Conductors will stand with Engineers at each train’s control cab through the critical curves to verbally confirm that speed limits are adhered to. Where the train layout prohibits the Conductor from reaching the Engineer in a locomotive and also at the five movable bridges, they will communicate by radio.

Sunday, December 15: In one of his usual Sunday press conferences, Senator Chuck Schumer (D-New York) was joined by his colleague Senator Richard Blumenthal (D-Connecticut) in Grand Central Terminal, where they called for 45 additional FRA inspectors and for Congress to approve the Administration’s request for \$185 million for safety and operations for Fiscal Year 2014. That is an increase of about \$15 million over this year’s budget, which was cut by \$9 million.

Monday, December 16: FRA launched a 60-day, top-to-bottom safety probe of Metro-North, where investigators will check everything from track and train maintenance to medical requirements for operating employees. FRA calls this “Operation Deep Dive.”

The turkey motif used on the cover of the 2013 Thanksgiving timetables has been in use since 2007. Christmas/New Year’s special timetables were not available at publication time.

Member Bill Zucker located another of the five pairs of M-3s (December, 2013 **Bulletin**), 8108-9, that have been “wrapped” to promote “I ♥ NY.” With my son’s sighting of 8028-9, three of the four pairs have been accounted for.

When new timetables are issued on January 18, it will be the first time in six months that all four tracks will be in service between Woodlawn and Melrose, a six-mile distance. Running times are being reduced because speeds in certain sections, which were 15 mph, have been increased to 75 mph for the first time in five years. Harlem Line riders will see reductions of 1-3 minutes in the AM and 2-5 minutes in the PM. New Haven Line riders will benefit by 1-2 minutes. The bus shuttles will also be gone, as Tremont Avenue and Melrose will have

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Commuter and Transit Notes

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full service.

MTA METRO-NORTH RAILROAD (WEST)

On December 2, 2013, in the course of Woodbury Viaduct rehabilitation, emergency repairs required halting of rail service over the structure. That evening, bus service was instituted between Harriman and Port Jervis. The following morning direct bus service was provided from all stations between Port Jervis and Salisbury Mills/Cornwall and Harriman, where passengers could board trains. Train service resumed with Train #51, the 4:08 PM Hoboken.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Shore Line East issued a timetable on November 18, 2013, coinciding with Metro-North.

CDOT raised fares 5% effective January 1 between stations within Connecticut, between Connecticut and New York stations, and between the Rye and Port Chester stations and a limited number of other stations. This was the third increase in nine years and the second consecutive increase to help pay for the M-8s. A new Tickets and Fares Brochure was issued.

The M-8 status, last updated on November 21, showed 294 cars conditionally accepted with 16 cars undergoing Kawasaki inspection. As of mid-December, 2013, Bill Zucker had observed 9100-9307, 9312-35, 9340-73, and 9376-7, for 268 cars.

MTA LONG ISLAND RAIL ROAD

Larry Kiss reported that for only the second time in years (late November, 2013), he observed all trips on the Ronkonkoma-Greenport Scoot were being operated with just one double-decker coach and a diesel engine.

Newsday (November 26, 2013) reported that a critical impasse was reached, which means that a strike is a real possibility in 270 days (July 15, 2014). It has been more than three years (June, 2010) since contracts expired for 8 of the railroad's 10 unions, which represent 5,000 of the 6,000 represented workers. The last strike, which lasted 45 hours, occurred June 17, 1994. President Obama appointed a Presidential Emergency Board composed of three members, all professional arbitrators, who will have 120 days to reach a settlement. If they do not, a second Presidential Emergency Board can be appointed. There are some cooling-off periods in the process that extend the time frame as well. At that point, if there is no agreement, Congress could end the strike by legislation.

Special timetable cards were issued for:

- Babylon: November 23-24, 2013, Switch Surfacing East of Amityville – Two overnight trains in each direction were replaced by buses between Amityville and Babylon
- Long Beach: December 14, 2013, Lead Bridge Lock Replacement – Two overnight trains replaced by van service between Lynbrook and Long Beach

New timetables were issued for all branches for the period December 16, 2013 through February 23, 2014. "Season's Greetings" appears on the covers. The extra service for Christmas Eve to New Year's Day is included in these timetables, and was reported on in last month's **Bulletin**. Extra service for Martin Luther King Day operates on the Port Washington, Ronkonkoma, Port Jefferson, Babylon, and Montauk Branches. On Presidents Day, February 17, all lines will operate on a Holiday (weekend) schedule.

NJ TRANSIT

For the Super Bowl (February 2), NJ Transit is anticipating that 10,000-12,000 attendees would use the train option while another 30,000-40,000 would ride buses to MetLife Stadium. Parking will be drastically reduced from 28,000 to under 13,000, a 55% loss, because these spaces will be used to extend the security perimeter from 100 feet to 300 feet, and to provide space for the world-wide media expected to cover this event. Thanks to member Al Holtz for sending this report from **The Star-Ledger**.

