The Bulletin



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The Bulletin

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In This Issue: A Unique New York Street Car Approach ...Page 2

MTA PROGRESS REPORT

MTA is issuing \$500 million in Transportation Revenue Bonds, which will finance transit and commuter projects. Its official statement contains the following interesting information:

The Metropolitan Transportation Authority (MTA) was created by special New York State legislation in 1965, as a public benefit corporation, which means that it is a corporate entity separate and apart from the state, without the power of taxation, frequently called a "public authority." MTA is governed by Board members appointed by the Governor, with the advice and consent of the State Senate.

MTA has responsibility for developing and implementing a single, integrated mass transportation policy for MTA's service region, which includes New York City and seven adjacent counties. MTA's subsidiaries are referred to as Related Entities. The following table lists the legal and popular names of the Related Entities:

LEGAL NAME	POPULAR NAME
Metropolitan Transportation Authority	MTA
New York City Transit Authority	MTA New York City Transit
Manhattan and Bronx Sur- face Transit Operating Au- thority	MaBSTOA
Staten Island Rapid Transit Operating Authority	MTA Staten Island Railway
MTA Bus Company	MTA Bus
The Long Island Rail Road Company	MTA Long Island Rail Road
Metro-North Commuter Railroad Company	MTA Metro-North Railroad

MTA Capital Construction Company	MTA Capital Construction		
Triborough Bridge and Tun- nel Authority	MTA Bridges and Tunnels		

Following the fare and toll increases of 2009, 2011, and 2013 of 10.0%, 7.5%, and 7.5%, respectively, the 2014-7 financial plan reduces projected fare and toll increases to 4% in 2015 and 4% in 2017. This financial plan also includes \$76 million in operational and maintenance needs, \$18 million of new or restored service investments, \$12 million in increased "platform" service to meet loading and headway guidelines, and \$11 million in additional customer enhancements. During the plan period, several of MTA's Network Expansion Projects are expected to begin operation, including the first phase of the Second Avenue Subway and the 7 West Extension.

New York City provides for the policing of the transit system and contributes to support NYC Transit's paratransit, senior citizen, and schoolchildren programs.

The City agrees to pay MTA Bus the difference between the actual cost of operation of the MTA Bus system and all revenues and subsidies received by MTA Bus.

This report also lists the proposed improvements to the commuter railroads. The East Side Access Project involves the construction of a 3.5-mile commuter rail connection between the Long Island Rail Road's Main and Port Washington Lines in Queens to a new terminal to be constructed under Grand Central Terminal. The new connection will increase the railroad's capacity into Manhattan and shorten travel time for Long Island and

(Continued on page 14)

NEXT TRIP: NEW HAVEN SHOP/SHORE LINE MUSEUM, SATURDAY, SEPTEMBER 28

A UNIQUE NEW YORK STREET CAR APPROACH by Steven L. Meyers

The history of New York's street railway history is replete with quirks and idiosyncrasies but one stands out above all the rest.

In 1920 a very unexpected event occurred. Two of New York's multitudinous street car systems ceased operation. First was the Williamsburg Bridge's bridgeonly shuttle, the Bridge Operating Company. At almost the same time Staten Island's second smaller trolley company, the Staten Island Midland Railway, called it a day and completely closed down their widespread system. Both of these closures were deemed unacceptable by the New York City fathers, so they guickly searched for an alternative. They decided that, in a burst of city boosterism, they would reopen these facilities as a municipal operation and show the populace that they could do a better job than the "big boys" operating trolleys and making money doing it.

They designated the municipal Department of Plant and Structures to do the deed for both operations. P&S took the challenge to heart and acted promptly, building

a car barn equipped to repair and maintain its trollevs under the Brooklyn approaches of the bridge. Then it placed orders for 20 double-end and 10 single-end Birneys. In addition to the small single-truck cars, it also purchased from the New York Railways Company, 40 ancient (circa 1898) standard ten-window double-truck conduit cars. Once received, the double-truckers were refurbished and rebuilt for overhead power collection, given a new coat of paint, and then presented to the public as "new. modern" street cars. Both clas-

ses of cars were used on both systems. So far so good.

But then something unforeseen erupted. The main car barn of the Staten Island Midland was found to be unequipped to handle heavy repairs and the much larger Richmond Railways opted not to handle that task for it. What to do?? P&S solved the problem quickly and with great imagination. Inasmuch as it ran both the Staten Island system and Williamsburg Bridge operation, which had the ability to do the work, and since it also ran the trans-harbor ferries connecting Manhattan with Staten Island, it would use its ferries to transport the street cars to the Brooklyn facilities for servicing and repairs. The next question of "how to equip the ferries to carry street cars" was overcome with a remarkably simple answer. When a street car had to be so moved, the ferry boat in question would be temporarily rigged with metal U-

channels set at rail width on the vehicular deck. The street car would be specially loaded aboard the boat before it was positioned at the ferry terminal at South Ferry for the loading of passengers and vehicles. Once the boat arrived at the St. George, Staten Island ferry terminal, the passengers and autos debarked and the boat was positioned at a special unloading facility and the trolley was pulled off the ferry onto its own tracks.

The Birneys were handled differently. At origin the entire car was ramped aboard a horse-drawn flat bed wagon, which was then treated only as an oversized wagon load by the ferry operators. At destination, the routine was reversed. Much to everyone's surprise and pleasure, the transfers worked like a charm and for almost seven years, blasé New Yorkers regularly thought nothing of sharing a trolley on the vehicle deck of their trans-harbor ferry.

By 1927, the bubble burst for the Staten Island operation. City auditors had determined that the City took in only five cents for revenue against every ten cents of

cost. The entire street car system was immediately jettisoned. All the good things it had accomplished, including the inauguration of New York's first trackless trolley, were scrapped and forgotten. The entire trolley operation was deemed an abysmal failureinteresting.

tric bill because the system was losing money. When the \$175,000 elec-

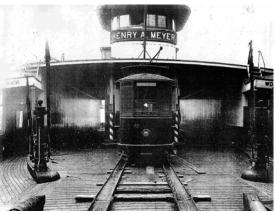
but, for a while, it certainly was (Editor's note: Plant and Structures operation of the trolley cars, which started on December 1, 1920, ended suddenly on July 31, 1927. The Car unloading at Staten Island. Comptroller refused to pay the elec-

tric bill was a year and a half overdue, Staten Island Edison threatened to shut off the power. But the Comptroller refused to pay the bill while the trolley cars were still running. Power was turned off at 3:01 AM August 1, 1927 after all the cars were in the barn.

Trackless trolleys, which had been running since October, 1921, were able to continue operating with power from Sea View Hospital's power house. Unfortunately, the hospital's generator was overloaded and trackless trolley service was discontinued on October 17, 1922. The last trackless departed from Tottenville at 11:30 PM.

Privately-owned buses started operating as soon as electric operation ceased.

(Continued on page 4)



Steven L. Meyers collection

NEW YORK CITY SUBWAY CAR UPDATE

Subdivision "A" News

30 more R-142As were transferred to Kawasaki Rail Car-Yonkers for CBTC/R-188 compatibility conversion: 7256-65 in April, 7266-75 in May, and 7276-85 through June 21. The remainder of Kawasaki's first "production" CBTC R-142A set (7226-30 with C-car 7900 inserted) arrived in April along with the complete second train (7231-40 plus C-car 7901) during May and the third (7241-50 plus 7902) in the first part of June. The very last of the "new" R-188s was also finally delivered a week apart, with 7888-92 showing up by May 5 and 7893-8 as of May 16 to complete this portion of the R-188 contract in its earliest stages. Overall there remain 340 more "converted" R-142As to come, along with 34 single C-car companions. Somewhat out of sequence in separate consists, new R-188s 7855-70 were placed in revenue service on **7** by the end of March, 2014 and 7871-6 during early April to yield an overall total of 77 accepted cars (6 new 11-car R-188 sets, plus the "pilot" R-142A conversion train, which remained out of service through June 21). There was then a lag of two full months until the next new train appeared in early June consisting of production conversion set 7231-40 along with C-car 7901. Conversion set 7221-30 plus 7900 was accepted about June 18, and as this update is composed on June 21 the seventh "new" R-188 train (7888-98) had just entered **7** service to create a quickly growing fleet of seven R-188s (77 cars) and three converted trains (33 cars) to total 110 cars or just over 25% of its fleet. True to this proportion, one now has about a 1-in-5 probability of catching a New Technology Train on **7** at any given time, weekends included, but equally true to their reputation, the presence of R-142A and R-188 trains is often tipped off by a noticeable interruption in the rapid operational momentum the Flushing Line nominally exhibits. On the flip side of things, the very last train of unaccepted R-188s (7877-87) has been diverted to Coney Island Shops for simulated load testing on the Sea Beach "middle" tracks since June 12.

Some 65 R-62As have been relocated to ⑤, both permanently and on a temporary basis since early March, including 15 cars from 240th Street ① facility and the remainder from ⑦ as new or converted cars were delivered to replace them. As there was a slowdown in acceptance of the newer equipment in the face of continued outbound R-142A shipments to Kawasaki Rail Car's plant in Yonkers, NYCT has been forced to juggle its assignments slightly to cover their absence on ⑥. Nominally such action involves the reallocation of one or two R-62 trains from ③ to ①, then a similar quantity of R-62As from ① to ⑥. In specific, unitized set 1836-40 was the last such random transfer from ⑦ to ⑥ on March 25, being joined in sequence by 1651-60 before the end of the month as new cars up to 7870 concur-

rently entered **7** service. R-62As 1671-80 and 1681-90 were transferred to 6 on May 22 and 31, respectively, followed by 1691-1705 between June 13 and June 20. Lone R-62A set 2306-10 was farmed out from 1 to 6 on May 5 as R-142As 7266-70 departed for Kawasaki, then R-62As 2221-5 and 2346-50 were similarly imported from 1 on June 12 to counteract the departure of 7276-85. In the meantime, the lone train of 3-assigned Kawasaki R-62s used on 1 was changed out from 1306-10/1411-5 to 1351-5/1456-60 on or about May 20. The renewed use of R-62As on 6 Saturdays and Sundays commenced over the weekend of April 26-27. In contrast to their operational behavior in Queens, the R-62As on 6 have developed a pronounced tendency to "crowd" the nominal fleet of remaining R-142As. As of June 21, they were beginning to hold a much more pronounced presence, comprising 20% of the overall fleet.

