

The Bulletin



Electric Railroaders' Association, Incorporated

Vol. 57, No. 2

February, 2014

The Bulletin

Published by the Electric Railroaders' Association, Incorporated, PO Box 3323, New York, New York 10163-3323.

For general inquiries, contact us at bulletin@erausa.org. ERA's website is www.erausa.org.

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

Production Manager:
 David Ross

©2014 Electric Railroaders' Association, Incorporated

In This Issue:
 The Long Island Rail Road Eyes Manhattan (Continued)
 ...Page 2

THIRD AVENUE "L" SERVICE CURTAILED 60 YEARS AGO

In the previous issue, we published 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. Following are additional excerpts from this report:

"The following table shows the drastic drop in passenger use on the Third Avenue Elevated Line.

FISCAL YEAR ENDING JUNE 30	TOTAL NUMBER OF REVENUE PASSENGERS IN THOUSANDS	
	Entire Line	South of 149 th St.
1947	86,310	61,001
1948	84,988	60,190
1949	70,468	54,906
1950	64,921	44,616
1951	57,547	38,981
1952	46,573	29,352
1953	35,579	20,377

CAR MAINTENANCE

"Under present operation, two major types of cars are in use.

"The older cars have both high voltage and low voltage circuits. The older cars include high voltage cars put in service as early as 1902 and low voltage cars put in service in 1911. These older cars are wooden with a sheet metal covering over wooden platforms at both ends of the car body. The weight of a car of this type is about 56,300 pounds.

"The 'newer' cars are converted 1904 cars, rebuilt in 1938, and formerly used in BMT service. These are also wooden cars with

steel reinforced ends. It was necessary to reduce the height and weight of these cars for use on the Third Avenue Elevated Line. This was accomplished by using car trucks from equipment retired from elevated service at an earlier date. But these cars which have steel anticlimbers over a cement base still have floors seven inches higher than the older cars. The weight of a car of this type is about 66,100 pounds.

"Under the Manhattan Elevated Improvement in 1916 the center track was reinforced for a 70,000 lb. car and the outside or local tracks for a 64,500 lb. car. Thus, because of their greater weight, the rebuilt BMT cars are permitted to carry passengers only on the center track south of 149th Street, and must make their return trip 'light,' that is, without passengers."

(Editor's Note: Most of the 1700s and 1800s were Lo-Vs; others were Hi-Vs. About 1915, the composites were transferred from the subway to the elevated and were rebuilt. To reduce their weight, lighter trucks and smaller motors were installed. Their acceleration and speed was about the same as the gate trains, because they were all motors and no trailers.

When the BMT gate trains were converted to "Q" cars in 1938, the motor cars retained their 150 HP or 200 HP motors. There were two trailers in a 6-car train and three trailers in an 8-car train. Their speed and acceleration was about the same as the Steinways and Manhattan elevated trains.

When the "Q" cars were transferred to the Third Avenue Elevated, their weight was reduced by using trucks from the Composites. The motors

(Continued on page 4)

NEXT TRIP: GRAND CENTRAL TERMINAL TOUR, SATURDAY, APRIL 5

THE GENESIS OF “DASHING DAN”

Part Two—The Long Island Rail Road Eyes Manhattan

by George Chiasson
(Continued from January, 2014 issue)

Long Beach operations were resumed the following May 20, but by June all but two trains a day (and those forced by court order) were passing up the “fishermen’s” stop at Barnum Island, and the original switch tower at Pearsall’s remained closed as that second season ended to avoid the cost of manning it. Also at issue was the original Wreck Lead draw bridge, which marine interests claimed was improperly aligned to the tides and made navigation difficult if not impossible. As its third season commenced in May of 1882, LIRR curtailed all service on the Long Beach Branch to a shuttle from Pearsall’s, with only selected through trains serving both Flatbush Avenue and Long Island City starting on June 17. The line was again closed for the season in October, 1882, with the winter months spent trying to resolve the problems that plagued the Wreck Lead Bridge, but to no satisfaction and after yet another summer of conflict with pleasure boaters (for which a second draw span was installed that June) a completely new swing type was finally in place as of November 15, 1883.

Starting with the 1881 season and continuing annually for each summer thereafter, a satellite operation called the Long Beach Marine Railway began connecting from LIRR trains at the terminal and closely followed the shore eastward along the length of Long Beach for a distance of over five more miles, as far as a wye at Point Lookout. For the entire distance between its two end points and over the relatively short life of the operation, the sand and surf along the line of the Marine Railway was uninterrupted save by beachcombers and fishermen, the result being a slow, limited-stop seafont excursion. The line was also said to be aptly named during stormy times in its years of service, as the roiling ocean would often crash onto the land and take portions of the right-of-way back to sea with it. Another endearing quality of the Long Beach Marine Railway was its reputed employment of two former New York Elevated Railroad “steam dummy” locomotives and a pair of “retired elevated coaches” as its only rolling stock through the summer of 1885 (presumably little 0-4-0s pulling “Shadbelly” coaches tenuously modified with high-level floors), an assertion supported by the observation that its equipment could only achieve a top speed of 16 mph. The Long Beach Marine Railway became a LIRR summer property between June of 1886 and September, 1890, presumably utilizing the parent company’s equipment during those years. Also through that time the two companies’ trackage was joined past the Long Beach Hotel and some premium through ser-

vice offered all the way from Long Island City to Point Lookout. The line suffered a chronic economic disadvantage under direct LIRR sponsorship, though, owing to the seasonal uncertainty of its condition every spring after it would endure continual wintertime storm wash-outs. This made the property an undesirable holding and it was again spun off to a short-lived independence. Steam trains operated to Point Lookout in the 1891 season (though at least one source loosely describes them as “trolleys”), but there was more expensive tidal wrath the following winter season and no ready capital for repairs. Unopened for 1892, the railroad became sand-strewn and the pavilion at Point Lookout neglected. As of 1895 the Long Beach Marine Railway was out of business, and a work train assigned to dismantle its salvageable track as the line vanished forever.

By the 1887 summer season, through service to Long Beach had been restored to a level sufficient to justify the placement of an updated signal tower at Pearsall’s. In June of 1888 a new station named “Wreck Lead” was added at the northerly edge of Long Beach Channel (on the Barnum Island side), being in a fairly secluded location and, like the original Barnum Island stop, intended for water-oriented leisure activities such as fishing. This was rather typical of the continued lack of overall development around the railroad which generally forced the Long Beach Branch to be precisely that and little else for almost a decade and a half. Not only that, but the entire Long Beach operation was again enjoying the hostility of President Corbin following several years of disappointing and declining patronage at the hotel and on the railroad (usually attributed to its exclusive nature and resultant higher fares, plus the absence of a centerpiece attraction as compared to other beachfront resorts). Given this greater level of uneasiness the Long Beach Branch and associated hotel were not even opened for the summer season of 1893, then tried again in 1894 (unsuccessfully) to attract enough sunbathers and vacationers, and remained shut again for the following two years (1895 and 1896). Ultimately, the line may have avoided total oblivion through a quirk of fate, as chief antagonist and (then-still) Long Island Rail Road president Austin Corbin, was killed at the age of 68 in a “runaway (horseless) carriage” accident along with a companion while visiting his New Hampshire hometown on June 4, 1896. With that the “gilded age” of railroad development as the chief means of access to the vast beaches of Long Island drew to a close, along

(Continued on page 3)

The Genesis of “Dashing Dan”

(Continued from page 2)

with the self-interest of Corbin, and the tide (so to speak) began to turn again.

During 1893, in the Long Beach Line's relative absence, the small commercial area at the Pearsall's station on the South Side main line was renamed “Lynbrook” (that is, Brooklyn reversed) with the LIRR depot following suit a year later. Nominal summertime operations to the Long Beach Hotel were finally restored for the 1897 season under Corbin's successor, William H. Baldwin of Boston, Massachusetts, who was a renowned visionary in both the railroad and societal arenas and, as such, harbored a greater hope for both the branch to Long Beach and the LIRR system in general. Three new local stops were added on April 18, 1898 including “The Dykes,” located at the southerly grade crossing of Long Beach Road on Barnum Island; (the) “Inner Beach,” which was attached to an extensive wooden walkway sprouting off the western end of an island in the middle of Reynolds Channel (and renamed to “Queenswater” in May, 1899); and “Club House” at the intersection of Market & National Streets in Long Beach itself, right next to the terminal that survives in 2013. In addition the junction at Lynbrook was rebuilt, as were the trestles over Powell's Creek and at the Wreck Lead swing bridge, and limited through service even restored for a half-mile past the Long Beach Hotel to “Beachfront Cottage 17.” The original Barnum Island stop was also restored to full-time use by the 1901 summer season, and became known as “Jekyll Island” in 1903. This appears to have been the newly-coined name for a small part of what was Barnum Island itself and totally unrelated to the 1885 Robert Louis Stevenson novel “The Strange Case of Dr Jekyll and Mr. Hyde.” The designation was more likely inspired by a resort island off the coast of Georgia that dated back to the mid-1800s.

A number of the original wetlands that the original

Long Beach Branch traversed on wooden trestles were gradually filled in between 1903 and 1909, all the way from East Rockaway to the Long Beach Channel, and all of those that remained were reinforced with lumber soaked in creosote protectant. Some suburban development at last began to take hold on the Long Beach Branch after 1907, with two new stops added at its northerly end in about 1908. One was called “South Lynbrook” at the Centre Street crossing in East Rockaway, the other a short distance beyond the East Rockaway station at the crossing of “Atlantic Avenue” next to the Mill River on the westerly edge of “Ocean Side.” In addition, the first terminal at Long Beach suffered irreversible damage (and the remaining legacy of William Laffan destroyed) when the Long Beach Hotel burned in a spectacular, injury- and crime-riddled blaze on July 29, 1907 at the height of that summer's season. Over 800 guests were booked on that night, with the fire proving fatal for one woman who died of injuries sustained when she jumped from a second-story window to avoid the flames. Overshadowing that tragic outcome, though (at least in the media), was the arrest of at least a dozen waiters and staff who were caught raiding the belongings of their dislocated customers for valuables. The railroad soon began work to relocate its terminal to a point further back from the beachfront (immediately next to the 1898 station at Club House), and in June, 1909 the line was cut back to its new Long Beach facility at Park Street (Avenue) and Park Place. The former right-of-way near the shore then quickly melted into the Long Beach street grid (it was gone completely by 1912), and the only surviving reminder of the Long Beach Hotel property became the much smaller Nassau Hotel on Broadway between Magnolia and National Boulevards. Along with the new terminal, year-round operation also came to the Long Beach Branch as trains finally continued to run past the start of the winter season on October 25, 1909, albeit as a shuttle to and from Lynbrook.