NJ Transit will be selling an unlimited ride **SUPER PASS** through January 20, but only online, which will be valid on all NJ Transit trains, buses, light rail, and Access Link lines between January 27 and February 3 for \$50. An NJ-ARP officer asked if this pass would be valid from Metro-North stations on the Main/Bergen or Pascack Valley Lines, and the response was, "No." The collectible pass, which is 3 $\frac{7}{8}$ "x5 $\frac{1}{2}$ ", is being issued with a lanyard that can be worn around the neck. A brochure, on hand stock was issued in English and Spanish.

MTA produced a Regional Transit Diagram, its first, for the Super Bowl. Its style is similar to the subway maps designed by Massimo Vignelli that were used between 1972 and 1978 because it was designed by him, and show Manhattan from the E. and W. 80s to South Ferry and NJ Transit rail connections to MetLife Stadium. A commemorative set of four *MetroCards* was also issued.

I frequently check NJ Transit's post-Sandy rail fleet status, which is regularly updated, and was very surprised with what I found on November 26, because the number of cars awaiting repairs had dropped dramatically, from 73 the previous day, to just 26, including 42 fewer Arrow IIIs (229 to 187) in the total fleet. The numbers on the top line of the table below are carried over from the November, 2013 **Bulletin** and the bolded numbers are the latest.

TYPE	TOTAL FLEET	VEHICLES DAMAGED	RE-TURNED TO SERVICE	AWAITING REPAIR	AVAILABLE FOR SERVICE	CURRENT PERCENTAGE AVAILABLE
Rail Cars	1,164 1,134	273 248	200 226	73 22	1,091 1,112	94% 98%
Locomotives	210 210	72 72	55 55	17 17	193 193	92% 92%
Total Fleet	1,374 1,344	345 320	255 281	90 39	1,284 1,305	93% 97%

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

With the return to Eastern Standard Time, my commutes have been in darkness. I did ride a midday trip in late November, 2013 and saw that a roof had been placed atop the structure that will become the Anderson Street station. The station had been scheduled to be completed in September (November, 2013 *Bulletin*).

The MyTix app for smart phones was extended to the North Jersey and Raritan Valley Coast Lines on November 21, and finally to the Atlantic City and Northeast Corridor Lines on December 18, 2013.

The waiting room in Hoboken Terminal was re-opened (again) on November 18, 2013. Following Superstorm Sandy, there was five feet of water in the waiting room. It reopened last November, but closed again between December 19, 2012 and January 28, 2013, after the heating, combined with floodwater still under the surface, caused the terrazzo flooring to buckle. The room closed again on October 8, and a train on Track 8 served as a temporary waiting room.

NJ Transit would like to extend the eastbound platform by 230 feet at New Brunswick to accommodate 12-car trains. At present, 10- and 12-car trains cannot completely platform at this station. There was no mention of the westbound platform. A \$638,315 contract for preliminary and final design; plus engineering and construction services was awarded at the December 11, 2013 Board meeting.

A record was set for the Thanksgiving period when nearly 400,000 passengers were carried. On a daily basis, an average of 350,000 passengers were carried, second to 2011.

On December 16, 2013, the Raritan Valley Rail Coalition announced that limited direct service (10 AM-3 PM weekdays) to New York Penn would begin on March 2. NJ Transit will meet quarterly with the Raritan Valley Rail Coalition to evaluate how the one-seat rider service is working and discuss extending the service. The new step would be to offer one-seat ride service into Manhattan in the evening hours after 8 PM, according to the Coalition. Thanks to Al Holtz for forwarding this good news from <http://www.cranford.patch.com>.

In last month's *Bulletin*, due to an editing error, the P-40s used in Atlantic City Line service should have been reported as 4800 and 4802-03.

PORT AUTHORITY TRANS-HUDSON CORPORATION

For three weekends, November 8-11, 15-18, and 21-24, 2013, service between Exchange Place and World Trade Center was suspended to enable crews to power wash the tunnels to remove the corrosive salt that accumulated from the millions of gallons of salt water left by Superstorm Sandy. PATH promised additional service on the 33rd Street Line. Passengers who were destined for lower Manhattan did not get a break – they

had to pay fares on NYCT subways.

AMTRAK

Through October 31, 2013, the *Downeaster* carried nearly 50% more passengers between Portland and Brunswick than rail officials expected since service began on November 1, 2012. About 52,000 rode between both cities, according to unofficial numbers, said Patricia Quinn, director of the Northern New England Passenger Rail Authority. Prior to the expansion, it was projected ridership would be 36,000. Overall ridership has risen 123% since service began in 2005. Most riders are Mainers going to Boston, not Massachusetts residents visiting Maine. Thanks to member Todd Glickman for this report from *The Portland Press Herald*.