Mid-June on Subdivision "A" was marked by a series of minor transfers that served to further reduce the quantity of R-142As on 6 and increase equipment availability on **5** (and by extension **2**) by one train. On June 13 6-assigned R-142As 7646-55 were found on 4, as were 4-assigned R-142s 7071-5 on 6. A few days later (June 16) 6-assigned R-142As 7656-60 were also on 4 in a separate consist, while 7076-80 popped up on 6 over the weekend of June 21-22. In early May, Corona single-unit R-62As 1961-5 were observed coupled together as a 5-car unit, and remained that way as of June 21. These cars have not been formally unitized with link bars, but they continue to be used as complete 5-car set and have had full-width cabs installed at either end on 1961 and 1965. As part of its greater fleet reallocations associated with the R-188/CBTC R-142A fleet changeover on 7, it is eventually planned to unitize all R-62As between 1926 and 1965 over the next few years, which of course will entail some movement between 7 and S-42nd Street Shuttle. Through early June, full-width cabs had also been installed on Corona R-62As 1966, 1970, 1971, 1975, 1980, 1981, 1985, 1991, 1995, 2000, 2100, 2105, 2145, and 2146, enabling these sets to be positioned at the west (railroad south) end of **7** trains in place of those in the (former) 1651-1840 series as they moved over to 6. This action has also reduced the number of singleunit "middle" cars available on from 44 to 39 as the first several New Technology Trains have replaced an equivalent quantity of R-62As.

Subdivision "B" News

(Continued on page 8)

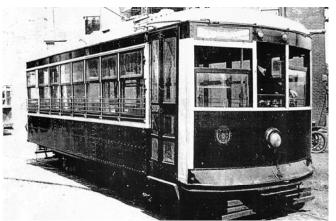
A Unique New York Streetcar Approach

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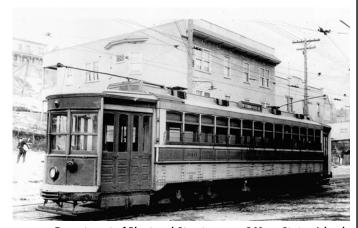


Department of Plant and Structures—Staten Island trackless trolley.

Bernard Linder collection



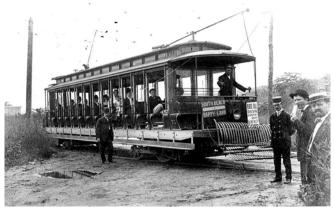
Department of Plant and Structures Birney. Steven L. Meyers collection



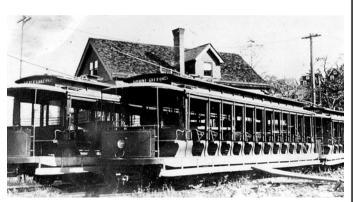
Department of Plant and Structures car 340 on Staten Island Midland Railway, 1922. Bernard Linder collection



Department of Plant and Structures trackless trolley.Bernard Linder collection



Richmond Railways car 71.Bernard Linder collection

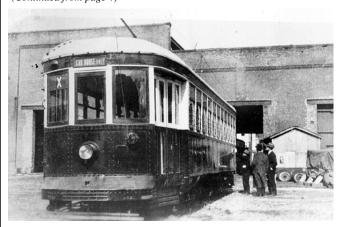


Richmond Railways. Bernard Linder collection

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A Unique New York Streetcar Approach

(Continued from page 4)

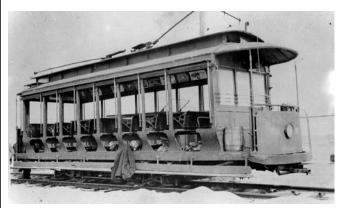


Richmond Railways. Bernard Linder collection



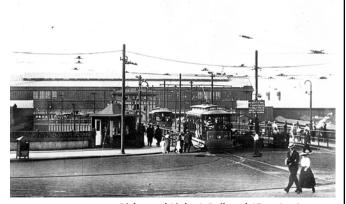
Richmond Railways snow plow 02 at South Beach after abandonment of the line, February 16, 1934.

Bernard Linder collection



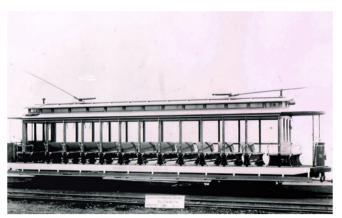
Southfield Beach Railway at Midland Beach, 1931.

Bernard Linder collection



Richmond Light & Railroad 67 at St. George.

Bernard Linder collection



Richmond Light & Railroad 74.Bernard Linder collection



Richmond Light & Railroad 313 at St. George, 1924. Bernard Linder collection.

(Continued on page 14)

BMT 1939-40 WORLD'S FAIR SUBWAY MAP





B. M. T. SERVICE TO WORLD'S FAIR



WORLD'S FAIR-FLUSHING LINE gives direct service between Queensboro Plaza Station and World's Fair (Willets Point Boulevard) Station with express and local service. Express trains will stop at Queens Plaza, Woodside, Junction Boulevard, World's Fair (Willets Point Boulevard) and Main Street (Flushing) Stations. Scheduled running time between Queens Plaza and World's Fair Stations is 13 minutes for express and 19 minutes for local trains.

FOURTH AVENUE LINE and BRIGHTON LINE LOCAL trains of B.M.T. Broadway Subway in Manhattan connect with World's Fair-Flushing Line trains at Queens Plaza Station with convenient and free transfer between these lines. Manhattan and Downtown Brooklyn stations of B.M.T. Broadway Subway and scheduled running times to Queens Plaza and World's Fair on connecting trains are as follows: SCHEDULED RUNNING TIME

	(In Minutes)			
B.M.T.BROADWAY SUBWAY Stations in Manhattan	To QUEENS PLAZA	To Wos		
Lexington Ave. & 60th St. Fifth Ave., 59th and 60th Sts.	4	23	17	
57th St. & 7th Ave. 49th St. & 7th Ave.	8	27	21	
TIMES SQUARE, 42nd St. & Broadway 34th ST. & Broadway 28th St. & Broadway 23rd St. & Broadway	11	30	24	
UNION SQUARE, 14th St. & Broadway 8th St. & Broadway Prince St. & Broadway	16	35	29	
CANAL ST. & Broadway City Hall, Warren St. & Broadway Cortlandt St. & Church St. Rector St. & Trinity Place	22	41	35	
Whitehall St., Battery, South Ferry Stations in Downtown Brooklyn	29	48	42	
Court St., Boro Hall, Brooklyn Lawrence St. & Willoughby St.	32 33	51 52	45 46	

Express stations are indicated in capital letters. The B.M.T. Fourth Avenue Subway Line serves, in addition to Manhattan from the Battery to 60th St., the Boro Hall and Downtown Brooklyn shopping areas, South Brooklyn, Bay Ridge and Fort Hamilton sections of Brooklyn.

The B.M.T. Brighton Local Line serves in addition to Manhattan from the Battery to 60th St., the Boro Hall and Downtown Brooklyn shopping areas, the Park Slope, Flatbush, Sheepshead Bay, Brighton Beach and Coney Island sections of Brooklyn.

Staten Island residents may board the Fourth Avenue and Brighton Local trains at the Whitehall St. Station in Manhattan opposite the South Ferry terminal.

New Jersey residents using the Hudson Terminal in lower Manhattan may board these trains at the Cortlandt St. Station of the B.M.T. Subway as there is an entrance to the subway station directly from the Hudson Terminal station. When the new uptown terminal of the Hudson Tubes is completed at 33rd St. there will also be a direct connection between the B.M.T. 34th St. Subway Station and the new Hudson Tubes uptown terminal uptown terminal.

SEA BEACH LINE, WEST END LINE and BRIGHTON LINE express trains connect with Fourth Ave, and Brighton Line local trains at Times Square Station with free transfer between all lines at that station. Sea Beach and West End Line expresses operate between Times Square and Coney Island, and Brighton Line expresses operate between Times Square and Brighton Beach.

The Sea Beach Line serves the South Brooklyn, Bush Terminal, Bay Ridge, Boro Park and Coney Island sections of

The West End Line serves the South Brooklyn, Bush Terminal, Boro Park, Bensonhurst and Coney Island sections of Brooklyn.

THE TABARD PRESS, INC., NEW YORK CITY

(Continued on page 7)

BMT 1939-40 World's Fair Subway Map

(Continued from page 6)

14TH ST.-CANARSIE LINE connects with B.M.T. Broadway Subway in Manhattan at Union Square Station with free transfer to 4th Ave., Brighton, Sea Beach and West End Line trains. 14th St.-Canarsie Line operates from 8th Ave. & 14th St., Manhattan, to Rockaway Parkway, Canarsie, with stations in Manhattan at 8th Ave., 6th Ave., Union Square, 3rd Ave., and 1st Ave.—all on 14th St. This line serves Greenpoint, Ridgewood, Bushwick, East New York, Brownsville and Canarsie sections of Brooklyn.