(Continued on page 6)

Third Avenue “L” Service Curtailed 60 Years Ago

(Continued from page 1)

on these trucks were rated at 120 HP and there were two trailers on each 6-car train. The “Q” cars' acceleration was slower than the other cars. Therefore the “Q” cars were operated only on the through express, which made fewer stops than the others.)

The report also states:

“The estimated annual cost of car maintenance on the Third Avenue line is \$1,459,000. It is estimated that abandonment of service south of 149th Street will result in an annual savings to the Authority if \$630,000 in car maintenance costs. Demolition of the elevated line south of 149th Street will result in a reduction of over

3,000,000 car miles per year and a decrease from 402 to 140 in the number of cars to be maintained in the shop and barn at the 239th Street yard. This will permit the transfer to this shop of some of the subway car maintenance work now performed under very difficult and overcrowded conditions in the 147th Street shops.”

If the line were to be rehabilitated, the report suggests the following improvements: signaling of local tracks, 380 new lightweight, high-speed, quiet cars, replacement with heavier contact rail with protection boards, and station improvements with two escalators at each of 20 stations. Estimated cost was \$80,740,000.

The report concludes: “Our studies indicate that the line is not required and alternate facilities can carry the passenger load.”

SCENES OF THE THIRD AVENUE "L"



Houston Street station, November 23, 1954.
Bernard Linder photograph



Third Avenue between Cooper Square and E. 8th Street, 1909.
Bernard Linder collection



E. 14th Street at Third Avenue looking east, November 23, 1954.
Bernard Linder photograph



E. 34th Street at Third Avenue looking west, November 4, 1954.
Bernard Linder photograph



34th Street station looking north, August 7, 1953.
Bernard Linder photograph

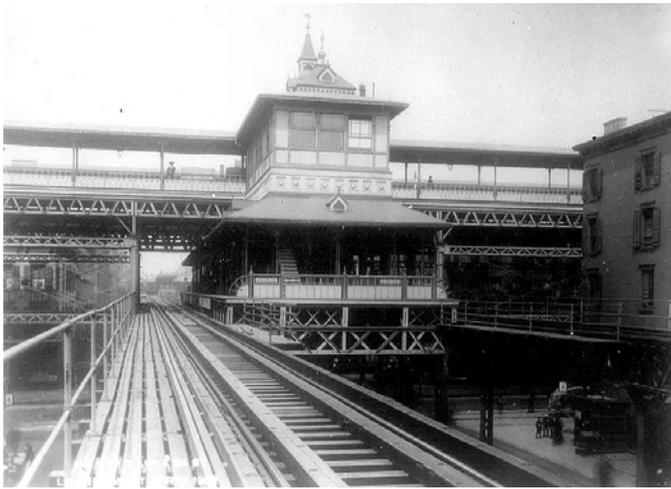


E. 42nd Street at Third Avenue looking east, November 4, 1954.
Bernard Linder photograph
(Continued on page 5)

Scenes of the Third Avenue "L"

(Continued from page 4)

**34TH STREET BRANCH (DISCONTINUED JULY 14, 1930)
42ND STREET BRANCH (DISCONTINUED DECEMBER 6, 1923)**



34th Street Branch at Second Avenue looking west, April 19, 1908.
Bernard Linder collection



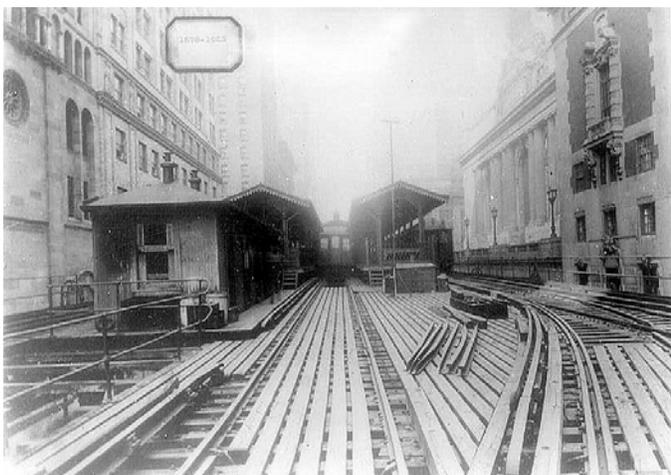
34th Street Branch at Second Avenue looking west.
Bernard Linder collection



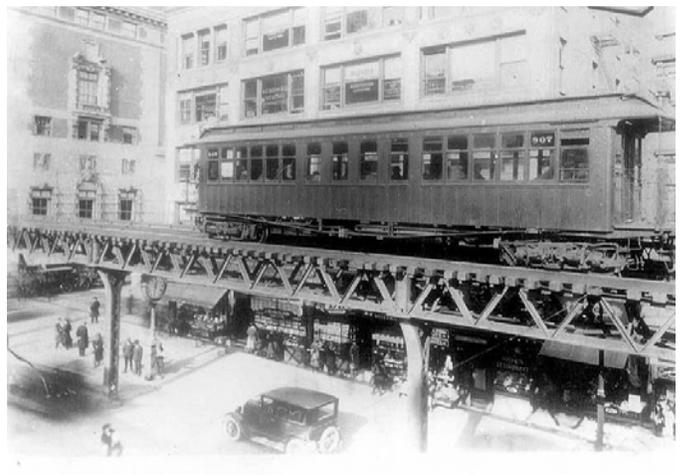
34th Street Branch, looking east from Third Avenue.
Bernard Linder collection



Another view of 34th Street Branch, looking east from Third Avenue.
Bernard Linder collection



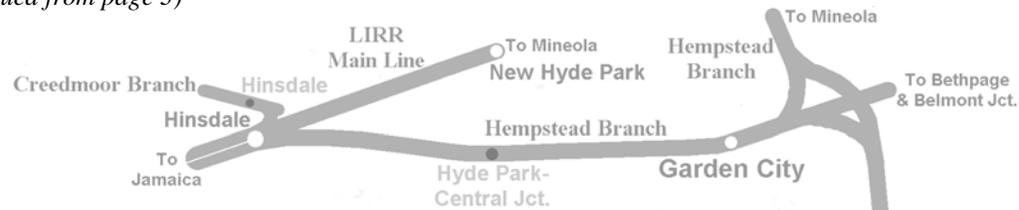
42nd Street Branch at Grand Central.
Bernard Linder collection



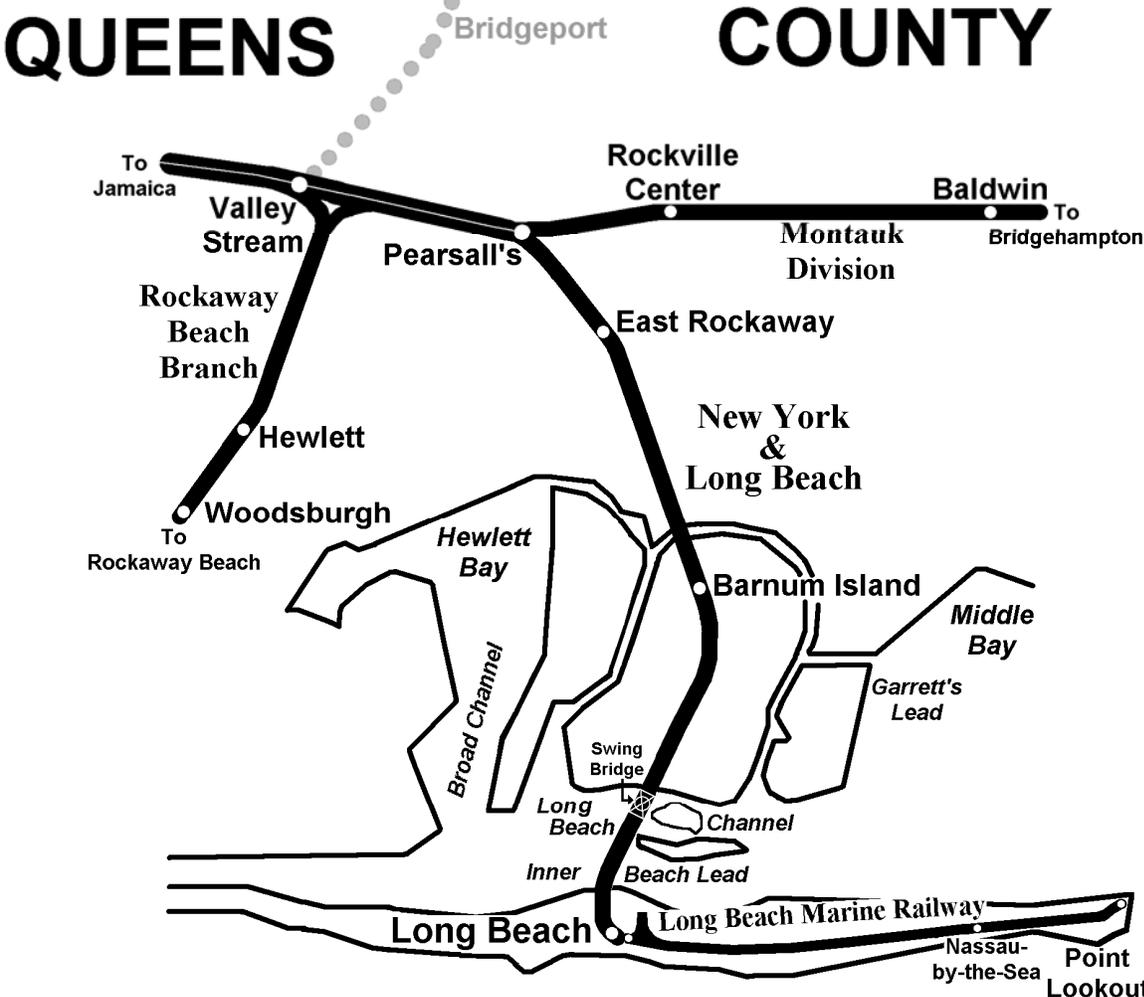
42nd Street Branch.
Bernard Linder collection