An unusual reroute occurred on November 14, 2013, when instead of New York City, *Keystone* Train #644 wound up in Cynwyd, the terminus of a SEPTA-operated line. The news item was sent to me by my son Marc, and after sending it to my "railfan" group, responses came from members Jim Guthrie and Lee Winson. According to the Philadelphia Chapter NRHS website and another Internet source, there were ACSES/cab signal issues with cab car 9639, so after departing Philadelphia 32 minutes late, it was decided that the train should run west to 52nd Street on the Cynwyd Line, switch ends, and run through the "New York-Pittsburgh Subway" (a wye track used to reverse trains and used at one time by *The Broadway Limited*) to Zoo Interlocking and back onto the NEC with AEM-7AC 904 leading east. However, instead of stopping just west of that signal, the train continued two miles to the end of the line, stopping a car length short of the bumper post at the Cynwyd station. About 130 passengers aboard the train were transported by SEPTA to 30th Street Station, where they boarded a New York-bound Regional train that made the *Keystone* stops. Of course, the final determination of what happened lies with the official inquiry, and since it is an internal investigation we will probably never learn the full story unless there is someone we know who happens to be involved in the investigation. Railfans were on hand to document this rare event, and their photos may be viewed at <http://www.trainweb.org/phillynrhs/RPOTD131114.html>.

Member Bob Vogel sent photos of Amtrak and its (Thanksgiving) Holiday Extras. He reported that some *Keystone* trains, which normally operate with five cars, had six cars. Train #1054 had a café car added to the rear of the MARC train, which was powered by HHP-8 4915. Trains #1057 and 1099 were composed of eight Arrow IIIs.

Cinders reported that ACS-64 locomotives 602-604 are being tested along the Northeast Corridor. Additionally, there are Internet rumors that some to-be-retired AEM-7s would be turned into cab cars for push-pull ser-

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

vice, similar to the F-40 "Cabbage" units.

At publication time (mid-December, 2013), the Spring-Fall National Timetable was still in effect.

METROPOLITAN AREA

New Jersey's Assembly Transportation, Public Works, and Independent Authorities Committee passed a resolution in support of expanding MTA New York City Transit's Flushing Line into New Jersey, according to the State Legislature's website. The extension, with stops in Hoboken and Secaucus, would bring 128,000 more riders per day between Manhattan and New Jersey. According to **NJ.com**, the feasibility report issued by the New York City Economic Development Corporation in April, 2013 was a "game changer." The resolution faces an uphill battle. Thanks to member Jack May for this report.

According to the calendar it was still not winter, but the first significant snow of the season fell over the weekend of December 14-15, 2013. Metro-North sent a series of winter advisories urging caution when traveling and telling customers to allow for additional travel time. NJ Transit reported trains could be subject to 10-15-minute delays due to the inclement weather.

INDUSTRY

Member Bill Wulfert wrote regarding page 14 of the October, 2013 **Bulletin**. "The reason that the Chicago Transit Authority (CTA) moves all of their 'L,' not 'El,' cars by truck is because they have no railroad connection. CTA's Skokie Shops was served by the Chicago & North Western's Weber Line, which at one time ran from Mayfair to Evanston. It was kept in service only to the Weber Industrial area. C&NW wanted to abandon the northern portion of this line, but agreed to keep it in service as far as the CTA connection until the last of the 2600-series (2601-3200) were delivered 1981-7, after which the line was cut back farther south. It is now totally abandoned.

"There was the possibility of putting the old North Shore Line interchange with C&NW back in where the Skokie Swift turns north, south of Oakton Street, but C&NW also wanted to abandon the 'New Line,' so that was not done. C&NW was forced to keep the 'New Line' in service north of Oakton Street for one customer, and it was only served from the north end. That too is now abandoned south of Valley Junction. I am told that the former New York Central interchange at 63rd Street Lower Yard is still in service for deliveries. CTA uses AAR wheels, but, of course, non-railroad type couplers and no air brakes, so there is no way they can be transported on their own wheels. The last cars with air brakes were the 1924 4000-series cars. From 1947 on, CTA has used all-electric braking."

SCHEDULED FOR 2014

This looks to be a busy year for placing into service or

extending transit lines and adding stations. Past history has shown that there may be changes; however, the information presented in the table on the next page was current at time of publication.

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

Work has started on a \$15 million upgrade of the tracks on the Worcester Line. MBTA is hoping to operate 40 trips (up from 33) between Worcester and Boston early this year. Riders who spoke at a public hearing on November 18, 2013 told MBTA officials that they do not want stops added to their already long commutes, particularly in the Newton/Wellesley area.