At Myrtle Ave. Station in Ridgewood, 14th St.-Canarsie Line connects with Flushing-Ridgewood street car line providing street car service between Myrtle & Wyckoff Avenues and the World's Fair. At Jefferson St. Station, the 14th St.-Canarsie Line connects with the Flushing Ave. street car line and at Grand St. station with the Grand St. street car line, both of which provide street car service to the World's Fair.

which provide street car service to the World's Fair.

JAMAICA LINE, MYRTLE AVE.-CHAMBERS ST. LINE and BROADWAY (Brooklyn) LINE trains connect with B.M.T. Broadway Subway in Manhattan at Canal St. Station with free transfer to 4th Ave., Brighton, Sea Beach and West End Line trains.

B.M.T. LINES TAKE YOU

TO NEW YORK CITY'S OCEAN BEACHES

CONEY ISLAND—Sea Beach, West End and Brighton Lines provide direct express service between Times Square and Coney Island—world-famous for its amusement parks, bathing beach and boardwalk. Culver Line provides service between Brooklyn Bridge and Downtown Brooklyn and Coney Island.

MANHATTAN BEACH—Brighton Line provides express service from Times Square to Sheepshead Bay or Brighton Beach Stations, from which stations B.M.T. buses operate to Manhattan Beach. BRIGHTON BEACH-Brighton Line expresses take you direct from Times Square to Brighton Beach.

JACOB RIIS PARK, ROCKAWAY—Brighton Line provides express service between Times Square and Kings Highway Station, and B.M.T. buses operate between Kings Highway Station and Riis Park, Rockaway.

SPECIAL EXPRESS SERVICES

FULTON ST.—14TH ST.-CANARSIE—During morning and evening rush hours on weekdays (except Saturday p. m. and holidays), special express trains are operated between Lefferts Ave. Terminal (Queens), Fulton St. Line and 8th Ave. Terminal (Manhattan), 14th St.-Canarsie Line to Atlantic Ave. and 14th St.-Canarsie Line to 8th Ave.

ATH AVE.—NASSAU LOOP
BRIGHTON BEACH—NASSAU LOOP—During morning rush hours on week-days, special express trains are operated from 95th St. Station, Ave. Line, and Brighton Beach Station, Brighton Beach Line, via Manhattan Bridge and Nassau Loop to Broad and Wall Streets, Manhattan. Information as to these special express trains may be obtained from ticket agents at stations on the Fulton St., 14th St.-Canarsie, 4th Ave. and Brighton Beach Lines.

KEY TO STATION GUIDE

For convenience, each rapid transit line of the B. M. T. System has

been numbered, as follows:-	
1-Brighton Beach	9-World's Fair-Flushing
2-4th Ave. (Brooklyn)	10-Myrtle-Chambers St.
3-West End	11-Myrtle Ave.
4—Sea Beach	12—Lexington Ave.
5—Culver	13—Fulton St.
6-5th AveBay Ridge	14—Broadway (Brooklyn)
7-Brighton-Franklin	15—Jamaica
8—Astoria	16-14th StCanarsie

HEAVY TYPE indicates EXPRESS STATIONS. Light type indicates local stations. Black type indicates stations in Brooklyn.

Light type indicates local stations.

Black type indicates stations in Manhattan.

Blue type indicates stations at which passenger may transfer to and from another rapid transit line of the B. M. T. System, the number indicating the line to and from which passenger may transfer.

Stations at which passengers may change to and from other transit facilities are indicated as follows:

(T)—Trolley lines in Brooklyn and Queens.

(B)—Bus lines in Brooklyn and Queens.

(IRT)—Interborough Rapid Transit Co. Subway.

(IS)—Independent (8th Ave.) Subway.

(LIRR)—Long Island Railroad.

*—Indicates intermediate terminal point on line.

*—Indicates lines or service operated only during specified days or parts of days.

(\$)—SEA BEACH Line trains do not stop at DEKALB AVE. or MYRTLE AVE. Stations on week days from 7 a. m. to 12:00 p. m. (midnight). Trains of this line, Manhattan bound, do not stop at 36th St. on week days from 7:30 a. m. to 8:45 a. m. WEST END Line trains to and from Times Square via Manhattan Bridge do not stop at DEKALB AVE. or MYRTLE AVE. Stations in rush hours on week days, except Saturday p. m.

1—BRIGHTON BEACH LINE—Normal operation of LOCAL SERVICE is via Montague St. Tunnel, except on Sundays (9 a. m. to midnight) and from 9 p. m. to midnight on week days when local trains operate via Manhattan Bridge. On week days between 7:26 a. m. and 8:29 p. m. (Saturdays to 10:03 a. m.) and at such later times as traffic justifies, local trains operate through to Queensboro Plaza, Long Island City, instead of 57th St., Manhattan. EXPRESS SERVICE via Manhattan Bridge is operated between Brighton Beach and Times Square on week days from 6:34 a. m. to 8:32 p. m. from Brighton Beach and from 7:14 a. m. to 9:20 p. m. from Times Square.

3-WEST END LINE-Normal operation is via Manhattan Bridge from Coney Island to Times Square. During rush hours on week days, except Saturday p. m., trains on this line terminate at Bay Parkway and a connecting service operates between Bay Parkway and Coney Island. Additional service via Montague St. Tunnel and Nassau St. Loop to Chambers St. returning to Brooklyn via Manhattan Bridge operates from or to Bay Parkway or 62nd St. during rush hours on week days except Saturday p. m., using local tracks in 4th Ave. Subway and making all station stops.

Subway and making all station stops.

5—CULVER LINE—SUBWAY SERVICE operates daily, except Sundays and Holidays, and is scheduled to leave Chambers St. from 7:03 a.m. to 7:40 p. m. During rush hours, except Saturday, p. m., frains operate between Kings Highway and Chambers St. Stations via Manhattan Bridge to Chambers St., returning to Brooklyn via Nassau St. Loop and Montague St. Tunnel, using express tracks in 4th Ave. Subway, making no station stops at DeKalb Ave. or Myrtle Ave. Stations on Manhattan bound trips or at DeKalb Ave. Station on Brooklyn bound trips. During non-rush hours and on Saturday p. m., trains operate between Coney Island and Chambers St. (except during the months of July and August when trains run between Kings Highway and Chambers St.) via Montague St. Tunnel and Nassau St. and return to Brooklyn from Chambers St. over the same route, using local tracks in 4th Ave. Subway and making all station stops. (During a. m. rush hours Kings Highway bound trains operate express between 9th Ave. and Kings Highway. During p. m. rush hours, Manhattan bound trains operate express between trains make all station stops between 9th Ave. At all other hours trains make all station stops between 9th Ave. At all other hours trains make all station stops between 9th Ave. And Kings Highway. Normal operation of 'I.' SERVICE is between Coney Island and Sands St. 'I.' Service terminates at 9th Ave. Station during the midday on week days, except during the months of July and August, when trains run to Coney Island. Trains operate express along 5th Ave, stopping only at 36th St., 9th St. and Atlantic Ave. Stations, during rush hours except Saturday p. m.

7—BRIGHTON-FRANKLIN LINE during winter months operates be-

7-BRIGHTON-FRANKLIN LINE during winter months operates between Franklin Ave. and Prospect Park on week days. On Sundays between 12:40 p. m. and 9 p. m. trains operate between Franklin Ave. and Brighton Beach. During summer months trains operate to Stillwell Ave., Coney Island, using express tracks, except in p. m. rush hours on week days when Coney Island bound trains use local tracks.

9-WORLD'S FAIR-FLUSHING LINE—Express service is operated normally on week days, from Main St. to Queensboro Plaza between 6:34 a. m. and 10:37 a. m. leaving Main St. and in the opposite direction from Queensboro Plaza to Main St. between 11:09 a. m. and 8:09 p. m. leaving Queensboro Plaza.

10—MYRTLE AVE.-CHAMBERS ST. LINE operates on week days and trains are scheduled to leave Metropolitan Ave. from 5:53 a. m. to 7:37 p. m. (Saturdays 5:53 a. m. to 8:25 p. m.). Trains operate express between Myrtle Ave. and Essex St. westbound in the morning rush hours and eastbound in the evening rush hours (Saturdays from 12:25 to 6:40 p. m. from Chambers St.). In midday and after evening rush hours, trains make all stops.

12—LEXINGTON AVE. LINE—Normal operation is between Eastern Parkway and Sands St. During rush hours on week days service is extended to Park Row and to 11th St. on the Jamaica Line. Additional service is also operated in p. m. rush hours between Sands St. and 11th St.

and 11th St.

13-FULTON ST. LINE express trains starting from Lefferts Ave. and Grant Ave. in a. m. rush hours make no stops between Atlantic Ave. and Franklin Ave. Local trains starting from Lefferts Ave. or Grant Ave. make all stops to Sands St. or Fulton Ferry. In p. m. rush hours some express trains leaving Park Row for Lefferts Ave. make no stop from Franklin Ave. to Atlantic Ave., and others make no stop from Sands St. to Franklin Ave. Local trains leaving Park Row make all stops to Grant Ave. or Lefferts Ave. Trains leaving Fulton Ferry operate as locals. Additional express service is operated in p. m. rush hours from Sands St., trains in this service making no stop from Franklin Ave. to Atlantic Ave. During rush hours except Saturday p. m. additional service is operated between Lefferts and Atlantic Aves.

14—BROADWAY (BROOKLYN) LINE operates during rush hours and in midday on week days between Eastern Parkway or Atlantic Ave. (Rockaway Parkway in rush hours) and Canal St.