The Genesis of "Dashing Dan"

(Continued from page 3)



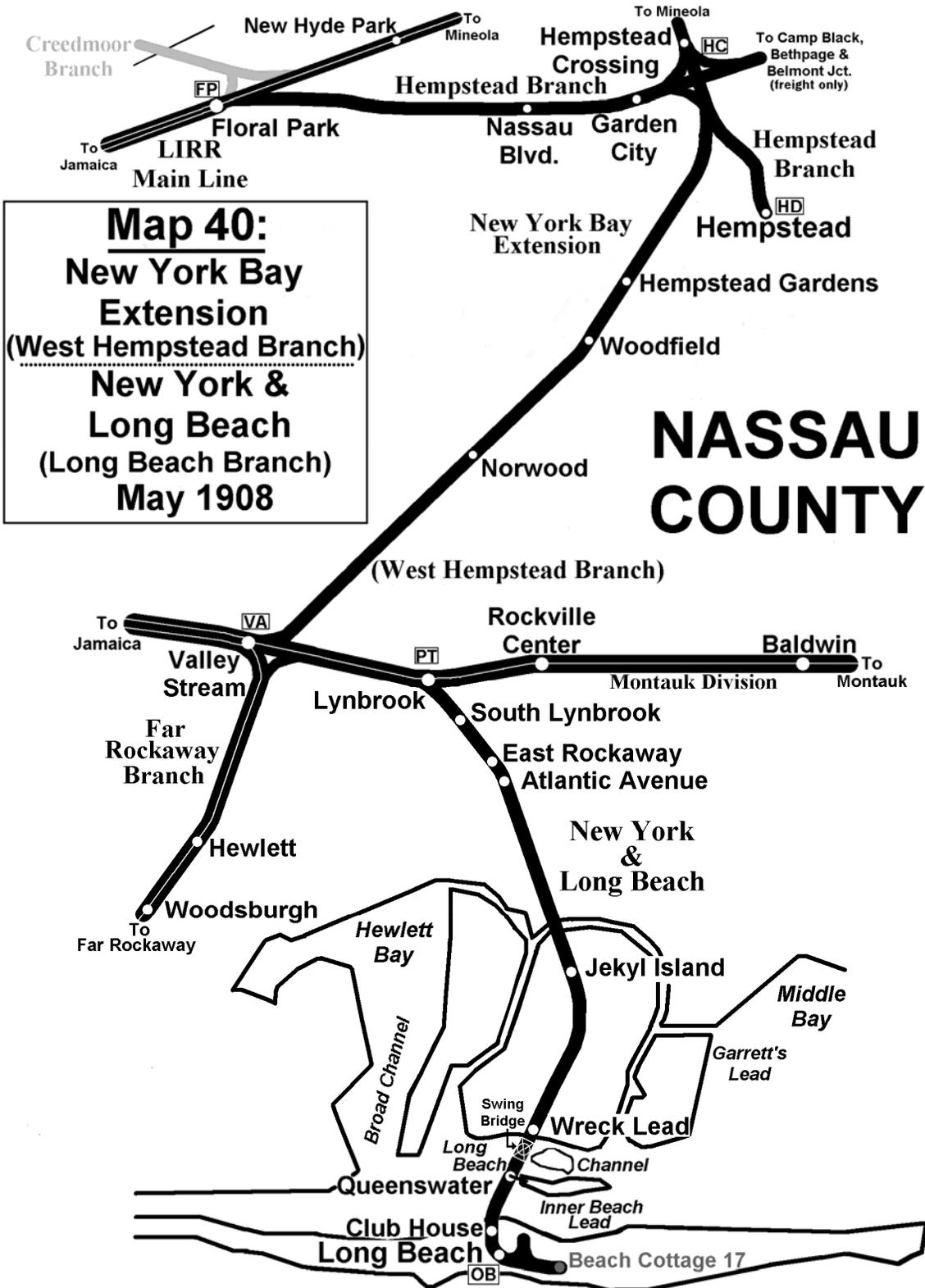
**Map 39:
The New York
&
Long Beach R.R.
and
Long Beach Marine Railway
September 1884**



(Continued on page 7)

The Genesis of "Dashing Dan"

(Continued from page 6)



NEW YORK'S FIRST CITY-FUNDED SUBWAY EXPANSION IN 60 YEARS

by Randy Glucksman
(Photographs by the author)

A ceremony was held at the soon-to-be opened 34th Street-Hudson Yards subway station early in the afternoon of December 20, 2013. Unfortunately for many, including member Stuart Goldstein and myself, riding the ceremonial train from the Times Square station was restricted to members of Mayor Michael Bloomberg's party. It seemed a waste that the 7 train used only one of its 11 cars; however, I was told that this event was under the control of the Mayor's Office, not MTA.

The invitees assembled on the corner of 11th Avenue and W. 36th Street, and, after being checked in and given a safety briefing, descended about 10 levels to an area that eventually will be off limits to passengers. It was actually like a basement. Walking another several hundred feet took us to the staircases that connect to the subway platform. No escalators or elevators were available for our use. One of the construction managers I spoke with told me that work is essentially completed, save the station finishes. A partially completed tiled wall showed the number 34, and the traditional NYCT station signs that hang above the platform edges were in

place.

Shortly after 12:30 PM, the train arrived and Mayor Bloomberg exited from car 1806 with his entourage and began his speech, with the R-62A as a backdrop. The Mayor mentioned that the last time that the City of New York had paid for a subway expansion was when the (IND) Queens Boulevard Line was extended to 179th Street in December, 1950; he was 8 years old. Following the Mayor there were speeches by MTA Capital Construction President Michael Horodniceanu and officials from the Hudson Yards Development Corporation, Hill/HDR/Liro, and S3II, a joint venture of Shea, Schiavone, and Skanska, the contractors. President Horodniceanu presented the Mayor with a plaque containing a sample of the rock that had been blasted to build the line.

The opening date for the 1.5-mile extension, which was built at a cost of \$2.4 billion, has not been announced, but June has been mentioned. However, a source who is involved in this project told me that it could be October. Work began on this project in 2007.



Wall tiles featuring the number 34.



Most of the finishes have not been installed yet.



The ceremonial train enters the station.



Mayor Bloomberg listens to MTA Capital Construction Company President Horodniceanu's speech.

MTA NEW YORK CITY TRANSIT SUBWAY CAR ROSTERS AS OF NOVEMBER 30, 2013 by GEORGE CHIASSON

As you might remember, in the January issue I announced that I would no longer be providing New York City Subway Car Updates. As a parting gift, I hereby conclude the series much in the same fashion in which it was started by Ed Crew back in 1991, with an extended general roster of the system's rolling stock. While

somewhat stable at present, it will be changing again shortly, and I am pretty sure that by the time the next person to shepherd this column passes his or her torch, it will be very, very different.

It's been a pleasure; Hail and Farewell to all!

SUBDIVISION "A"					
SMEE Class					
Numbers	Equipment	Type	Builder	Delivery	Contract Portion
1301-1625	GE-Bombardier	R-62	Kawasaki	1983-5	Primary
1651-2475	WH E-Cam	R-62A	Bombardier	1984-7	Primary
New Technology Trains					
1101-1130	Alstom	R-142	Bombardier	2003	Option I
1131-1250	Alstom	R-142	Bombardier	2003	Option II
6301-6980	Alstom	R-142	Bombardier	2000-3	Primary
6981-7180	Alstom	R-142	Bombardier	2002-3	Option I
7211-7610	ADtranz	R-142A	Kawasaki	2000-2	Primary
7611-7730	Bombardier	R-142A	Kawasaki	2002	Option
7731-7810	Bombardier	R-142S	Kawasaki	2004-5	Supplement
R-188 New Technology Trains					
7211-7220	ADtranz	CBTC R-142A	Kawasaki	2011	R-188 Conversion Pilot
7221-7590	ADtranz	CBTC R-142A	Kawasaki	2014-6	R-188 Conversion
7811-7821	Bombardier	CBTC R-188	Kawasaki	2012	Pilot
7822-7898	Bombardier	CBTC R-188	Kawasaki	2013	Option
7899	Bombardier	CBTC R-188	Kawasaki	2012	Pilot C-car
7900-7936	Bombardier	CBTC R-188	Kawasaki	2014-6	Option C-car
SUBDIVISION "B"					
SMEE Class					
Numbers	Equipment	Type	Builder	Year	Rebuilder
2500-2724	WH	R-68	WH-Amrail	1986-7	
2725-2924	WH	R-68-1	WH-Amrail	1987-8	
3350-3499	GE	R-32A	Budd	1964-5	MK
3500-3649	WH	R-32A	Budd	1964-5	MK (to GE)
3650-3799	GE	R-32	Budd	1965	MK
3800-3949	WH	R-32	Budd	1965-6	MK (to GE)
4788-4839	WH	R-42	St. Louis-GSI	1969-70	MK
5001-5200	WH	R-68A	Kawasaki	1988-9	
5482-6207	GE	R-46	Pullman-Standard	1975-8	MK
6208-6258 even numbers only	GE	R-46	Pullman-Standard	1977-8	MK
New Technology Trains					
Numbers	Equipment	Type	Builder	Delivery	Notes
8101-8312	Bombardier	R-143	Kawasaki	2001-3	CBTC-equipped
8313-8652	Alstom	R-160A-1	Alstom	2006-8	8313-76 CBTC-equipped
8653-8712	Alstom	R-160A-2	Alstom	2005-8	
8713-8842	Alstom	R-160B	Kawasaki	2005-7	
8843-8972	Siemens	R-160B	Kawasaki	2006-8	
8973-9102	Siemens	R-160B	Kawasaki	2008-9	Option I cars
9103-9232	Alstom	R-160B	Kawasaki	2008-9	Option I cars
9233-9592	Alstom	R-160A-2	Alstom	2008-9	Option I cars
9593-9802	Alstom	R-160A-2	Alstom	2009-10	Option II cars
9803-9942	Alstom	R-160B	Kawasaki	2009-10	Option II cars
9943-9974	Alstom	R-160A-1	Alstom	2010	Option II cars