From a Conductor "in the know," "2001 is a prototype engine at the Boston Engine Terminal for training purposes only and will never turn a wheel in revenue service. Once its training stint is over, it will be shipped back to MPI (its rightful owner) and MBTA will start taking delivery of our very own 1200 series HSP-46s hopefully in March, 2014."

MBTA officials dedicated the new Orient Heights Blue Line station on November 26, 2013. This station opened in 1952 and was demolished in March, 2013.

MBTA has started to outline plans for a slightly higher than 5% fare increase on July 1.

General Manager Beverly A. Scott ordered an audit of third rails on December 11, 2013, following discovery of two cracked third rails. Two days later, it was reported that there were no major problems.

The Boston Globe reported that this spring, all subway trains and the 15 most popular bus routes would run until 3 AM on Saturday and Sunday mornings. Although the "T" is still strapped for cash, and the state budget remains tight, Governor Deval Patrick has found about \$20 million, along with pledges from corporate sponsors, to launch a one-year pilot program to begin in March or April. Boston's Mayor-elect, Martin J. Walsh, promised to work on this when he got into office. The last initiative with late night service did not go so well. Launched in 2001, the Night Owl bus service ran from 1 to 2:30 AM Saturday and Sunday mornings. It drew few patrons over the years and was canceled in 2005 because ridership did not support the cost. Thanks to Todd Glickman for these reports.

Railway Track & Structure reported that work began in November, 2013 to upgrade the 33-mile Fall River Branch. Approximately 42,000 crossties and thousands of spikes will be installed along the 14 miles of track to Fall River and 19 miles of track to New Bedford. The Commonwealth of Massachusetts purchased the rail lines from CSX for future South Coast Rail service. An Internet search could not provide a proposed opening date.

SOUTHERN NEW JERSEY

A public hearing, which drew more than 100 people, was held on November 19, 2013 in Pitman, New Jersey

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to review plans for a 14 station, 18-mile diesel light rail line between Camden and Glassboro. The Delaware River Port Authority is funding and managing the study, the 29th or 30th study of this geography since 1931. The DRPA Board voted to not fund construction or operation of the proposed line, thus leaving it to NJ Transit. No funding has been designated. Thanks to members Bill Vigrass and Russ Jackson for this report.

The escalator and elevator maintenance contract with Fujitech America, Incorporated fell through when the company declined to agree to all of PATCO's requirements (November, 2013 *Bulletin*). In the interim, SEPTA was hired again and awarded a \$100,000 contract, which runs through June 1. A long-term contract will be sought. Thanks to member Pete Donner for sending this report from *philly.com*.

PHILADELPHIA, PENNSYLVANIA

Member Dave Safford sent this report with commentary from *The Philadelphia Inquirer*: "More legislative fun in Pennsylvania: a transportation bill that contains, among other provisions, \$475 million for mass transit (\$430 million for SEPTA) was defeated in the Assembly 103-98 on Monday, November 18, 2013, but revived overnight and passed 104-95 Tuesday. Do not get excited, though: it has to go back to the Senate, which passed the bill in June, but the Assembly has since tacked on changes to the prevailing wage law that may be a deal breaker for the Senate, which is controlled by Democrats. Stay tuned ---." The "stay tuned" did not last too long, for the following day, Dave wrote: "Somewhat unexpectedly, the State Senate took all of an afternoon to pass the transportation bill that the House had agonized over for several months." Governor Tom Corbett signed the bill on November 25, 2013.

From member Bob Wright: "Norristown High-Speed

MONTH	TRANSIT AGENCY	CITY	LINE	EVENT
January	New Mexico Rail Runner Express	Albuquerque, New Mexico	Rail Runner	Montano Station opens
February	Secretariat of Panama Metro	Panama City, Panama	Line 1	Fernandez de Cordoba to Curundu 8.5 miles, 16 stations
March	Virginia Railway Express	Fredericksburg, Virginia	Fredericksburg	Spotsylvania Station opens
March	District DOT	Washington, D.C.	H Street/Benning Streetcar Line	3 miles, 6 stations
March	SunRail	Orlando, Florida	Phase I	Deland to Poinciana 29.5 miles, 12 stations
End of March	Washington Metropolitan Transit Authority	Washington, D.C.	Silver Line Phase I	East Falls Church to Wiehle-Reston East 11.4 miles, 5 stations
Spring	City of Atlanta / Atlanta Downtown Improvement Project / MARTA	Atlanta, Georgia	Atlanta Streetcar Project	2.7 miles 12 stations
Spring	Edmonton Transit	Edmonton, Alberta	North	Churchill to Nait 1.5 miles, 3 stations
Mid-year	MTA Houston	Houston, Texas	Southeast (Purple)	Convention Dist. to Palm Center 6.0 miles, 6 stations
Mid-year	MTA Houston	Houston, Texas	East End (Green)	Convention Dist. to Magnolia Park 3.3 miles, 5 stations
Summer	Sun Tran	Tucson, Arizona	Downtown-University	3.9 miles 19 stations
September	Bay Area Rapid Transit	San Francisco, California	Oakland Airport Connector	Coliseum to Airport 3.2 miles
Fall	Calgary Transit	Calgary, Alberta	Northwest LRT	Crowfoot to Tuscany 1.5 miles, 1 station
Fall	Massachusetts Bay Transportation Authority	Boston, Massachusetts	Orange	Assembly Square (Fill-in Station)
December	Dallas Area Rapid Transit	Dallas, Texas	Orange Line Phase II	Belt Line to DFW Airport 4.7 miles, 1 station
Late	Dallas Area Regional Transit (Oak Cliff Streetcar)	Dallas, Texas	Dallas Union Station to Oak Cliff	1.5 miles, 4 stations
?	Metro Transit	Minneapolis-St. Paul	Green Line	Downtown to Downtown 11 miles, 18 stations
?	Agence metropolitaine de Transport	Montreal, Quebec	Train De L'Est	Central Station to Mascouche 32 miles, 10 stations