15—JAMAICA LINE—On week days, trains to Broad St., Manhattan, scheduled to leave 168th St., Jamaica, from 6:13 a. m. to 10:26 a. m. operate express from Eastern Parkway to Myrtle Ave. to Essex St. Trains to Jamaica scheduled to leave Broad St. from 10:59 a. m. to 6:57 p. m. operate express from Essex St. to Myrtle Ave. to Eastern Parkway.

16-14TH ST.-CANARSIE LINE—Normal operation is from Eighth Ave., Manhattan, to Rockaway Parkway, where free transfer may be made to trolley service operated between Rockaway Parkway and Canarsie. In rush hours on week days additional service is operated between Eighth Ave. and Myrtle Ave., some of these trains operating to Atlantic Ave. Express service is operated between Myrtle Ave. and Lorimer St., westbound in a. m. rush hours and eastbound in p. m. rush hours.

New York City Subway Car Update

(Continued from page 3)

95th Street) as part of a training exercise on April 12. The balance of R-46s to R-160s shifted occasionally on both the "North" (R) (71st-Continental Avenues to Whitehall Street) and **(** during the spring of 2014, though both types continue to be assigned to both lines. The "annual" equipment swap between G and 1/2 went into immediate and virtually total effect on May 15 and is expected to endure through early September. As a result, Phase I R-32s (plus Morrison-Knudsenoverhauled R-42s) are found on **1**/**2** and non-CBTC R-160A-1s on **©** at all times. Their quantities vary between 5 and 9 trains daily on both routes, with cars being rotated between East New York and 207th Street according to inspection cycles as they were in 2013. With deliveries of the new R-179s expected to begin in earnest during 2015 there may be just one more such exchange in the offing before the Phase Is and East New York Morrison-Knudsen-overhauled R-42s depart the scene, but in the meanwhile a warm weather visit to **1** and **2** can be downright nostalgic.

R-46s 5634-7 and 5742-5 were the cars involved in a widely-publicized derailment near 65th Street on the Queens Boulevard Line's express tracks on May 2. Of all eight, only A-car 5742 incurred a wee bit of bonnet damage and was awaiting repair at Coney Island. Others may have suffered undercar wounds, as 5634-7 was also still laid up at Jamaica in mid-June.

R-68 and R-68A sightings on have been numerous: one of each on March 29; two R-68As on April 9; an R-68A on May 14 and June 4; an R-68 on May 15; two R-68As and an R-68 on June 6; and at least two R-68 trains on June 10. Two days later, on June 12, there was a rare sighting of an R-68A consist (5162/3/5/4-5024/5/3/2) on as well. As of early April, two sets of new equipment were discovered to be idle, possibly bearing previously undiagnosed electrical damage from the watery inundations of Hurricane Sandy: R-160A-2 set 9423-7 was at Jamaica and Alstom-propelled R-160Bs 8738-42 at Coney Island, but the latter had been reactivated by June 20 (sometimes it seems that storm will never end...).

As reported in the July issue, on May 29 it was déjà vu all over again at Tottenville on MTA Staten Island Railway when a morning train failed to stop before making contact with the bumping post. R-44SI "A" car 446

sustained minor to moderate damage in the incident, which almost duplicated the scenario of December 26, 2008 that resulted in the retirement of now-scrapped 402. By point of comparison, 402 had managed to ramble at least 10 yards farther past the block than did 446, which became only slightly wedged into the terminal building.

Member Bill Zucker has some additional information about the extension of service across the Williamsburg Bridge on weekends, which was mentioned in the July issue. This is the first time that through service between the Broadway and Myrtle Avenue Lines has been so extended in several decades, going back to July 5, 1958 when the BMT's "Myrtle-Chambers" route was curtailed on Saturdays, while Sunday service had been a Depression-era casualty in June of 1933. (Editor's Note: The Myrtle Avenue "L" from Sands Street (until 1944) then Bridge Jay Street had been providing full-time service to Metropolitan Avenue. After the line was abandoned in October, 1969, M trains operated to Broad Street during weekday rush hours and midday and to Broadway-Myrtle Avenue at other times, including 24 hours on weekends.)

Subdivision "C"

The "new" ex-R-110A pump train, consisting of the former 8002, 8003, and 8004, teamed with R-72 pump flats 0F219 and 0F220, was tested at 207th Street between April 18 and 23. As of late May work was continuing on the like conversion of former R-110A "B" cars 8007, 8008, and 8009 at 207th Street, with the four "A" (cab) cars still awaiting an uncertain fate.

Retired R-33s 9156-7, late of Floyd Bennett Field, were in fact discovered in storage at 207th Street, so apparently were not transported to Sims Metal Management in New Jersey as had been reported...Similarly, the whereabouts of departed R-110B 3001 were determined to be the new NYPD training academy in College Point, Queens, which means the Floyd Bennett Field facility retains only the former R-32 "Sigma" cars (3594 and 3595) that have been on hand since 2007. Livonia (S) single-unit R-62As 1937 and 1955 showed up on 239th Street garbage trains as of May 28, signaling the start of yet another summer of use as air-conditioners on wheels, both uptown and on Corona's "7-Ash." Nonair-conditioned single-unit R-33s and R-127 work motors also remain on these trains hauling around flat cars with the trash containers. Once again and as always, R127s and R-134s are prohibited from being coupled to the single R-33s and R62As.



Commuter and Transit Notes

No. 309

by Ronald Yee and Alexander Ivanoff

MTA LONG ISLAND RAIL ROAD

Helena Williams, the former LIRR President who was fired on April 30, is apparently still on the LIRR payroll as an active employee, retained by MTA to assist in the transition process for incoming President Patrick Nowakowski, as well as serving in an advisory capacity should the ongoing labor impasse result in a strike. This extension of her employment would also add MTA service credits toward enabling her to reach the 30 years of service mark and qualify for a full pension and benefits package. (*New York Daily News*, June 29)

MTA, parent agency of LIRR, called for Congress as well as New York Governor Andrew Cuomo to step in and prevent a crippling strike by LIRR employees threatened for July 20, but both Congress and Cuomo refused to intervene in the ongoing labor negotiation process. The dispute had originally centered on a 6% gap in wage increases, with the unions wanting 17% and MTA offering 11%, as well as changes to benefits packages and labor rules for a six-year contract. Two Presidential Emergency Boards (PEB) had been convened earlier this year, with both PEBs siding mostly with the position of the unions, much to the dismay of MTA. An apparent final offer by MTA made on July 14 contained a 17% wage increase over a seven-year contract but called for employee givebacks of 2% salary contributions for current employees and, for new hires, a 4% salary contribution toward their health benefits and another 4% toward their pensions for as long as they are employed by LIRR as well as some cost-saving work rule changes. The unions had stood by their position of 17% over a six-year contract and lowered contributions toward health benefits and pensions. July 14 saw only a very brief (45-minute) meeting between MTA negotiators, including MTA Chairman Thomas F. Prendergast, and the LIRR unions before they broke off with no resolution in sight and a wide gulf between the sides. Prendergast was quoted as saying that a strike was a 95% probability. Things were looking guite bleak at that time. (The New York Times, New York Post, Newsday, July 15)

After much public clamor for information regarding transportation alternatives for LIRR's 300,000 daily riders, the railroad issued a press release covering a strike contingency plan that would provide some degree (albeit at greatly reduced capacities) of transportation between Long Island suburbs and Downtown Brooklyn and Midtown Manhattan. Options include telecommuting (work from home), carpooling, staying with family or friends in New York City, discussing the use of flex-time or vacation time with employers, and, finally, using existing bus services provided by Nassau County (NICE),

New York City Transit, and MTA Bus Company to their normal connection points with the subway system. As logistics would permit, buses could be added to the existing routes to meet the increased demand. MTA was to arrange for about 350 supplemental shuttle buses, which would operate from park-and-ride lots designated at select LIRR stations in Nassau County (at Manhasset connecting with at Mets-Willets Point; at Seaford, Bellmore, and Freeport as well as at Nassau Community College, connecting with A at Howard Beach; and at Hicksville connecting with MR at Woodhaven Boulevard; in Suffolk County at Ronkonkoma and Deer Park, connecting with **7** at Mets-Willets Point. 8,400 parking spots were designated at locations in Nassau County (Valley Stream, Hempstead Lake, and Bethpage State Parks) and Suffolk County (at Farmingdale State College and Belmont, Heckscher, and Sunken Meadow State Parks) where commuters could arrange to meet friends and colleagues to form carpools into the city. Park-and-ride lots would be designated at Citi Field adjacent to 7, offering 4,000 spaces, and 3,000 spaces would be made available at Aqueduct Racino, adjacent to **(A)**. Ferry service would operate from Glen Cove to E. 34th Street in Midtown. All supplemental bus and ferry shuttle services would operate only during the peak periods in the peak direction. (LIRR, July 9; WPIX-11 New **York**, July 14)

All of this became moot when, on July 17, MTA and the unions representing LIRR rank-and-file employees came to a tentative agreement three days before the July 20 deadline. Governor Cuomo became involved in the labor negotiations process late on July 16, forcing both sides back to the bargaining table. By the afternoon of July 17, a press conference was called announcing that an agreement had been reached. At press time, the details were scant, but the basic agreement reached calls for the PEB-recommended 17% wage increase over a period of six-and-a-half years, not six years as the unions had sought. The contract also calls for LIRR's 5,400 unionized employees to make contributions toward their healthcare for the first time. New employees will have different wage progressions and pension plan contributions. The new contract is subject to approval by the eight LIRR unions, ratification by their membership, and, finally, by the MTA Board, probably at its September meeting. MTA does not expect it to impact fares. The complete announcement can be seen here: http://on.ny.gov/1ruksX1 (New York State Governor's Press Office, July 17)