(Continued on page 10)

ERA BULLETIN - FEBRUARY, 2014

MTA New York City Transit Subway Car Rosters as of November 30, 2013

(Continued from page 9)

RECENTLY RETIRED CLASSES							
SUBDIVISION "A"							
Numbers	Equipment	Type	Builder	Year	Rebuilder	Year	Retired
7750-7803	GE	R-26	ACF	1960	M-K	1986	2002
7804-7859	WH	R-26	ACF	1959-60	M-K (to GE)	1986-7	2002
7860-7909	WH	R-28	ACF	1960-1	M-K (to GE)	1986-7	2002
7910-7959	GE	R-28	ACF	1960	M-K	1986-7	2002
8570-8687	WH	R-29	St. Louis-GSI	1962	M-K	1986-7	2001
8688-8805	GE	R-29	St. Louis-GSI	1962	M-K	1985-7	2002
8806-9075	GE	R-33	St. Louis-GSI	1962-3	NYCTA	1989-91	2003
9076-9305	WH	R-33	St. Louis-GSI	1962-3	NYCTA (to GE)	1986-9	2003
9306-9345	WH	R-33S	St. Louis-GSI	1963	NYCTA	1984-5	2003
9346-9523	WH	R-36	St. Louis-GSI	1963-4	Various	1982-5	2003
9524-9557	WH	R-36ML	St. Louis-GSI	1964	M-K	1984-5	2003
9558-9769	GE	R-36	St. Louis-GSI	1963-4	Various	1983-4	2003

RECENTLY RETIRED CLASSES							
Subdivision "B"							
Numbers	Equipment	Type	Builder	Year	Rebuilder	Year	Retired
3594-3595	WH	R-32A	Budd	1964-5	GE (to GE)	1988-90	2007
3880-3937	WH	R-32	Budd	1965-6	GE (to GE)	1988-90	2007
3950-4049	GE	R-38	St. Louis-GSI	1966	GE	1987-9	2009
4050-4149	WH	R-38	St. Louis-GSI	1966-7	GE (to GE)	1987-9	2009
4150-4249	WH	R-40	St. Louis-GSI	1968-9	Sumitomo (to GE)	1987-8	2009
4250-4349	GE	R-40	St. Louis-GSI	1968-9	Sumitomo	1987-9	2009
4350-4449	GE	R-40	St. Louis-GSI	1968-9	Sumitomo	1989	2009
4450-4549	WH	R-40M	St. Louis-GSI	1969	Sumitomo (to GE)	1989	2009
4550-4785	WH	R-42	St. Louis-GSI	1969-70	MK (to GE)	1988-9	2009
4840-4949	WH	R-42	St. Louis-GSI	1969-70	NYCTA (to GE)	1988-9	2008
5202-5341	WH	R-44	St. Louis-GSI	1971-3	MK	1991-3	2010
5342-5479	WH	R-44	St. Louis-GSI	1971-3	NYCTA	1991-3	2010

Commuter and Transit Notes

No. 303
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

On December 19, 2013, MTA launched a pair of free Train Time apps for Android and iPhones for the Long Island Rail Road and Metro-North. The apps provide fare information, rail maps, and station information, including waiting room hours, parking availability, connecting transit services, status of accessibility for the disabled, elevator and escalator status, and phone numbers for area taxi companies. The app also includes real-time service status, brief up-to-the-minute service alerts, railroad news items, information on special deals and getaway packages, and more detailed notices about service changes resulting from planned track work. There is also information about connecting with the railroads via social media, email, and 511.

In his State of the State speech on January 7, Governor Andrew Cuomo went on record as supporting extension of Metro-North New Haven Line service into New York Penn Station via the Hell Gate Bridge. This project has been previously reported on in these pages. As part of the project, four stations would be constructed in the Bronx — Co-op City, Morris Park, Parkchester, and Hunts Point — all in areas that would benefit from a more direct and speedier service to Manhattan. None of this would take place until the East Side Access Project opens and LIRR begins running into Grand Central Terminal, in 2019 at the earliest.

MTA METRO-NORTH RAILROAD (EAST)

It came as no surprise to many when on January 6 President Howard Permut announced to his staff that he would resign. To assure a seamless transition, his resignation was to be effective January 31. Mr. Permut was one of Metro-North's original employees, rising through the ranks to his current position to become President in 2008. It was the events of 2013, the December 1 fatal derailment north of Spuyten Duyvil and the May 17 derailment and collision near the Fairfield Metro station, followed by the death of a track foreman and the New Haven Line power failure that disrupted travel for nearly two weeks beginning September 25, that led to this decision. He will be succeeded by Joseph Giuletti, who left his position as Executive Director of Tri-Rail (now the South Florida Regional Transportation Authority), where he has worked since 1998.

Member Tony Fitzherbert, a Metro-North retiree, wrote: "Joe Giuletti is what the railroad now needs. He started his career with Penn-Central and after earning a Bachelors Degree, became a Foreman with Conrail. and worked his way up through the managerial ranks to a Superintendent's position before he left to head Tri-Rail in the Miami area. He was well respected by both union and non-agreement employees when he was at

Metro-North. I am glad for the remaining veteran employees from that era who knew him, and for Joe, who is taking on a challenging position. His knowledge, people skills, and management style will fit in well and will no doubt be very welcomed. M-N again will be led by a professional railroad manager."

The covers of the Christmas-New Year's Holiday 2013-4 timetables, December 25 and December 31-January 1, are the same as have been in use since 2005. Checking my timetable collection, I saw that there were previous years where Christmas Eve was not included. The regular timetables provide that information. Service patterns were as in previous years.

As I noted last month, new timetables were issued for all lines effective January 18, and the November 17, 2013-January 5, 2014 edition was extended. Although the press release dated December 16, 2013 reported that running times would be reduced (January *Bulletin*), that did not happen. Metro-North explained that this schedule had been prepared in late November, prior to the tragic events of December 1, 2013, and in the interim, working with the Federal Railroad Administration EO29 guidelines (January *Bulletin*), it was decided to defer some of the run time reductions. These schedules do restore the Bronx Local trains, replacing the bus service between Fordham Road and Melrose.

I picked up copies of the new timetables on my way to work. There is a starting date of January 18, but no ending date. According to the website, they will remain in effect until spring. Later that day, member Richie Schulman told me that the Harlem Line's had been removed due to unspecified errors. An alert was sent on January 17 making a correction to the New Haven Line timetable. Effective January 21, Train #1570 (6:27 PM to New Haven) would depart at four minutes later at 6:31 PM, adding a Stamford stop at 7:18 PM and then making all stops from East Norwalk to New Haven. Additional cars are being added. This is described as a "permanent" change. My analysis shows that re-scheduling this train closes what would have been a 23-minute service gap at this key station.

For the Super Bowl, Metro-North will not operate any special trains on the New Haven Line. Instead, east-of-Hudson riders traveling to the game will be given directions to Penn Station, where they can board NJ Transit service to Secaucus for transfer to shuttles to the stadium.

MTA METRO-NORTH RAILROAD (WEST)

The Newburgh-Beacon Ferry service suspension continued on until further notice due to icing conditions on the Hudson River. (See below under First

(Continued on page 12)

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

Snowstorm.) Bus service is being provided between the Newburgh Ferry Facility and the Beacon station. A PDF of the timetable was available on the MTA website.

An advisory was sent that the Haverstraw-Ossining Ferry would be replaced by bus service starting the evening of January 6. Riders were advised to detrain at Tarrytown for alternate transportation. A few hours later, this service was also suspended until further notice. Bus service operates between the Haverstraw Ferry Terminal and the Tarrytown station. A PDF was posted on the MTA website. At publication time, both ferry services remained suspended.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Shore Line East issued a new timetable effective January 2.

The M-8 status was updated on December 30, 2013 to show 312 cars conditionally accepted with 20 cars undergoing Kawasaki inspection. There were no changes since Bill Zucker's last report: 9100-9307, 9312-35, 9340-73, and 9376-7 for 268 cars.

One of our members asked how CDOT could raise fares in New York (January *Bulletin*). The answer is that the fares had been "held down" so that they would not exceed the fares in Connecticut. Once CDOT increased its fares, Metro-North was free to do the same.

MTA LONG ISLAND RAIL ROAD

During November, 2013, a Customer Service Ambassador Program was launched. These men and women in red vests, red sweaters, and red blazers are equipped with iPads and iPhones to assist riders at LIRR's western terminals — New York Penn Station, Atlantic Terminal, and Jamaica — and select other stations.

A special timetable card was issued for:

- Ronkonkoma: December 22, 2013, switch replacement at Brentwood — Midnight to 6 AM, bus service between Hicksville and stations east of Farmingdale
- Service between Jamaica and New York Penn Station was suspended shortly before 10 AM for about two hours on January 13, due to signal problems in the East River Tunnels. Tickets were honored on **E** trains.