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Line (NHSL) went back as scheduled on November 11 but had some issue late in the day, as I was told, and shuttle buses were brought back. Apparently all was 'well' on Tuesday. I had occasion to hear SEPTA's Deputy General Manager for Engineering speak last week and learned a little more about the so-called 'doomsday' plan (November, 2013 *Bulletin*). Apparently the combination of bridge/infrastructure issues and the age of the Silverliner IVs is what are prompting the (proposed) closure of the Regional Rail lines in this plan. Four lines stay open: Paoli, Trenton and Wilmington, taking advantage of Amtrak's work on those corridors, and Norristown, which has no major capital issues — and the Silverliner V fleet is adequate to serve these lines. Broad Street Express and Broad/Ridge go because of the advanced age of the fleet and the reluctance to run express speeds with old cars. NHSL has similar issues on fleet age, which will prompt the cut-back to Bryn Mawr." This subject is now moot as a result of the transit bill (please see above).

On November 24, 2013, U.S. Senator Bob Casey called for a 1½-mile extension of the Broad Street Subway from Pattison Avenue to the Philadelphia Navy Yard. The area has recently undergone a dramatic rebirth as a sprawling office park for about 130 companies that employ about 10,000 workers. Senator Casey sent a letter to the Federal Transit Administration in support of this project. A 2007 feasibility study found that if built, the line would attract about 8,000 riders per day. SEPTA General Manager Joe Casey said in an emailed statement: "While SEPTA's priority remains addressing our \$5 billion backlog of critical infrastructure projects, we also participate in a responsible long-range planning process that evaluates the future transit needs of the region." Thanks to *Mass Transit Magazine* for this report.

Bob Wright, who is a Professional Engineer, wrote: "I did some preliminary work on the study in question. It will be expensive and maybe not a subway — the Navy Yard is a former island and the soils are lousy from a structural standpoint, so there has been some talk about an elevated line (but the soil still needs to be able to support 'L' foundations, etc.). It also doesn't solve all the problems since there is probably only one station that can be built in the Yard and not everything there is all that close to it, so there will still be a need for shuttle buses to distribute/collect from/to the subway extension. Not keeping my fingers crossed that this will ever happen, but... At one time, the extension was proposed to go to South Jersey following the line of Broad Street, under the Navy Yard, tunneling under the Delaware River, and continuing to Woodbury and would have been a PATCO operation had it ever made it to reality. It would have made one stop in the Navy Yard and replaced a

Navy ferry that went between the Yard and National Park on the New Jersey side. This is another '60s/70s idea that never went anywhere."

Bob also reported: "As of the first week of December, the Wayne Junction station rebuilding is moving along nicely and the inbound trains are now using the new high-level platform. Chestnut Hill East trains continue to use the low-level platform."

Regional Rail schedules were re-issued on December 15, 2013. Lee Winson reported that a number of trains were re-timed, and some others had stops added.

From *Cinders*: On November 14, 2013, Silverliner IIs 209, 215, 252, 266, 268, and 9014 were picked up by CSX and delivered to the scrapper. On that same day, there were three old cars stored at Overbrook Shop. Several "Santa Express" trains operated to the Gallery at Market East on "Black Friday," November 29, 2013. There were also some Market-Frankford and Broad Street trains adorned with seasonal decorations. Regional Rail Trains #9348 (Elwyn) and #423 (Warminster) were comprised of Silverliner Vs, also with seasonal decorations.

WASHINGTON, D.C. AREA

Member Steve Erlitz reported that due to Automatic Train Control system "software" issues, the Silver Line (Phase I), East Falls Church to Wiehle Avenue, would not open until the end of March.