(Continued on page 10)

Commuter and Transit Notes

(Continued from page 9)

MTA METRO-NORTH RAILROAD

Service on the New Haven Line was suspended for almost three hours during the morning rush hour on account of a small box adorned with a cartoonish-looking face that had been inadvertently left on a street overpass by a local middle school student and reported in by local public works employees. Police sealed off the area and stopped all trains until bomb squad personnel responded and confirmed the object was not harmful and was, in fact, a school-related project. (*NBC*, June 20)

The main entry vestibule at Grand Central Terminal at E. 42nd Street and Park Avenue by Pershing Square was dedicated to Jacqueline Kennedy Onassis on June 30. The foyer's marble floors and walls were polished and all painted surfaces and doors restored, vintage glass lighting fixtures and new lettering over the entranceway were installed, and a plaque was mounted on the wall of the Jacqueline Kennedy Onassis Foyer as a tribute to her crucial role in saving the now-landmark-protected building. (*Metro-North*, June 30)

Metro-North Railroad fired nine new-hire employees who were in training to become Conductors when it was revealed that they had allegedly been cheating on their line physical characteristics examinations. Two months earlier, an exam was removed from an instructor's bag while one of the trainees had briefly stepped out of the room. Digital images of the test pages were recorded on a smartphone and the exam placed back into the bag. These images were allegedly shared by all of the students and later posted on the Internet. MNR became aware of this in mid-June and contacted the MTA Police Department as well as the MTA Inspector General. Because the exam tested employees on their knowledge of vital safety information such as speed limits on curves and signal aspects, MNR decided to dismiss the entire class. Three students in this 12-person class were already employees of the railroad who were going for a promotion to Conductor. They were forced to revert to their old jobs. The railroad is now investigating if this episode of cheating was an isolated one or if it was indicative of a more systemic problem. (NY Daily News, July 2)

Member Randy Glucksman reports that as of June 26, 2014, 372 M-8 EMUs have been delivered to Metro-North's New Haven Yard with 16 cars in for inspection and acceptance testing and 356 cars conditionally accepted by the railroad for passenger service. 380 paired EMUs were ordered along with an option order for 25 single non-powered coaches. Note: three additional powered MU cars above the original order for 380 paired EMUs were ordered earlier this year to replace the three cars that were severely damaged in the May 17, 2013 wreck east of Fairfield and written off. As of

May, 2014, the M-8s provide 87% of weekday, 93% of Saturday, and 90% of Sunday service on the New Haven Line. (Randy Glucksman)

(Editor's Note by Ron Yee: The slight differential in percentiles on Saturday during which more trains are operated than on Sunday (which sees a lowered M-8 utilization) is governed by maintenance and inspection cycles where the focus is on the older cars in the shops on Saturdays and M-8s on Sundays when less trains are operated on the line but a higher number of the older cars are operated. Most of the older cars still in service are the triplet M-4 and M-6 models, whose three cars occupy a four-car space in the shop. It is more efficient to service these space-intensive cars on the same day (Saturday) than to try to service pairs and triplets simultaneously. Fifty M-8s will be outfitted with experimental bicycle racks and the railroad will evaluate customer feedback before deciding whether to install them on additional cars in the M-8 fleet.)

NJ TRANSIT

Randy Glucksman has been diligently following updates on the NJT website regarding the restoration of rolling stock damaged during the flooding that resulted from Hurricane Sandy's storm surge. He has provided an update to the summary he had posted in the June, 2013 ERA *Bulletin*. From the data listed on the table below, 99% of the damage cars and locomotives have been repaired. It is important to note that NJT retired 70 Arrow III EMUs as well as several diesel locomotives with the delivery of additional ALP-45-DPs and multilevel push-pull coaches since Hurricane Sandy struck the tri-state area at the end of October, 2012.

TYPE	TOTAL FLEET	VEHI- CLES DAM- AGED	RE- TURNED TO SER- VICE	AWAIT- ING RE- PAIR	AVAIL- ABLE FOR SER- VICE	CURRENT PERCENT- AGE AVAIL- ABLE
Rail Cars	1,113	248	240	8	1,105	99%
Locomo- tives	210	72	64	8	202	99%
Total Fleet	1,323	320	304	16	1,307	99%

Randy states, "According to the NJ Transit website, the fleet of ALP45-DPs is 26 (35 were ordered) with 22 available for service plus four awaiting repairs. During my commutes I have observed 4501-7, 4509-1, 4514-6, 4518, 4520, 4522-3, and 4525-34, for a total of 27 in service." (Randy Glucksman)

NJ Transit's Board of Directors approved a \$54 million contract on July 9 to add a center section to light rail vehicles (LRVs) originally manufactured by Kinki-Sharyo. Twenty-five railcars on Hudson-Bergen Light Rail Transit (HBLRT) and the 10 railcars on Newark Light Rail will receive the additional center sections, increasing seating capacity by 50% and increasing their size to five sections with quadruple articulation. This alternative is about 75% less expensive than purchasing additional LRVs. This tactic follows the approach

(Continued on page 11)

Commuter and Transit Notes

(Continued from page 10)

Dallas Area Rapid Transit (DART) took to expand capacity with its Kinki-Sharyo-built fleet in 2008. The expanded LRVs are expected to begin entering service in late 2015. On the same day, the Board also approved a \$2.019 billion operating budget for FY 2015, the fifth consecutive year that a fare increase will not be required. The 2015 budget will fund improvements such as new and rehabilitated rolling stock, a new North Brunswick station, a mid-line loop, a new flyover track, rebuilding of the Elizabeth station, and improvements to Newark Penn Station as well as making the Perth Amboy and Lyndhurst stations accessible to the disabled. (*Railway Age, NJTransit*, July 9)

Randy Glucksman forwarded a report he received from a reliable source regarding NJT equipment stored along the Raritan Valley Line just west of Aldene and also between Garwood and Cranford. Laid up just west of Aldene are 16 positively identified Arrow III cars: 1414 -5, 1418-23, 1430-1, 1440-1, 1474-5, and 1480-1. Reports indicate there may be as many as a total of 30 cars there, but the numbers of the remaining 14 cars are unknown. Between Garwood and Cranford are seven locomotives that were F-40s and GP-40s (numbers unknown) and around 23 Arrow III EMUs, of which 1348-9, 1356, 1368, 1383, 1400, 1404, 1428, 1434, 1448-9, 1507, and 1523, plus coach 5025, were positively identified. Many are covered in graffiti and doors left open, so it is obvious that NJT has retired these units. (Randy Glucksman)

PORT AUTHORITY TRANS-HUDSON RAILROAD

An Amtrak welding contractor's truck was struck by a PATH train on Sunday night, July 13. There were four minor injuries out of the approximately 200 passengers aboard the train, and the lead truck of the train derailed from the impact. The grade crossing is not on a public road and is used only by railroad and transit employees to access and service the many tracks in the area, including Amtrak's Northeast Corridor (NEC). This particular high-rail truck was apparently on its way to weld rail in the vicinity of Portal Bridge on the NEC. (*The Star-Ledger*, July 14)

AMTRAK

A federal grant of \$60 million has been awarded to study the engineering options for the replacement of the two-track Baltimore and Potomac (B&P) Tunnel. This 141-year-old tunnel has been referred to as the "Baltimore Bottleneck" for Amtrak's Northeast Corridor, carrying both Amtrak as well as MARC commuter trains between Baltimore and Washington, D.C. The results of this, as well as future engineering studies, will pave the way for an eventual replacement of this aging tunnel that could cost in excess of \$1 billion. (CBS 13 Baltimore, June 12)

Amtrak and MBTA suffered a disruption of service on

the Northeast Corridor following a fatal collision between Amtrak Regional train #132, which was traveling at over 100 mph with AEM-7-AC 925 on the point, and an SUV. All three people in the SUV were killed on impact, with one body dismembered and scattered so badly that investigators initially did not realize there had been a third person in the car. One axle of the AEM-7-AC derailed, but the locomotive remained within the gauge of the track as it slid to a stop. Police are investigating how the automobile accessed the railroad right-of-way about 16 miles south of the Route 128 station in a remote wooded area near Mansfield, Massachusetts. One track was cleared and service was resumed the following morning, albeit with delays. (Al Holtz, July 23)

Amtrak issued a Request for Proposals (RFP) on July 2 for 28 next-generation high-speed trainsets to replace its aging *Acela* fleet. These trainsets will have at least 40% more seating to accommodate the high demand for this service, which has often resulted in sold-out departures. *Acela* has carried over 14,000 riders on 25 days during fiscal year (FY) 2014 compared to just five times in FY 2013, and ridership is up 7% over that same one-year period. To pre-qualify bidders, only manufacturers of trains already in commercial operation operating at speeds of at least 160 mph will be eligible to respond to this RFP, which is due by October 1, 2014. (*Railway Age*, July 2)

A woman in her 70s apparently placed a stepstool normally used for station stops in front of the openable window of the lower-level side door of an Amtrak Superliner and fell out as the train was traveling at around 50 mph near the town of Annapolis, Missouri, some 90 miles south of St. Louis. She was found alive and dazed trackside the next morning. (*St. Louis Post Dispatch*, June 16)

CSX, owner of the tracks between Buffalo and Schenectady, New York, has taken a position of opposition to proposals to increase passenger train speeds potentially up to 125 mph, citing safety concerns from operating a mix of traffic of high-speed rail and slower, heavier freight trains, as well as from the numerous grade crossings. Also of concern would be the effects of high-speed passenger rail interfering with through as well as local freight services, forcing more freight from rail to truck. (*Albany Times Union*, June 22)