The Long Island Rail Road, which already has competition from a number of upscale bus operators, including Hampton Jitney, Hampton Express, and Bolt Bus, now has another competitor — 7Bus, which started service from Stony Brook University on December 9, 2013. The non-stop service operates 7 days a week to Manhattan with pick-up stops along Lexington Avenue between E. 40th and E. 59th Streets. One-way fares range from \$7-\$15 depending on demand and when the ticket is purchased. By comparison, LIRR fares are \$12.75 (off-peak) and \$17.50 (peak). 7Bus also provides service from Riverhead, Ronkonkoma, and Melville to Manhattan.

On January 16, numerous news organizations were reporting that there could be a LIRR strike after MTA notified the eight unions that it would not consider the recommendations of the Presidential Emergency Board, which proposed raises that average 2.85% for six years and asked that members pay a percentage of their salary for healthcare coverage.

NJ TRANSIT

Because this year's Super Bowl is being played for the first time in an open-air stadium and in a cold-weather climate where snow could be a factor, the National Football League has gone to the extreme by developing plans to move the game either one day earlier or one day later. There was a display of snow fighting equipment on December 18, 2013 at MetLife Stadium. *The New York Times* reported that a snow-melting machine capable of handling 600 tons of snow per hour was demonstrated. In addition, there is access to 821 trucks that would be ready for snow duty and 2,400 could be called in from the rest of the state. New York could contribute 2,000 snow plow-equipped garbage trucks along with 440 salt spreaders and more than 230 front-loaders.

January 6 was the date that NJ Transit released its Super Bowl Service Plan. Late morning service will be added on the Northeast Corridor and Morris & Essex Lines for events such as Media Day (January 28) in downtown Newark and Super Bowl Boulevard in Manhattan (January 29-31). On Super Bowl Sunday full service using 10-car trains of multi-level cars between Secaucus Junction and MetLife Stadium will operate. Besides all of the instructions about extra security, backpack restrictions, the requirement to purchase round-trip tickets for the train, etc., there was also an advisory that to ride the train, you must have a ticket for the game. (That should definitely cut down on railfanning.) Some email comments questioned the legality of this rule. My son Marc sent an article from *The New York Times* (December 29, 2013) where the reporter tried walking to MetLife Stadium. He was able to do it, although with difficulty due to the very cold weather. That said, Super Bowl officials have forbidden it!

There will be special shuttle trains between New York Penn Station, Newark Penn Station, Newark International Airport, and Secaucus Junction. Following the game there will be frequent service from MetLife Stadium to Secaucus Junction as well as extra rail service between New York Penn Station and Secaucus Junction.

For the week beginning January 27, Hudson-Bergen Light Rail will operate two-car trains as well as two extra trips per hour between 2 PM and midnight. Saturday and Sunday all three branches will operate with two-car trains and extra service between 2 PM and 2 AM. Newark Light Rail will have extra service for Media Day,

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

being held in Prudential Center, with additional trains between Newark Penn Station and Newark Broad Street. There will also be additional bus service from various Park & Rides and the Port Authority Bus Terminal on selected routes.

Railway Age reported that on Super Bowl Sunday, select *Northeast Regional* and *Keystone* trains would make stops at Secaucus Junction pre- and post-game. Although it has been proposed in the past, this marks the first time that regularly scheduled Amtrak trains will do this. The only other time that an Amtrak train called at this station was following the funeral of the late Senator Frank Lautenberg on June 6, 2013 (July, 2013 **Bulletin**) when his casket was placed in a baggage car and transported to Washington, D.C. for burial in Arlington Cemetery.

Raritan Valley Line riders were notified on January 14 that their trainsets of six-car multilevels will be temporarily replaced by trains of eight single-level cars on January 20. "This is being done to be assembled, to be fully prepared, and, most importantly, to be secured for Super Bowl Sunday." The trainsets are to be returned on February 4. Thanks to Jack May for this report.

I had reported that to the best of my knowledge the only NJ Transit line to never operate multilevel cars was the Pascack Valley Line. As a train of multi-level cars was entering Secaucus Junction on December 24, 2013, a fellow commuter mentioned to another that he rode a train of these cars on the Pascack Valley Line earlier in the month. When I pressed him for details, the best that he could come up with was, "about two weeks ago."

The Conductor of one of the trains that I ride informed me on January 14 that in roughly two weeks, a six-car train of multilevels would be assigned to Pascack Valley Line Train #1608 (6:35 AM Spring Valley/Hoboken). It makes sense because this train departs twelve minutes after Train #1606, the first morning Metro-North express. By the time this train arrives at Secaucus Junction, the difference is 35 minutes.

An NJ-ARP officer reported that on January 14, he saw ALP-45-DP 4523 on Train #3831 in New Brunswick. It was the first time he had seen one on a revenue train on the Northeast Corridor. The dual-mode was pushing a string of multilevels in electric mode. "It didn't look like a maximum set; there may have been six or seven cars. By the way, six- and seven-car sets of multilevels have been turning up regularly again."

NJ Transit's post-Sandy rail fleet status is being regularly updated. The numbers on the top line of the table below are carried over from the January **Bulletin** and the bolded numbers are the latest. The statistics below reflect a significant reduction in the number of Arrow IIIs. I have not included breakdown by car types

in these reports. Originally the fleet had 230 cars; in fact, the reports going back to June, 2013 showed 229 cars. That number was not changed until November 26, 2013, when NJ Transit reduced it to 187. On January 11, it was further reduced to 162. Being a frequent NJ Transit rider, the acceleration of these cars is very apparent when compared to a locomotive-hauled train.

TYPE	TOTAL FLEET	VEHICLES DAMAGED	RE-TURNED TO SERVICE	AWAITING REPAIR	AVAILABLE FOR SERVICE	CURRENT PERCENTAGE AVAILABLE
Rail Cars	1134 1115	248 248	226 229	22 19	1112 1096	98% 98%
Locomotives	210 210	72 72	55 56	17 16	193 194	92% 92%
Total Fleet	1344 1325	320 320	281 285	39 35	1305 1209	97% 97%

A colleague sent me a copy of the ridership report for 2013, and commented that the North Jersey Coast Line is experiencing a steep decline in ridership, the biggest percentage decline among all lines. The recession, Hurricane Irene, and then Superstorm Sandy have been a triple whammy and no amount of "Stronger than the Storm" ads are improving the ridership on this line. The Pascack Valley Line totals do not include the three New York Stations (Spring Valley, Nanuet and Pearl River) because they are controlled by Metro-North. For completeness, I used the 2012 Metro-North Ridership Report, taken from the Spring On/Off Counts, which shows the following ridership.

Spring Valley	159
Nanuet	513
Pearl River	391
Total	1,063

In the future, when severe weather is forecast, instead of storing trains in flood-prone areas such as Hoboken or the Meadowlands, NJ Transit will utilize County Yard, which is near the Jersey Avenue station. A \$7.64 million contract was awarded for design and consultant services, which will include a reinspection facility.

Member Bob Vogel reported at the end of December, 2013 that Track 2 at Pennsauken Transit Center had been raised to the level of Track 1, and work appeared to be nearing completion. On January 16, Bob reported that railings and walkways had been installed on the bridge over the RiverLine and the fence was in place between the tracks. Also, the Track 2 elevation work appears to be complete.

Newark Light Rail got a new timetable with a gold cover on January 11. I did not detect any changes.

According to a report by **centraljersey.com**, ridership on the "Dinky" is down 13% in the two months following the closure of the station and its temporary replacement being constructed 1,200 feet east. (Member Jack May told me that the permanent one will be 460 feet distant

(Continued on page 14)

Commuter and Transit Notes

(Continued from page 13)

from the demolished station.) One Princeton official, Jenny Crumiller, who opposed moving the train station, said that the numbers do not surprise her. "It's not unexpected. The new station is inconvenient compared to the old station. It's much less user-friendly for people who are dropping off passengers and for pedestrians."

Supporters of the former Princeton train station were dealt a setback on December 30, 2013 when Mercer County Judge Paul Innes approved Princeton University's request for summary judgment in the lawsuit, saying nothing in the 1984 agreement or a 1996 amendment prohibited the station move. "The court finds that the terms of the agreements are clear," Judge Innes wrote in his December 23, 2013 decision. "Under the terms of the 1984 sales agreement as amended by the 1996 agreement, Princeton University is permitted to propose, and NJ Transit is permitted to approve, a plan to relocate the train station and rail terminus 460 feet south within the Dinky Station property." Member and attorney Walter Zullig commented: "It looks to me as though the judge is right on the law. If NJT wants to agree with the University to harm its own passengers, it is entitled to do so. Given an arms length situation, NJT would have stood up for its passengers but, of course, this was not an arms length situation. Sad for public transportation."

Member Pete Donner sent an email with this link to a

website that displays the location of NJ Transit trains: <http://gps.test.njtransit.com>. It works well on a computer, but not on my iPhone.

Table 1 (below left) shows the average weekday boardings by line, with a comparison of 2012 and 2013. Table 2 (below right) lists the top 10 stations (which happen to be on the Northeast Corridor) followed by the top station for each of the other lines. In case you were wondering, the three stations with the lowest average daily boardings were: Lebanon (RV), Mountain Lakes and Mt. Olive (M-B), with 19, 18 and 17, respectively, #148-150.

AMTRAK

The **Summer-Fall 2013 National Timetable** was replaced with a Winter-Spring edition effective January 13. Its cover shows a painting of two P-42 locomotives with a train of *Superliners* on *The Coast Starlight* making a stop at San Luis Obispo, California.