Pete Donner reported that, weather permitting, the first streetcar was scheduled to make its first trip over the 2.4-mile line on December 20, 2013.

VIRGINIA BEACH, VIRGINIA

Three plans, each sponsored by a private group, would extend rail service into Virginia Beach. On November 12, 2013, the City Council voted to review them, two light rail, and one maglev. Hampton Roads Transit is still reviewing its own \$1 billion light rail proposal that would add 12.2 miles to the current system. Thanks to Pete Donner for this report from *PilotOnline.com*.

ORLANDO, FLORIDA

Member Bob Kingman saw Sun Rail coach 2008 in Kenwood Yard (Albany, New York) over the weekend of December 14-15, 2003.

PLANT CITY, FLORIDA

"By now, construction should be completed on a 'Raifan Platform' in Plant City, Florida. There is already a museum in the former switching tower at this site, where the CSX S-Line (roughly parallels I-75 thru Ocala on the way to Baldwin Yard, approximately 25 miles west of Jacksonville) crosses the CSX A-Line (roughly parallels I-4 through Orlando, then Sanford, where it parallels U.S. 17 through St. Augustine on the way to Jacksonville). As our readers may know, there has been a 'Raifan Platform' for several years at Folkston, Georgia on the S-Line heading toward the large CSX yard in Waycross, Georgia. The Folkston Raifan Platform is

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equipped with a railroad scanner to alert railfans of the approach of CSX and Amtrak trains, power outlets to charge laptops and cell phones, flood lights to illuminate the passing trains at night, a museum across the tracks with railroad memorabilia, a restroom near the platform, a caboose (which can be rented for an overnight stay) a few blocks south of the platform, and barbeque pits for the preparation of meals for hungry railfans." Thanks to member Dennis Zaccardi for this report.

CLEVELAND, OHIO

Member Walter Zullig's son Craig sent an article from *the Daily*, which reported that the Greater Cleveland Regional Transit Authority broke ground October 22, 2013, for a new Red Line station to be called Little Italy-University, a \$17.5 million project. It will be located near Case Western Reserve University, is expected to take 1½ to two years to complete, and will replace the obsolete Euclid-East 120th Street station with a new, energy-efficient building several blocks south, at Mayfield Road at East 119th Street.

GRCTA held three public hearings during December, 2013 to get feedback on proposals to extend the Red Line or HealthLine BRT from the Louis Stokes/Windermere station to the City of Euclid.

On December 2, 2013, the first renovated Red Line car was displayed at Tower City. At the conclusion of this \$3.5 million project, all 40 cars will have LED lighting (replacing the fluorescents) and completely renovated interiors including seats, windows, graphics signs, etc. This work should extend the life of the cars by 15 years. A mechanical overhaul of these cars was completed in 2012. Thanks to member E.L. Tennyson and Bill Vigrass for sending these two reports from *The Cleveland Plain Dealer*.

CINCINNATI, OHIO

As expected, on December 3, 2013, the City Council voted to suspend spending on the \$133 million streetcar project. Actually, the project had been suspended pending an audit. Details were provided in last month's *Bulletin*. Thanks to Jack May for sending this report from *Progressive Railroading*.

CHICAGO, ILLINOIS

Ventra, Chicago's electronic fare collection system, failed during the evening of November 13, 2013. The Chicago Transit Authority (CTA) responded by dispatching employees to allow riders to enter the system for free. It was later reported that 165 fare readers failed at 60 stations due to a server problem and that about 15,000 free rides were provided. The *Ventra* operator will be billed.

CTA's Board approved a \$1.38 billion operating budget without fare increases or service cuts for 2014. Thanks to Al Holtz for forwarding these reports.

Member Jim Beeler reported that CTA has been run-

ning some weekday Orange Line AM rush hour trains that continue up the Brown Line to Kimball. The trains leave Midway as Orange Line trains and run to Adams/Wabash where they become Brown Line trains, continuing to Kimball. Returning south they run as Brown Line trains to Harold Washington Library, where they become Orange Line trains and continue to Midway. Additional AM capacity was needed on the Brown Line and since there was no additional overnight layover capacity at Kimball, the trains start at Midway. Six trains are currently scheduled and are usually 2400-series Boeing cars. Orange Line timetables contain notes about this operation.

A holiday train ran on the Green and Orange Lines on November 29 and 30 and December 3, 2013. Thanks to Jim for sending copies of the timetable.

In the middle of this year, the 12.5-mile Blue Line will undergo a \$492 million renovation, its first since the O'Hare Branch opened between February 27, 1983 and September 3, 1984. However, unlike the recently completed Red Line project, the line will not be completely shut down. Instead, there are to be only temporary closures with work being done on nights and weekends. When work is completed, with the elimination of slow zones, trains will be able to operate at 55 mph, saving up to 10 minutes of travel time. More than 80,000 riders use the Blue Line each weekday. Thanks to Pete Donner and Robert Hansen for this news.