Indiana has selected Corridor Capital LLC to replace Amtrak as the operator for its *Hoosier State* train. Starting October 1 this train will operate four days per week on days that Amtrak's *Cardinal* does not operate. Indiana is the first state to "go it alone" under the provisions of the 2008 Passenger Rail Investment and Improvement Act, which mandates that states assume financial responsibility for any route that is less than 750 miles. Capital Corridor may utilize up to five single-level cars certified for Amtrak operation (similar to the cars used in North Carolina's *Piedmont* service) after they are up-

(Continued on page 12)

Commuter and Transit Notes

(Continued from page 11)

graded, but is remaining silent on whether it may use the ex-Santa Fe high-level coaches, which also need rehabilitation, and there is no word on which locomotives the operator will utilize. The operator has not yet announced ticket and fare policies at the time of this printing. This change in operators for the *Hoosier State* could have operational impacts on Amtrak's ability to move equipment to and from its main shop at Beech Grove, Indiana, which had used the *Hoosier State* to shuttle trains to Chicago. (Al Holtz, June 27)

CAF released three cars representing three classes of the next generation of passenger equipment for Amtrak: diner 68000 ("Albany"), sleeper 62500 ("Portage River"), and baggage-dorm 61000, which represents the first car of these classes of a total of 130 next-generation passenger equipment for Amtrak. Baggage car 61000, equipped with interior bicycle racks, was released from CAF's Elmira, New York, plant back on May 12. All of these cars will undergo extensive testing before they are placed into service. (Al Holtz, July 9)

VIA RAIL CANADA

Twenty-five cars of a 68-car Canadian National freight train derailed during the pre-dawn hours on Thursday, July 10, near Brockville, Ontario. The derailed cars blocked all tracks, shutting down the line and suspending all VIA Rail intercity passenger train services between Toronto, Montreal, and Ottawa. Service was expected to be restored by Saturday, July 12. Fortunately, none of the derailed cars were carrying hazardous materials. (Al Holtz, July 10)

VIA conducted an inspection of the Hechmer Subdivision on July 16, and, upon determining that the tracks do once again meet its safety standards, would resume service between Churchill and Winnipeg, Saskatchewan as soon as possible. Since passenger service was abruptly interrupted by a June 2 freight derailment that led to VIA suspending all service after the trainset returned to Winnipeg on June 4, an alternative bus service was provided between Winnipeg and Gillam. However, no alternative transportation services have been offered between Gillam and Churchill. (Al Holtz, July 14)

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

The Massachusetts Department of Transportation (MassDOT) awarded a \$210 million contract for the South Coast Rail Project to Vanassee Hangen Brustlin, Incorporated, which will spearhead a 10-year Program and Construction Management process that will see the creation of a seven-station commuter rail line linking Boston's South Station with New Bedford and Fall River via the Northeast Corridor, Stoughton Commuter Rail Line, New Bedford Main Line, and the Fall River Secondary Line. The entire project is estimated to cost a total of \$2.3 billion. (Al Holtz, June 20)

Keolis began operating the commuter rail services for MBTA on July 1, 2014. Agreements were reached with the labor organizations representing the unionized employees just prior to the takeover from Massachusetts Bay Commuter Rail (MBCR). This insured a seamless transition from a labor standpoint. Keolis is expected to make significant improvements to the quality of the commuter service in terms of service reliability and cleanliness of the railcars and stations through better maintenance. Keolis will also open a staffed customer service center that will be open seven days a week. Keolis also began implementing more innovative customer service improvements such as a MBTA Commuter Rail smartphone app with schedule and real-time delay information as well as new easier-to-read maps and schedule folders. (Railway Age, June 24; CBS 1030 **Boston**, July 1)

PHILADELPHIA, PENNSYLVANIA

SEPTA announced a Trolley Tunnel Blitz which will close the Subway-Surface tracks under Market Street for 17 days from 10 PM August 1 to 4 AM August 18. Routes 10, 11, 13, 34, and 36 will terminate at 40th and Market Streets with all passengers transferring to the Market-Frankford Line. This will permit maintenance and overhaul work to be performed 24/7 during this period. The work in the over five-mile-long tunnel will include almost total track and trolley wire replacement, new switches, emergency lighting cables, and a thorough cleaning and sprucing up of all stations. (SEPTA, July 10)

BALTIMORE, MARYLAND

Maryland Transit Administration closed three stations on the Baltimore light rail line for three weeks spanning June 18-July 11 for emergency repairs to track infrastructure damaged by erosion. The affected stations were Mount Washington, Cold Spring, and Woodberry. Substitute bus services were being provided between Falls Road and North Avenue. (*Baltimore Sun*, June 18) *WASHINGTON, D.C. AREA*

The Washington Metro increased the number of eight-car trains it operates on July 26, concurrent with the opening of Phase I of the Silver Line from the Wiehle-East station to Largo Town Center. Phase II will extend this line to Dulles Airport by 2018. While six of the 12 assigned train sets on the Blue Line will operate with eight cars, two Blue Line trains per hour are being converted to Yellow Line trains to provide increased capacity to a part of the system already experiencing overcrowding. (Al Holtz, July 7)

FLORIDA

After adding a third car to a popular late afternoon train out of Orlando to relieve an overcrowding situation, Sunrail removed it, stating that it was going to stay with its original plan to hold four coaches and two locomotives as spare equipment until the start-up of service on the Phase II extensions in 2016. Ridership is already

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

over 4,200 per week, nearing the ridership of 4,300 per week that was anticipated for the start-up year. U.S. Representative John Mica (R-Florida) has suggested that the capacity issues be resolved with the reassignment of the six DMUs from Tri-Rail to Sunrail when the agreement for that equipment with the South Florida agency expires at the end of 2014. In addition to providing train sets with flexibility regarding consist lengths, the DMUs may also allow Sunrail to provide weekend services that are not possible at this time. (*Orlando Sentinel*, June 30)

Pro-rail forces backing light rail transit in Pinellas County are actively generating publicity and reaching out to voters prior to an election this November seeking approval for the first LRT system in the Tampa Bay region. "Greenlight Pinellas" has attempted to unify businesses, chambers of commerce, and citizens "across Tampa Bay" to "Vote Yes on Greenlight Pinellas" in an election year that includes contests for Governor and Congressional seats.

Though referred to at times as "commuter rail" in prorail literature, the LRT proposal was formally approved in February, 2012 by the Pinellas County Project Advisory Committee. If voters give their own approval, the \$1.5 billion project would include 16 stations on 24 miles of rail, linking downtown St. Petersburg with downtown Clearwater, both on the western side of Tampa Bay. A one-cent sales tax increase would fund the effort.

The campaign's literature, countering claims of population density unfit for LRT, notes, "With an average of just over five residents per acre currently within the one-half mile area of the route, Pinellas County's concentration of residents is higher than St. Louis, Charlotte, Denver, Dallas, Portland, Minneapolis, and Houston, all which have light rail in place. While Pinellas County's existing employment densities are lower in comparison to these places, light rail is proven to attract development and jobs, even before the rail line opens."

By contrast, the city of Tampa, in nearby Hillsborough County, in 2010 rejected plans to establish a comparable measure to establish LRT. Within Tampa, the 2.7-mile TECO Line Streetcar, operated by Hillsborough Area Rapid Transit (HART), remains highly vulnerable to annual operating woes and, while a tourist attraction, is considered by many not to be a serious transport option. (*Railway Age* via Al Holtz, July 3)

CHICAGO, ILLINOIS

The Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a new contract that will provide a 21.2% wage increase through 2019. The seven-year contract calls for five wage increases as well as two retroactive wage adjustments covering back to 2012.

(Al Holtz, June 18)

(Editor's Note by Ron Yee: While the hourly wage rates in the Chicago area are lower than those seen in New York, one can make a direct comparison between this contract's wage package and the ongoing labor dispute at LIRR.)

Metra issued new schedules for its Electric lines (ex-Illinois Central) on June 29. They were adjusted to better reflect actual operating conditions. Stops were added to accommodate ridership needs. In most cases, travel times to the Millennium Station were reduced by as much as five minutes. (Al Holtz, June 26)

St. Louis, Missouri

After several delays and extensions, the University City Council has approved the final go-ahead for the \$43 million St. Louis Loop Trolley project, KMOX-TV reports. The trolley will operate 2.2 miles along Delmar Boulevard and DeBaliviere Avenue between the city's History Museum in Forest Park and the University City Library, using two GOMACO-built vintage trolleys from Portland's TriMet.

Council members reportedly unanimously approved a trolley construction, maintenance, and operations agreement in addition to a permanent easement pact, allowing the district to solicit bids and begin construction. The project, delayed significantly by approval extensions and lawsuits, is expected to be operational by early 2016. (*Trains Magazine* via Al Holtz, July 3) *TEXAS*

Dallas Area Rapid Transit (DART) will open the final five-mile segment of the Orange Line on Monday, August 18. This will provide direct service between downtown Dallas and the newly renovated Terminal A at Dallas-Fort Worth Airport (DFW). During its remodeling, this terminal was rebuilt with a provision for a transit station. DART service will span from the first DFW arrival at 3:50 am to the last DFW departure at 1:12 am on weekdays and 12:12 am on weekends. (*Metro*, July 9)

The state's Transportation Commission dispensed \$2.2 billion in funding on June 26 to numerous municipalities, including cities such as Houston, Dallas, and San Antonio. But about \$97 million will go to El Paso for use in establishing a heritage streetcar operation. City officials hope to begin construction of the 5.2-mile El Paso Trolley in August, according to local media. Current plans call for the line to run north from the bottom of Stanton Street near the Downtown area to the University of Texas at El Paso, loop the campus, and run back south on Oregon Street. On June 24 the City Council voted to begin renovation work on six President's Conference Committee (PCC) streetcars currently stored at El Paso International Airport. PCCs operated in El Paso from 1949 until 1974. URS Corporation has been hired by the city for preliminary engineering and environmental review needed for the project, including PCC renovation.