On January 9, Virginia Governor Bob McDonnell announced that an agreement had been signed with Amtrak to extend service from Lynchburg to Roanoke, a distance of 55 miles. No specific start date was mentioned. Funding for this service will come from the 2013 transportation funding program. According to the press release, the last time that a passenger train operated from Roanoke was 34 years ago. The last rail extension took place on December 12, 2012, when service was extended from Richmond to Norfolk. Details of this extension can be found in the January, 2013 *Bulletin*. Thanks to Jack May for this news.

RAIL LINE	AVERAGE WEEKDAY BOARDINGS (2012)	AVERAGE WEEKDAY BOARDINGS (2013)	CHANGE	%
Northeast Corridor	113,700	114,450	750	0.7%
Morris & Essex	54,100	51,600	-2,500	-4.8%
Main/Bergen	26,950	25,600	-1,350	-5.3%
North Jersey Coast	24,900	22,250	-2,650	-11.9%
Raritan Valley	21,800	20,850	-950	-4.6%
Montclair-Boonton	15,750	14,850	-900	-6.1%
Pascack Valley	7,150	6,850	-300	-4.4%
Atlantic City	2,950	2,800	-150	-5.4%
Meadowlands (Event Service)	50	100	50	50.0%
Rail-Rail Transfers	24,400	24,800	400	1.6%
Total	282,800	284,150	1,350	0.5%

TOP BOARDING STATIONS BY LINE	LINE	AVERAGE WEEKDAY BOARDINGS (2013)	RANK
New York Penn	Terminals	81,181	1
Newark Penn		26,137	2
Secaucus Junction		22,130	3
Hoboken		13,482	4
Metropark	NEC	7,385	5
Princeton Junction	NEC	6,615	6
New Brunswick	NEC	4,950	7
Hamilton	NEC	4,942	8
Trenton	NEC	4,492	9
Elizabeth	NEC	3,763	10
Summit	M&E	3,528	12
Aberdeen-Matawan	NJC	2,275	20
Ridgewood	ML/BC	1,514	27
Union	RVL	1,288	33
Bay Street	M-B	1,166	35
Atlantic City	AC	872	49
River Edge	PV	484	77

(Continued on page 15)

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

The entire area surrounding Amtrak's information kiosk in New York Penn Station has been "decorated" with Pepsi Super Bowl advertizing.

A new refund policy goes into effect as of March 1. All reserved Coach Class and Acela Express Business Class reservations must be canceled at least 24 hours prior to the train's scheduled departure in order to be eligible for a full refund. If the reservation is canceled within 24 hours of the scheduled departure, a refund fee will apply (Value fare tickets only; Saver fare tickets are not refundable). If the reservation is not canceled prior to the scheduled departure tickets, the ticket value will not be stored in an eVoucher and cannot be applied toward future travel. Flexible fare tickets will remain fully refundable. For more details, you can visit Amtrak's website. Needless to say, this caused a flurry of email traffic from railfans.

INDUSTRY

Senators Chuck Schumer (D-NY) and Richard Blumenthal (D-CT) have supported installation of inward and outward facing cameras in cabs of all trains. This was a recommendation of the National Transportation Safety Board in 2008, but never implemented. The Federal Railroad Administration announced that it would begin the process of enacting the rule this year and these devices could be in place by the end of this year or early next year.

MUSEUMS

The Shore Line Trolley Museum (Branford) reported that last year, ridership in every visitor category had increased and exceeded 21,500. Birthday parties on Connecticut 1602 were up by 50%. Meanwhile, construction is proceeding on the museum's "Elevating the Collection" but additional contributions would be greatly appreciated. As an example, \$75 will buy and install a new railroad tie; \$300 will pay for a ¼-page advertisement to a circulation of 6,500 and for \$6,250, you can cover the costs to restore one of the many Superstorm Sandy-damaged cars. FEMA provides additional funding. A postcard arrived on January 2 reporting that \$1.8 million had been raised, but \$200,000 was still needed to reach the \$2 million goal for the project.

THE FIRST (NORTHEAST) SNOWSTORM OF 2014

January 2: On January 1, one day in advance of what was predicted as a significant snowstorm, NJ Transit implemented cross-honoring among its services and with private carriers for January 2 and then extended it through January 3. Shortly before 6 PM, it was announced that PATH was accepting NJ Transit rail passes/tickets.

Meteorologists were forecasting a blizzard for Long Island. (Member and meteorologist Todd Glickman told me that there were "blizzard conditions" along Long Is-

land for a few hours overnight.) States of Emergency were declared in New York and New Jersey. To prevent a recurrence of vehicles being stranded on highways, Governor Cuomo ordered the New York State Thruway south of Albany, I-84, and the portions of the Long Island Expressway in Nassau and Suffolk Counties closed between midnight and 5 AM. (They actually opened at 8 AM.) The Governor also urged those who could to stay at home the next day. NYCT suspended express subway service at 5:45 PM, causing all trains to operate as locals. Articulated buses were removed from the streets after the evening rush and replaced by standard buses. Metro-North operated hourly service starting at 8 PM till the end of service. Officially 6.4 inches fell in Central Park with 13.5 inches in Eastport on the high end.

January 3: The Long Island Rail Road ran a weekend schedule, which meant no service on the West Hempstead Branch or Main Line east of Ronkonkoma. Bus service was provided to/from Greenport. Metro-North operated a Saturday schedule without the "Shoppers Specials." The reduced service allowed storage of 100-120 rail cars inside Grand Central Terminal and protected them from the blowing snow. In addition, fewer trains in service reduced the likelihood of trains becoming stranded. Rail Link service was on a special schedule and the Newburgh-Beacon and Haverstraw-Ossining ferries were suspended.

NJ Transit implemented an "Enhanced Weekend" schedule, the same that would soon operate on Martin Luther King Day. Service operated with relatively few delays. PATH continued cross-honoring NJ Transit tickets.

January 4: LIRR and NJT resumed their normal Saturday schedules as did Metro-North, albeit without the "Shoppers Specials."

THE POLAR VORTEX

Starting over the weekend of January 4-5, an usual turn of weather events caused what meteorologists term a Polar Vortex. Meteorologist Todd Glickman described the event as follows: "This anonymously cold pool of air usually resides over northern Canada during mid-winter. In early January, it slid further south than usual, plunging the U.S. into severe cold. The boundary between this extreme cold and the more moderate air led to areas of freezing rain, dense fog, and other winter weather misery."

Several members emailed reports about the impacts that this frigid weather along with the accompanying snow had on public transportation. On January 6, NICTD suspended service and Metra reported delays of between 15 and 70 minutes on its 10 lines. NICTD service resumed after 4 PM on January 8. There were some temporary CTA suspensions. Beginning January 7 Amtrak operated a modified schedule (unspecified reduced frequencies) between Washington, D.C. and

(Continued on page 16)

Commuter and Transit Notes*(Continued from page 15)*

Boston and on its *Empire Service*. The Midwest was particularly hit hard and news reports told of three Amtrak trains with about 500 passengers aboard the *Southwest Chief*, the *Illinois Zephyr*, and the *California Zephyr* that were halted around 5 PM Monday, January 6 near Mendota, Illinois due to blowing and drifting snow. Although stuck, the hotel power for light, heat, and restrooms was reported to be working normally. Some food was also provided. Charter buses transported the passengers to Chicago later on Tuesday. There were some Midwest train cancelations.

In the New York metropolitan area, new low temperature records were set at Central Park and LaGuardia and Newark Airports at 4 degrees. Wind chills in the region were as low as the “minus teens.” Transit instituted cross-honoring for January 6 through 8. Television news showed portions of the Hudson River with ice and the truss bridge with the sign, “Trenton Makes – The World Takes,” was shown spanning a completely frozen Delaware River.

The 1,000 passengers who were aboard Train #3171 (5:45 PM New York Penn/New Brunswick) on January 7 experienced a longer commute than planned when the catenary wire fell on top of their train of single-level cars. This incident took place after the train had left Newark (6:04 PM). Amtrak personnel responded and in order to make repairs, the power had to be removed, leaving limited lighting and no heat. Some passengers complained that there was only one restroom. A rescue engine returned the train to Newark around 8 PM. NJ Transit reported that there were 30-45 minute delays.

From member Bob Wright: “Some cold weather issues here the last couple of days. I was lucky (?) enough to arrive at Market East station last night (January 6) just in time for a power failure (I heard the catenary jumping around, not sure what it was, but knew it wasn't good). The train ahead of mine pulled into the station, got to the platform, and then went dead, and since it was a Silverliner V, the lights stayed on (but the signs, blowers, etc. all cut off — the sign of no power). After 20 minutes, power was restored, but at that point (5:30 PM) the platforms were a sea of people. I let my train (5:10 PM to Norristown, 35 minutes behind) go as it was packed, and hoped the 5:22 PM would not be too bad, but the 5:47 got there before it (only 12 minutes behind) and made the 5:22's stops, ending at DeKalb/Norristown Transportation Center. A push-pull train headed to Newark, Delaware on Track 3 never moved the entire time I was there — its track apparently didn't come back when Tracks 1, 2, and 4 did, and by the time I was leaving the lights were on the train but it still wasn't moving. This morning (January 7), the Trenton Line was out until almost noon, and Thorndale was cutting back most of the day at Paoli and shuttle buses the rest

of the way. Amtrak was a big mess as many of its trains were cancelled as well. The train I took home tonight (my 'usual,' 6:15 PM at Market East) was a car short. The Conductor said get used to it — many failures.”

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

Effective December 27, 2013, the Callahan Tunnel (vehicular traffic from Downtown Boston to East Boston) was closed for three months for extensive maintenance. During this period, the Bowdoin station (Blue Line) is open nights and weekends to handle larger than normal crowds expected to use MBTA.

Todd Glickman sent a report from *railroad.net* that explained why the Rotem cars are not permitted to operate as cab cars on the South Side. The cab signal system is very sensitive, and is picking up signals from the neighboring Orange Line, which is directly adjacent to the Northeast Corridor and Red Line in proximity to the Old Colony Lines. The subcontractor that provided the cab signal system to Rotem is working on a filtering system to resolve the issue.