Each month when I visit Metra's website, I look forward to reading *On The Bi-Level*. The feature that I enjoyed was "Sound Off" or the "Sounding Board," which had not appeared since September, 2012. However, in the November, 2013 edition, it was reported that it would return this month. For members who are not familiar with this column, riders can vent about how fellow commuters are misbehaving, e.g. talking too loudly on cell phones, putting their feet on seats, hogging more than one seat, etc. Often the content is humorous, and occasionally train crews are commended or criticized, as the case may be.

ST. PAUL, MINNESOTA

Even though the Green Line to Minneapolis is set to open later this year (date presently unknown), *Railway Age* reported that city planners are considering a 4.1-mile streetcar line that would travel along Seventh St. from Arcade Street east of downtown to Randolph Avenue west of downtown and a second line, 4.3 miles on Nicollet Avenue. No funding has been identified for either of these projects, which are estimated to cost about \$246 million and \$200 million, respectively.

PHOENIX, ARIZONA

The 1.9-mile Gilbert Road LRT extension received environmental clearance on November 26, 2013. Ahead of this project is the four-station extension from Sycamore to Mesa, which is scheduled to open in 2016. The Gilbert Road extension adds new stations and has a

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planned 2018 opening.

SEATTLE, WASHINGTON

Sound Transit announced on November 25, 2013, that the \$1.95 billion University Link Extension would open between January and March, 2016, six months earlier than originally planned. **Progressive Railroading** reported that the accelerated schedule became possible with the award of an \$813 million full funding agreement.

PORTLAND, OREGON

Vintage (Council Crest) Gomaco-built trolleys 511 and 512, which have been in Portland since 1987, are headed to the Loop Trolley in St. Louis, following approval of the Federal Transit Administration. In 1987, TriMet, Vintage Trolley, Incorporated and the City of Portland entered into an agreement to establish a Vintage Trolley system that would operate on TriMet's newly opened MAX light rail line. Local and federal funds were secured to purchase the aforementioned cars, and construct a maintenance and storage facility at the Rose Quarter. Weekend service began November 23, 1991 between Lloyd District and SW 11th Avenue. Later, two similar cars (513 and 514) were purchased with local funds. The Loop Trolley will pay the costs of transporting the vehicles, plus \$80,000 to TriMet — their remaining local interest share — once the cars are running.

TriMet reported that in the initial six weeks since the start of the contest to name the new Portland-Milwaukie Light Rail Bridge, there had been nearly 9,500 submissions.

SAN FRANCISCO, CALIFORNIA

BART's Board exercised an option with Bombardier for 365 "Fleet of the Future" cars on November 21, 2013. On May 17, 2012, Bombardier was awarded a contract for 410 cars (September, 2013 **Bulletin**), which will be assembled in Plattsburgh, New York to begin to replace what is the oldest average age fleet in the nation. BART reported that by exercising the options, savings of approximately \$128 million will be realized through an agreement to increase the delivery rate, shortening the project by 21 months and providing five free cars. The first are expected to arrive in less than two years, followed by ten pilot cars in the summer of 2015. The 765 remaining production cars are expected between early 2017 and 2021.

LOS ANGELES, CALIFORNIA

The long-awaited construction of Metrolink's 24-mile Perris Valley Line extension of Route 91 from Riverside was expected to begin in January. Three stations would be added. This turn of events came after receipt of an additional \$75 million grant. Trains are expected to be rolling by the summer of 2015. Thanks to **Railway Age** for this report.

MONTREAL, QUEBEC, CANADA

The first nine-car set of new Metro cars was displayed at the Bombardier-Alstom plant in La Pocatiere, Quebec on November 25, 2013. 488 cars, each costing \$1.9 million will be built, and as a result of a contest (6,000 names were submitted), will be referred to as *Azur* (English translation = Blue). This set is expected to be shipped in May for acceptance testing. Deliveries of production models would continue until 2018 and would replace the original MR-63 fleet.

LONDON, UNITED KINGDOM

For the first time in its 150-year history, limited over-night service is planned on five London Underground lines beginning in 2015, fulfilling a campaign pledge of Mayor Boris Johnson. According to **The Times**, the 24-hour service will start on five lines on Friday and Saturday nights and is expected to eventually be extended to other lines and nights. Some pilot lines are the Piccadilly, Victoria, Central, Jubilee, and important sections of the Northern. Ticketing and the current system of payment cards, known as Oyster cards, will start to be phased out next year, when the Underground will encourage passengers to move to a system of direct payments by using bank debit cards. Ticket offices sell less than 3% of tickets, down from 10% 10 years ago.