(Continued on page 14)

Commuter and Transit Notes

(Continued from page 13)

Last August the City Council approved funds to advance streetcar system design through a \$68 million bond package, based then on the lack of funding hoped for at that point from state sources. Two years ago the City Council appropriated \$4.5 million in local funding to undertake planning for the project. Meanwhile in San Antonio (the nation's largest city without rail-based transit), the latest challenge to a proposed streetcar system for the city comes with the filing of a petition which, if passing muster, will mandate a vote on the project this November.

The Streetcar Vote Coalition said on July 7 it has collected more than 25,000 signatures from city residents, according to local media. The petition seeks to change the city charter to require that San Antonio voters approve any rail-related project, anti-rail partisans say.

The coalition has the support of the San Antonio Professional Firefighters Association, and of State Representative Lyle Larson of San Antonio, who, perhaps highlighting the city-versus-suburb schism overlaying rail transit in many U.S. cities, claimed, "90% of people in Bexar County are opposed to it. All the polling shows that its universally disliked. They want roads built; they want additional capacity. They don't want the streetcar."

Larson also has threatened to file a bill prohibiting the Texas Department of Transportation from funding any streetcar projects throughout Texas, which he claims would be retroactive and include VIA's streetcar project. Last month San Antonio City Attorney Robbie Greenblum issued a memo noting VIA Metropolitan Transit is not required to obtain permission from the city to advance streetcar development along city rights-of-way. Countering the wave of anti-rail sentiment, the South San Antonio Chamber of Commerce on July 7 passed a resolution endorsing the current plan, citing its ability to foster economic development.

VIA Metropolitan Transit hopes to begin construction on the first portion of a two-route streetcar system in 2015, with service commencing sometime in 2017. (*Railway Age*, June 26 and July 8)

DENVER, COLORADO

Construction efforts will reach peak levels this year as Denver builds its three commuter rail lines with anticipated commencement of service in 2016. The 22.8-mile-long East Rail Line will connect Denver International Airport with Union Station in downtown Denver. The Gold Line will connect downtown with Wheat Ridge, 11.2 miles from Union Station, serving northwest Denver, Adams County, and Arvada. The Northwest Line will operate 41 miles from Union Station to Longmont and serve the suburbs of north Denver, Adams County, Westminster, Broomfield, Louisville, and Boulder. The three lines will operate with married pair electric multiple unit (EMU) trains built by Hyundai-Rotem USA and are expected to be similar to the Silverliner V EMUs operated by SEPTA in the Philadelphia region. (Al Holtz, July 1)

TUCSON, ARIZONA

The new 4-mile Sun Link Streetcar Line in Tucson was to begin service on July 25 with free rides July 25-27. Public rides on the streetcar were to start at approximately 10 AM July 25 along the entire route. The Sun Link streetcar project is part of the \$2.1 billion Regional Transportation Plan, approved by Pima County voters in May, 2006. The project is funded by the Regional Transportation Authority and through federal and other regional funds. The City of Tucson and the authority are co-managing the project. Construction began in April 2012.

The line has eight cars constructed by United Street-car of Portland, Oregon. Cars will operate every 10 minutes during the day and every 20 minutes during the evening. (*Trains Magazine* via Al Holtz, July 16) *SEATTLE, WASHINGTON*

The Seattle City Council has delayed deciding whether to link two streetcar lines – one operating, one set to open later this year – into one larger unit as it reevaluates modal choices, reportedly including trolley buses. At issue is how to serve the city's First Avenue, and whether a streetcar can link up the existing South Lake Union Streetcar and the First Hill streetcar line, now under construction.

(Continued on page 15)

MTA Progress Report

(Continued from page 1)

eastern Queens commuters traveling to the east side of Manhattan. As of 2012, the revenue service date was 2019 and the projected budget was \$8.24 billion.

MTA owns the West Side Yard in Manhattan, which is bounded by W. 30th Street, Tenth Avenue, W. 33rd Street, and 12th Avenue (including rights to operate under 11th Avenue). LIRR operates this yard, where trains from Penn Station are laid up, put in service, or repaired in the shop. The yard was rezoned recently for mixeduse development, after which it was leased to several

companies. It is estimated that these leases and purchase options are worth approximately \$1 billion.

MTA is reimbursed by the City and the seven adjacent counties for the cost of staffing the commuter stations, maintaining the appurtenant land and buildings, and insurance. Metro-North also receives certain payments from the Connecticut Department of Transportation for its share of the operating deficits of the New Haven Line.

The level of fare revenues depends to a large extent on MTA's ability to maintain and/or increase ridership on the entire system.

Commuter and Transit Notes

(Continued from page 14)

Local media report the City Council has postponed its decision. One problem for any modal development is a source of revenue; currently no source is in place to advance, or operate, the additional streetcar segment. Streetcar supporters say that the First Avenue route, unlike the other two streetcar segments, would have dedicated running lanes, reducing the amount of operation in mixed traffic, which has drawn complaints from riders on existing SLUS service. (*Railway Age*, July 2) *SAN FRANCISCO, CALIFORNIA*

MUNI has reported that its two tunnel boring machines completed their work on June 16, creating twin bores 1.5 miles long beneath Fourth Street, Stockton Street, and Columbus Avenue. They will be disassembled and hauled out of an access pit located near Columbus Avenue and Powell Street, at the site of the old Pagoda Palace, despite some public debate calling for the machines to keep tunneling and extend the line to a station at North Beach or even Fisherman's Wharf while the machines are still on-site. SFMTA is studying its options on what resources would be needed, from both from a financial as well as an engineering standpoint. This line, known as the Central Subway, is anticipated to begin passenger operations in 2019 as an extension of the T Line with four stations: one at street level at Fourth and Brennan Streets and three underground: Yerba Buena/Moscone, Union Square/Market Street, and Chinatown. (Rail Resource, June 18; CBS 5 San Francisco, June 16)

MUNI's Board of Directors voted July 15 to authorize a \$1.1 billion purchase of 261 new light rail vehicles for the MUNI Metro. They will be built by Siemens at its plant 90 miles away in Sacramento and will totally replace the existing 151-car 1996-vintage Breda-built fleet as well as provide fleet expansion for the Central Subway, where the cars are expected to make their first appearance in passenger service. There had been plans to simply order up to 24 additional cars to supplement the MUNI LRV fleet for the Central Subway as well as for fleet expansion to accommodate ridership growth. With the Breda fleet passing its 23rd birthday by the time the Central Subway is expected to open in 2019, MUNI decided to replace the entire fleet. (*ABC 7 San Francisco*, July 12)

(Editor's Note by Ron Yee: The overall increase in the car fleet from the current 151 to 261 Siemens LRVs bodes well for permitting future improvements such as more frequent service or longer trains for added capacity. The Breda fleet will have lasted only slightly longer than the often-maligned Boeing SLRVs they replaced, which had served MUNI from 1979 to 2002, a period of 23 years. It should be noted that most well-designed, -built, and -maintained electric traction equipment usually serves for 35 or more years before being retired.)

In a push back against the recent trend toward transit-

oriented development (TOD) around transit facilities, the Larkspur City Council unanimously voted to discontinue plans to create high-density residential and business development around a future station on the proposed Sonoma-Marin Area Rail Transit (SMART) commuter rail line in Marin and Sonoma counties north of San Francisco. As a result of this action, the ability of this city to obtain funding for future transportation initiatives may be negatively impacted, but the largely rural community has made a statement that it is more interested in avoiding suburban/urban sprawl and has rejected the concept that TOD will provide the area with development with a lower environmental impact. (*Marin News*, June 18)

LOS ANGELES, CALIFORNIA

Beginning July 5, Metrolink will offer weekend service between Riverside and Los Angeles Union Station. San Bernardino weekend trains #351, 367, 364, and 376 will no longer start or end at the Riverside-Downtown Metrolink station. On July 11, the Board of Directors voted to discontinue midday and late night San Bernardino trains #310, 327, 338, and 339 as of October 1 (Al Holtz, July 2)

LACMTA's Board also approved a new station on the Crenshaw Line, which is currently under construction and expected to be completed in 2019. This additional station, to be located at Aviation Boulevard and 96th Street, will serve as the likely location of a transfer station to an automated people mover system that could be in service as early as 2022. This would resolve the issue of lack of direct rail transit access to Los Angeles International Airport (LAX). (*Progressive Railroading*, June 27)

LACMTA was to consider a \$1.6 billion contract to design and construct a 3.9-mile extension of the Metro Purple Line subway at the agency's July 24 meeting. The Board's construction committee was to first review staff's recommendations on July 17 before considering a recommendation to the firms of Skanska, Traylor Brothers, and J.F. Shea. The contract includes the construction of twin subway tunnels on a 3.92-mile alignment that includes three new underground stations at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. Additionally, the installation of train control and signals, communications, traction power supply and distribution, and fare collection systems are included in the contract proposal. If the contract is awarded, construction could begin later this year with a required completion by October, 2024. Funding for the first phase of the subway extension to the Westside comes from federal grants and low interest loans, monies from Measure R and the city of Los Angeles, and other existing local and federal funds. (Trains Magazine via Al Holtz, July 8)

ENGLAND

The Department for Transport (DfT) has awarded a

(Continued on page 16)

Commuter and Transit Notes

(Continued from page 15)

15-year contract to operate the Essex Thameside franchise to the current operator of the route, National Express.