On January 3, MBTA released new schedules that show increased service on the Worcester Line. There will be 23 daily trips, 20 of which originate/terminate in Worcester. Here are a few items from an analysis that was done by *railroad.net*: Every train stops at Yawkey, making it a viable Green Line bypass at rush hour. But the trains aren't slower — most have about 5 minutes cut from their schedules. Boston-Back Bay is now 5 minutes instead of 6 — that may be optimism, or better dispatching, Newton benefits nicely — they now have a number of new morning outbound and afternoon inbound flag stops, the weekend schedules are clock-facing. All trains go to Worcester, every 2 hours, all day, and finally the “P” prefixes are gone.

With hopes of securing its second contract to operate MBTA commuter trains, the Massachusetts Bay Commuter Railroad Company (MBCR) has offered to construct a \$65 million train maintenance facility in Hyde Park on a site that was formerly occupied by a Stop & Shop supply facility. When questioned by a *Boston Globe* reporter, a spokesman for Keolis Commuter Services, the sole competitor, said his company “planned to adhere to the “code of silence” called for in the “T”'s procurement guidelines, accusing MBCR of leaking the information to build momentum for its proposal and sway decision makers. The decision was to be made in January.

Very likely it was not the “CIA Leaker” Edward Snowden, but someone, on January 3, leaked that Keolis was to be awarded the contract to operate the MBTA Commuter Rail system, replacing MBCR. An MBTA spokesman would not comment but did say that the decision would be announced at either the January 8 or January 29 Board meeting. Approval of the contract to Keolis

(Continued on page 17)

Commuter and Transit Notes

(Continued from page 16)

was unanimous at the January 8 Board meeting. The base contract for eight years will cost \$2.68 billion, which was 6% lower than MBCR's bid. Two, two-year extensions, if exercised, would bring the cost to \$4.3 billion. MBCR was awarded contract extensions.

On January 14, MBCR asked a Suffolk County judge to order state officials to release public documents that resulted in Keolis being awarded the contract. MBCR has also made other requests, including a delay in the contract award, an extension in the date that the decision can be appealed, and a delay in the start of the contract. Thousands of pages of documents that reveal the size and scope of the competing bids were released on January 15. Stay tuned.

Green Line riders should be riding in new cars by 2021 under a plan that was released on January 10. Below are some of the details of the Massachusetts DOT (MassDOT) first draft Five-Year Capital Investment Plan (CIP):

- \$1.3 billion to complete the Green Line extension, providing full service to Somerville and Medford by 2020
- \$835 million to begin the \$1.3 billion replacement program of 43-year-old Red Line and 31-year-old Orange Line cars, as well as improvements to tracks, signals, and systems
- \$254 million for South Coast Rail, including early action improvements to rail ties, signal systems, and bridges, as well as beginning preliminary engineering for the project
- \$252 million for implementation of diesel multiple unit service (DMU) on the Fairmount Line and expansion of the Silver Line to Chelsea
- \$3.3 billion for the rehabilitation and maintenance of bridges, including nearly \$1.7 billion to complete historic Accelerated Bridge Program "mega" projects such as the Longfellow Bridge, Whittier Bridge in Amesbury and Braga Bridge in Fall River
- \$34 million for the Housatonic Railroad, including the rehabilitation of tunnels, track, and signals in advance of eventual rail line acquisition
- \$31 million to complete track and signal projects necessary to restore permanent, seasonal Cape Flyer passenger service to Cape Cod

MassDOT held six public meetings across the Commonwealth to receive feedback on the draft CIP plan that was expected to be delivered to the MassDOT Board of Directors for consideration this month.

The Boston Globe reported that work is on schedule to be completed for the Fitchburg/South Acton Line \$277 million project by the end of next year. The scope of work includes new tracks, including 8 miles that are double-tracked, signals, and bridges and will result in reduced running times. Additional parking has been in-

cluded at many stations. Littleton/495 has a new station, and Wachusett is still under construction. Thanks to Todd for these reports.

LINDENWOLD, NEW JERSEY

After **The Philadelphia Inquirer** published a story about the first pair of PATCO cars being returned from overhaul (December, 2013 **Bulletin**), an acquaintance of Bill Vigrass emailed him asking about the "closed cab" that has been installed. Bill wrote: "The enclosed cab is a result of Operators' complaints. The open cab at the other end of the train has been used at times as a restroom during evening and overnight hours. This is not often, but when it happens it is bad. There were also a few very few cases of Train Operators being harassed, which I think were blown out of proportion. Anyhow, some Operators have always wanted an enclosed cab."

A member asked what series the rebuilt singles would be assigned. Bill Vigrass checked with his sources at PATCO and was informed that they would be 1100-series, but they would not remain in their present order. As has been previously reported, the first pair, 1047-8, were formerly 247-8.

The Federal Transit Administration has cited PATCO and the Delaware River Port Authority for failing to keep PATCO's elevators and escalators operating properly. On a recent Monday, 7 of PATCO's 14 escalators were out of service. One elevator was broken. PATCO must now submit to FTA monthly maintenance reports on the availability of elevators and escalators, including reasons for any failures, corrective actions, and schedules, until PATCO documents 3 consecutive months of service with 97 percent availability of elevators and 90 percent availability of escalators. Thanks to member Lee Winson for this news.

PHILADELPHIA, PENNSYLVANIA

SEPTA's Deputy General Manager, Jeffrey D. Kneuppel, made a presentation on December 19, 2013 in which he outlined where the money that his transit agency would be receiving over the next few years would be directed. Bob Wright, who sent me this report, wrote: "It was interesting, and includes the purchase of bi-level cars for Regional Rail — which I had not heard any discussion of until now. And I thought the AEM-7s and ALP-44 were getting an overhaul now to last another 5-7 years...(?) While I keep hearing that the Silverliner IVs are 40-plus years old, I seem to recall the first batch arriving in 1974, so they won't hit that age until this year. Here are a couple of observations and additions after reading the December **Bulletin**. The Richmond Street portion of Route 15 will enjoy improved conditions. Because I-95 (just to the west of Richmond Street) is being widened, Richmond Street itself is getting widened and moved slightly to the east, to allow space for the widened I-95 (on elevated structure), which presents the opportunity to increase the under

(Continued on page 18)

Commuter and Transit Notes*(Continued from page 17)*

clearance at the infamous railroad underpass. As I understand it, the bridges across Richmond Street, now fairly wide but only carrying one track, will be reduced to a single bridge with a double-track width, which will help the situation. I hadn't heard about the Cumberland Loop being disconnected, but I'm sure it's possible. There are rumors off and on that Route 15 will not return to Westmoreland in the future and will continue to go to the new loop at Frankford/Delaware — the 3-4-block stretch of Richmond north of the widened segment will remain a very narrow street and operational problems had been a regular experience there. If this happens the 73 bus would likely be extended south from Westmoreland to the 15's loop or Front/Girard to tie into the Market-Frankford El station. The land to the east of Richmond Street in this area was the proposed location of the Wynn-backed casino, but this is now dead as Wynn has walked away."

Members Russ Jackson, Dave Safford, Bill Vigrass, and Lee Winson added other details. SEPTA had been facing a \$5 billion backlog in repairs and will now be able to replace century-old rail bridges, such as the Crum Creek Viaduct on the Media-Elwyn Line, decrepit power plants, such as the Jenkintown Substation, built in 1931, and move to replace the aging Silverliner IV railcars that make up two-thirds of its fleet. In addition to the aforementioned, the plans also include new trolleys and overhead power lines, improvements to the Center City trolley tunnel, many miles of new track, shored-up rail beds, new communications and signal equipment, repaired maintenance facilities, more handicapped-accessible subway and elevated stations, and, eventually, rebuilt subway station and pedestrian concourses beneath City Hall. A dozen Regional Rail stations will be rehabilitated, and parking will be increased at some of the busiest stations

Cinders reported that SEPTA would replace the Silverliner IVs with a fleet of Silverliner VI cars. Last year the transit agency asked builders to submit "expressions of interest" to supply such cars.

New timetables were issued for Trolley Routes 11, 13, 15, 34, and 36 on January 19, and for Routes 101 and 102 and the Norristown High-Speed Line the following day. Lee Winson who sent this report wrote that he did not see any significant changes.

WASHINGTON, D.C. AREA

In an attempt to increase capacity, WMATA is considering adding 10 (fill-in) stations and four "super stations" to its existing system, beginning at Rosslyn. No funding has been identified for this proposed \$26 billion project. Thanks to member Ira Haironson for sending this news from **The Washington Post**.

The first train of Metro's new 7000-series cars entered service on January 6, following a ceremony attended by

Metro and elected officials at the Greenbelt station. This train will be tested over the course of several months and the results will be sent to the Kawasaki facility in Lincoln, Nebraska. Full-scale production of the 528-car order will begin mid-year.

In early January member Steve Erlitz reported that Metro would test ATO this month during the hours that service is not operating. Manual operation of its subway trains has been in effect since the June, 2009 crash. No date has been announced for full ATO operation.

CHARLOTTE, NORTH CAROLINA

In early January, design work for the 9.3-mile Blue Line extension reached 95% and the City of Charlotte had acquired 251 of the 312 pieces of land required. Construction is set to begin next month, and, according to the latest schedule, pre-revenue testing would occur in December, 2016 with revenue service in the spring of 2017. Twenty-two new Siemens LRVs have been purchased, with the first four to arrive in November.

SOUTH FLORIDA

Last year Tri-Rail set a new ridership record with 4.35 million trips, exceeding the previous record set in 2008, when 4.3 million passengers were carried. Last month marked its 25th anniversary. Service began on January 9, 1989 under a five-year traffic mitigation project. Over that time, about 70 million passengers have used the service, your News Editor included. Thanks to member Al Holtz for sending this news.