TEL AVIV, ISRAEL

On November 12, 2013, Israel Railways (IR) began the procurement process to purchase 80 electric locomotives, to operate in push-pull mode with the existing fleets of Siemens single-deck coaches and Bombardier double-deck sets. IR also plans to order up to 60 three-car double-deck EMUs. Thanks to **International Railway Journal** for this news.

JERUSALEM, ISRAEL

A rare snowstorm dropped nearly two feet of snow on December 13, 2013. One evening news report that I watched showed an LRV that was trapped by the snow. Member Dave Klepper found this "interesting" delay notice on the CityPass website: "For your attention: Due to the weather, the light train stopped working. City crews are working non-stop to restore service. This will be done after the damage cause is taken care of and all safety limitations will be removed." Dave believes that this was due to trees falling on the overhead wire.

FROM THE HISTORY FILES

75 Years Ago: On January 15, 1939, Interurban Electric Railway Company (IER) trains begin running over San Francisco-Oakland Bay Bridge, followed by automobiles on November 12, 1936.

60 Years Ago: On January 19, 1954, today's MBTA Blue Line was extended from Orient Heights to Wonderland. There were two intermediate stations: Beachmont and Revere Beach.

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

Around New York's Transit System

30-Day Test of R-188s

On November 9, NYC Transit started operating a new train composed of 11 Kawasaki R-188 cars on the 7 Flushing Line. This train must run for 30 consecutive days without a mechanical failure before being accepted. If it passes the test, NYC Transit will accept the full order of 126 cars from Kawasaki, which is building them at its plant in Yonkers.

The new R-188s look exactly the same as the R142As, but they will be equipped to operate on a communication-based train control system, which is under construction on 7 and currently in service on 1. This system should increase the number of trains on 7, because they will be able to run safely and more frequently. Installation of this system will allow the use of count-down clocks on 7 platforms.

Second Avenue Subway Progress Report

The site and heavy civil work for the 96th Street station

was completed on November 5. This \$365,724,479 contract was awarded in May, 2009. The final blast, completing the excavation for an escalator entrance on the north side of E. 86th Street and Second Avenue, took place at 5:21 PM November 18. Controlled blasting, which started at 96th Street on November 4, 2009, was performed in the construction of the caverns at the 72nd, 86th, and 96th Street stations. The contractor will continue installing waterproofing and steel reinforcement to complete the concreting of the underground cavern, entrances, and ancillary entrances to the 86th Street station. Awarded on June 12, 2013, the next contract will complete the mezzanine, platforms, and station entrances at the 86th Street station.

The Lexington Avenue-63rd Street station is being reconstructed to connect the Second Avenue Subway into the station. Work includes excavation, muck removal,

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GOING IN CIRCLES IN CONNECTICUT by Larry Kiss

In my last column I suggested some Long Island circle trips. Here is a suggestion for a Connecticut trip that fellow ERA member Barry Zuckerman and I did recently.

Arriving at the New Haven Union Station on Metro-North, if you exit out the front doors you can take Connecticut Transit bus route J4 to The Green in downtown Waterbury where a short walk takes you to the Metro-North station, where you can board the Waterbury Branch train back to the New Haven mainline at Bridgeport.

The J4 bus operates hourly, except on Sundays when it operates every 1 hour and 15 minutes, and the fare is \$1.30. Also some Sunday trips originate at the New Haven Green. The bus takes about 1 hour 15 minutes. Also it should be noted that fares on the Waterbury Branch are collected on the train, as there are no ticket vending machines. Finally, it should also be noted that this circle trip could be done in reverse - that is Bridgeport to Waterbury- New Haven.

WHY WAS THE *RIVERLINE* BUILT? by J. William Vigrass

The real reason the *RiverLine* was built was political equity. NJ Transit was spending billions in northern New Jersey for one-seat access to New York City. State Senator C. William Haines (R-Burlington), Chairman of the New Jersey Senate Transportation Committee, asked the Governor (Christine Todd Whitman) "for something for south Jersey." The first result was Burlington Gloucester Corridor Study, for which I was the Deputy Project Manager. Local opposition in both counties stymied us.

Thereupon the Senator (who by then had terminal cancer) suggested the *RiverLine*, since it had fewer people living along it, hence fewer NIMBYs (who had blocked both other corridors). The Governor acceded. NJ Trans-

it contracted with DMJM (Daniel, Mann, Johnston & Mendenhall), to come up with a plan. John von Briesen, P.E., did it very well and it was built. I helped him with the first four small tasks.

The *RiverLine* provides a nice scenic and smooth ride. It connects southern New Jersey's largest city with the state capital and has aided redevelopment, especially in Bordentown, a short ride from Trenton for New York City-bound commuters seeking less expensive real estate. Service is generally every 30 minutes, with some 15-minute headways during peak hours, and there is a restaurant at nearly every stop, so one can eat one's way from Camden to Trenton.