CINCINNATI, OHIO

The Southwest Ohio Regional Transit Authority (SORTA) announced on December 17, 2013 that it will assume the operating costs of the Cincinnati Streetcar. SORTA said it will do this based on public support of the project, and will also work with private donors to help cover the long-term costs. Facing a deadline of 11:59 PM Thursday, December 18, 2013, if the City Council had not decided to restart construction, federal money for the project would have been pulled and the city would have been ordered to repay the money that has already been spent. However, earlier that day, by a vote of 6-3, the 3.6-mile project was saved. Thanks to Jack May for sending these reports.

CHICAGO, ILLINOIS

Ongoing problems with Ventra, the Chicago Transit Authority's (CTA) fare-payment system, have caused a loss in revenue, so much that CTA has withheld payments to Cubic Transportation Systems, Incorporated. **The Chicago Tribune** reported that the firm has not received a penny on its almost half-billion contract and has agreed to pay the CTA approximately \$1.2 million, the amount that has gone uncollected from subway and bus riders. CTA estimates that 930,061 free rides were given, mostly on buses. Thanks to member Jim Beeler for this news.

ST. LOUIS, MISSOURI

On December 16, 2013, the Loop Trolley received

(Continued on page 19)

Commuter and Transit Notes*(Continued from page 18)*

preliminary approval from the Federal Transit Administration. The 2.2-mile line would have nine stations, including two with Metrolink connections: Delmar and Forest Park. Thanks to *Railway Age* for this report.

HOUSTON, TEXAS

Six months after the first LRV was scheduled to be delivered, CAF USA has not lived up to that contractual requirement. According to the report in *Mass Transit Magazine*, the first car failed to pass a required water leak test. Additionally the car is overweight. Metro's CEO, Tom Lambert, has asked the manufacturer how it intends to deliver all 39 cars by September 25, 2014 and Metro is also withholding a \$12.8 million payment. Currently the fleet is composed of 37 cars, and the Main Street Line requires 18, so some cars are available for the opening of the Green and Purple Lines, which are scheduled to open mid-year, but not enough to operate all lines per plan.

ALBUQUERQUE, NEW MEXICO

New Mexico *Rail Runner* reported that a study released in December, 2013 found that Albuquerque was among the top cities, in fact number 3 of 100, where public transportation use increased. Specifically, between 2005 and 2010, there was a 288% increase, attributable in part, to the opening of new transit routes and lines, including the New Mexico *Rail Runner Express*.

SEATTLE, WASHINGTON

Jack May sent news that Sound Transit's \$1.1 billion budget for this year includes funding for the rail projects listed below, plus continued construction on the Tukwila Sounder commuter rail station, construction on the South 200th light rail extension to the Angle Lake light rail station, and final design and right-of-way acquisition for the East Link light rail extension between Seattle and Redmond. The major light rail capital and planning spending in 2014 includes:

- \$146.9 million for University Link LRT construction
- \$141.1 million for East Link LRT final design
- \$138.6 million for Northgate Link LRT Extension tunnel mining and start of station construction
- \$31.2 million to continue project development for light rail extensions south from South 200th Street to Federal Way and north from Northgate to Lynnwood
- \$21.8 million to finish construction of the First Hill Streetcar

The budget includes \$221 million to provide service on the Sound Transit system in 2014 to carry an expected 31.2 million riders on trains and buses. It also includes funding for the first full year of a tenth Sounder commuter train round trip between Seattle and Tacoma.

PETALUMA, CALIFORNIA

Sonoma Marin Area Rail Transit (SMART) announced on December 18, 2013 that the Metropolitan

Transportation Commission had approved \$16.7 million to extend passenger service to the site of SMART's Operations & Maintenance Facility near the Sonoma County Airport. In a related action, the SMART Board of Directors approved the addition of a new passenger station at this location. Project details were reported in the November, 2013 *Bulletin*.

SAN FRANCISCO, CALIFORNIA

Over the weekend of December 21-22, 2013, BART announced that it had finally reached a labor agreement with its unions. The two sides believed that this happened a few months ago, only to discover that the contract previously approved by the unions inadvertently contained a paid family-leave provision. After BART's Board removed the provision the unions then sued BART's Board members, claiming they unlawfully removed the provision. Thanks to *Progressive Railroading* for this news.

Historic Muni car 162 suffered front-end damage in a January 4 collision when an 18-wheeler turned in front of the 100-year-old car. The accident occurred on the Embarcadero near Bay Street. Four people suffered minor injuries.

BANGKOK, THAILAND

At the end of the year, Todd Glickman spent visited Bangkok and reported that on December 29, 2013, he visited Bang Wa, a new terminal station of the Silom Line, Bangkok BTS Skytrain. This extension opened three weeks earlier. A photo that he sent showed two trains beyond the station that were turning for the return trip. In the background is another station under construction, for the next extension due to open in a few years. Todd observed that platform screen doors had been installed at about half of the stations he visited, but were not yet operating.

SHANGHAI, CHINA

One week later, after a trip back to the U.S., Todd went to Shanghai and wrote: "Two new metro lines opened in Shanghai during the last month. The first, Line 16, is entirely within Pudong. It runs nearly 34 miles and has 11 stations. The top speed of the line, 72 mph, makes it Shanghai Metro's fastest. An extension to the north will be completed by the end of 2014. Line 12's initial 12-mile section spans 15 stations. This brings the network's total to 329 stations spanning more than 320 miles."

Chinese New Year, or "Spring Festival," is the most important holiday season on the Chinese calendar, beginning this year on January 31. Travel is up substantially during this time, when people travel to and from their hometowns. The Shanghai Metro announced that to accommodate the crowds, it would add extra service. This will include sending two trains together at the start of service on Line 1's Shanghai Railway Station, and Line 3's Shanghai South Railway Station. Normally, the first train departs Shanghai Railway Station at 5:30 AM,

(Continued on page 20)

Around New York's Transit System

MetroCard Introduced 20 Years Ago

Since 1953, subway riders had been paying their fares with tokens. On January 6, 1994, passengers entering the Whitehall Street **R** and Wall Street **4 5** stations were surprised to find a new method of fare collection, the *MetroCard*. Instead of dropping a token in a turnstile, riders had to practice swiping the *MetroCard* correctly. If they swiped too slowly or too rapidly, or removed the *MetroCard* too soon, the turnstile did not allow the passenger to enter.

More than three years later, NYC Transit completed the installation of *MetroCard* turnstiles and fareboxes in all 468 stations and nearly 6,000 buses, including private lines at that time. New turnstiles and gates were installed and station control areas were outfitted with new or upgraded power and communication lines. This work was performed at more than 700 entrances at every station.

MetroCards became more valuable on July 4, 1997. Introduced were free subway-to-bus transfers, available only with a card-based fare collection system. Bonus value cards followed in January, 1998 and 7-day and 30-day unlimited *MetroCards* on July 4, 1998. Of course, transit ridership increased rapidly when fares were reduced for many riders.

The equipment, which is gradually wearing out, must be replaced eventually.

Super Bowl MetroCards Available in January

Collectors must have been anxious to acquire Super Bowl *MetroCards*, which were distributed at random between January and February 3 in *MetroCard* vending machines and booths in approximately 400 of the 468

stations.

One million *MetroCards* were printed, 250,000 of each version. MTA, in conjunction with the New York-New Jersey Super Bowl Host Committee, introduced these commemorative cards. Transit officials have decided that the front of *MetroCards* has to become an innovative medium to advertise. Since 1995, advertisements have appeared on the rear face of *MetroCards*. In July, 2012, MTA decided to sell advertising space on *MetroCards*, including the fronts of the *MetroCards* for the first time. Since MTA started this program, there have been ten *MetroCard* ad campaigns, including the Super Bowl advertisements, producing 5,825,000 cards. Ads on the back of cards cost 18 to 51 cents per card, a total of \$25,500 to \$450,000, depending on the quantity of cards purchased. MTA produces 4 to 5 million *MetroCards* each month.

42nd Street Shuttle Train Wrapped for Super Bowl

During the overnight of January 15-16, the train on the 42nd Street Shuttle was replaced with another four-car set: (TSQ) 1941-1928-1932-1956 (GC), which was wrapped for the Super Bowl. The risers in the stairways leading to Grand Central Terminal from the Shuttle also had Super Bowl advertising. As an aside, the train on Track 1, (TSQ) 1951-1953-1946 (GC), was wrapped for Sunkist Orange Juice.

Distribution of Subway Maps

A newspaper article reveals that there is no set number of subway maps that agents should give to individuals, but they should not give more than two to each person, so as not to deplete their stock too rapidly. However, each person in a group should get only one.

Commuter and Transit Notes

(Continued from page 19)

with the next four minutes later. But an additional train will be squeezed in between these two. At Line 3's South Railway Station, passengers would normally have to wait seven minutes after the first departure at 5:25 AM. An additional train will be added between these two as well. Shanghai Metro expects a 7% increase in trips to 6.23 million per day during this year's Spring Festival, in part due to the addition of the new Lines 12 and 16, as well as extensions to Line 11. The peak travel day is expected to be February 21, with eight million trips.

FROM THE HISTORY FILES

160 Years Ago: On February 9, 1854, the Northern Railroad was chartered as the Northern Railroad Company of New Jersey. Its routes were gradually

extended until it reached Nyack, New York in May, 1870. Service was cut back to Sparkill on December 13, 1965 and passenger service to Sparkill ended on September 30, 1966.

50 Years Ago: On February 1, 1964, the New York Central Railroad instituted "Zone Fares" on its suburban region, today's Metro-North territory. *Headlights* (April, 1964) described this as taking a "major step towards the establishment of a rapid transit-type fare structure in the suburban region," to Tarrytown and White Plains. The fare was the same between Grand Central Terminal or 125th Street and all other stations within New York City. At that time, it was \$.75. The next zone reached Yonkers and Mt. Vernon, \$1.00. The timetables that were in effect on March 1, 2013 show the peak fares are \$8.25 and \$10.

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