The Essex Thameside franchise covers commuter services from London Fenchurch Street to Basildon, Southend Central, and Shoeburyness, carrying around 37 million passengers per year. Ridership has increased by 42% since the current franchise started in May, 1996.

Under the new contract, which comes into effect on November 9, National Express will invest around £160 million in improvements to the network. The train fleet will be strengthened from 2019 onwards with the introduction of 17 new four-car trains and the existing fleet of 74 four-car Bombardier class 357 EMUs will also be refurbished. An extra 438 services per week into and out of London will be introduced in December, 2015.

More than £33 million will be invested over the next three years in station improvements and free passenger Wi-Fi will be introduced at stations and on trains. Smart ticketing will be introduced in 2017 with a new delay compensation system for passengers with contactless smartcards that will provide registered users with an automatic payment for delays of more than two minutes.

National Express will pay around £1.5 billion to DfT over the duration of the franchise. (*International Railway Journal*, June 27)

Moscow, Russia

The death toll in the July 15 derailment on the Moscow Metro now stands at 21, the Russian Health Ministry says. Scores were injured, some seriously, when a

packed commuter train braked abruptly between stations in the west of the city in the morning rush hour. The packed commuter train was travelling from the north-west of Moscow to the city center at the time of the crash.

Some of those hurt were carried out of the tunnel on stretchers, with the most serious cases airlifted to a hospital. Those fortunate enough were treated at the scene. Some 50 people were in serious condition, the ltar-Tass news agency reported, quoting a health official, and overall, more than 1,100 people were evacuated. The cause of the crash — one of the worst incidents ever on the Metro — is reported to be a power surge. The train derailed between Slaviansky Boulevard and Park Pobedy (Victory Park) stations in the west of the city.

The tunnel where the crash happened was built about 10 years ago. Critics accuse the authorities of spending too much on extending the metro system, and not enough on maintenance (Editor's Note by Sasha Ivanoff: This is somewhat reminiscent of the 1995 crash in the Russell Hill TTC subway crash in Toronto, where system expansion had happened at the cost of good maintenance practices.) President Vladimir Putin ordered a criminal investigation into the accident.

Park Pobedy is the deepest metro station in Moscow, 84 meters (275 feet) underground, which made the rescue operation particularly hard.

No foreigners were among the injured, the Interfax news agency said. Militant attacks on Russia's railways and transport networks have killed dozens of people in the past, but the Emergencies Ministry said there was no suspicion of such a cause in this case. (*BBC*, July 16)

THE CONTROVERSIAL ADDITIONAL NICKEL FARE

In the April, 2014 issue, your Editor-in-Chief recalled taking the GG to the World's Fair and paying an additional nickel to exit the station. Member David Klepper informed us that he took the same trip and did not pay an additional nickel. Because there was no evidence to prove either statement, we forgot about this problem until David Klepper sent us the following email:

"I can be certain the Editor's memory is correct that an extra nickel was charged during the 1939 use of the IND GG line and S-Special World's Fair station. But I am equally certain the extra fare was not used during the 1940 season, and the reason was, of course, Unification in June."

Around New York's Transit System

(Continued from page 20)

The Global Gateway Alliance, a New York advocacy group, recently conducted a "Race to LaGuardia," with interns taking various modes of transportation from 39th Street in Manhattan to LaGuardia Airport (LGA). Seven different modes of transportation were compared: a yellow cab, Uber car service, NYC Airporter (a private bus service that departs from Grand Central Terminal), three

train and bus combos (7 with a transfer to Q70; LIRR with a transfer to Q70; 4 with a transfer to M60), and a Citi Bike. Taxis won the race with the quickest trip (25 minutes) but at the highest cost (\$33). The 4 and M60 combination came in as the cheapest (\$2.50) but also the slowest (61 minutes). The final rankings were taxi, NYC Airporter, Uber, Citi Bike, followed by the subway and bus using two different routings. The fact that even a bicycle beat mass transit underscores the need for better transportation to and from LaGuardia.

traction tour to southern Europe by Jack May (Photographs by the author) (Continued from July, 2014 issue)

After catching our breath and freshening up we were back on the streets of Rome by 14:00. Clare would spend the afternoon at the National Museum of Rome (Museo Nazionale Romano), which features the city's archaeology, and is located just a few blocks from our hotel, while I would ride Rome's tramway. I eschewed a day pass for the purchase of a few single-fare tickets, which are good for 100 minutes after validation, but allow only one Metro ride. But I was not about to use the Metro this afternoon. It was but a two-block walk to tram route 5, and I made it to the Vitorio Emanuele stop (and photo location) just a few minutes after two.

Rome has six tram routes after the most recent rationalization, which did not result in any track abandonments, but eliminated a number of overlapping services. There are now only three types of rolling stock on the roster. Since my last visit in 1999 the old cars, dating from 1928, are no longer in service — and neither are the PCCs (8000-series) from 1957. Most of the fleet consists of the 7000s, which are two-unit articulateds that date from 1948. These Stanga cars are singleended, as were all of Rome's traditional cars, and have bow collectors (although I saw one unit fitted with a pantograph). The other three types of cars are numbered in the 9000-series, all double-ended low-floor units. The earliest, built by Socimi, came around 1990 and are 70 percent low-floor. The remainder were built by Fiat (now Alstom). The Cityway I cars (9100s) came in 1998 and are also 70 percent low-floor, while the 100 -percent LF Cityway II units (9200s) were built in 2000. The latter cars come in two lengths, 7-section and 9section, although there are only two of the longer units on the roster. Route 8 was out of service during my visit, as the newest line of the Rome system was being extended further into downtown (service was inaugurated in June). Thus many of the low-floor cars were running on other routes. The 9200s mainly served Route 3 and the 9100s Route 2, while the 19 had a mix of all three types, with an occasional Stanga car thrown in.

There is also a 950-mm gauge tramway in Rome, which was once a very long interurban to the town of Fiuggi, some 50 miles to the east. I muffed the opportunity to ride it on my first trip to the Eternal City in 1960, although I did cover what was left of the line on later visits. It has been continually cut back, and now is only a little over five miles long, running no further than the city limits at Giardinetti. The line starts at the west side of the Termini railroad station (toward its rear), and runs in a southeasterly direction, all on reservation.

Electrified at 1,650 volts d.c., it crosses the 600-volt standard gauge tramway system at grade at Porta Maggiori, its second station. I did not ride it on this trip, but instead took a local streetcar to the crossing as my first order of business.

Routes 3, 5, 14, and 19 cross the narrow-gauge route at this archaeological site, one of the fabled "gates of Rome." I took quite a few photos of both operations here. It was interesting that a number of three-car trains of the old interurban cars, dating back to the 1920s, came out for the start of the afternoon rush hour. Then I rode out to Viale Palmiro Togliatte (Route 14) and Piazza dei Gerani (Routes 5 and 19). Operation on the eastern portion of these routes is very fast, mostly on paved private right-of-way in the center of a busy arterial street (although the short branch to Gerani runs in the street). Between the afternoon and Friday morning, I would get to ride all the tram lines except the 2, but that was no great loss, as I had ridden the entire system on previous trips.

After breakfast we checked out of the hotel and paid our bill, leaving our luggage with the desk clerk. While conversing with him, he told us the tram and Metro system was on strike today! This was quite a blow for me, but to make the best of the situation, I accompanied Clare to her first stop of the morning, the nearby basilica of Santa Maria Maggiore. Although we had visited the impressive structure before, we enjoyed it again. Built in the 5th century, it was enlarged into its present form between the 13th and 17th centuries. The frescos, mosaics and ceiling are magnificent.

While walking toward the building, I saw a number of trams in operation, so once we got there I told her I would investigate further, and if there was truly a strike, would join her in the museum a few minutes later; otherwise we would meet at the hotel at 11:40. It turned out that the labor walkout was only partial, so that while frequencies would be less than optimum, all lines would indeed operate. So off I went again, using one of my 100-minute tickets. I walked to Termini and first bought tickets for the 12:10 express train to Civitavecchia. where we would board our cruise ship later in the day. Then I rode Metro Line B to the Colosseo station, the location of Rome's ancient Coliseum. I did not go inside the famous tourist attraction this time, but positioned myself for photos of the streetcars on Route 3 with the impressive circular stadium in the background. That accomplished, I rode a Route 3 car to its northern termi-

(Continued on page 18)

Traction Tour to Southern Europe

(Continued from page 17)

nal at Villa Giulia (alongside the Borghese Gardens), and then continued on foot to Flaminio, taking photos of cars on Routes 19 and 2 along the way. A ride on Metro Line A took me back to Termini, and Clare and I arrived at the hotel more or less simultaneously.

On Saturday, April 19 the *Eurodam* docked at Livorno on time at 7:00. It was dark and drizzly, but the weather forecast distributed on the boat indicated it would warm up later and become partly cloudy. I used public transportation for my day's activities, which also featured a visit to Florence. I joined quite a few others aboard the port's shuttle bus from the pier to the center of town, where we transferred to a municipal bus line (tickets purchased from a tobacconist) for the trip to the railroad station. It was simple to buy a round-trip (two one ways) to Florence from the Ticket Agent, who reminded me to validate them upon reaching the platform. Some trains run directly to Florence via Pisa, while others involve changing at that intermediate station. I rode the 8:29 EMU to Pisa, arriving at 8:50, where I boarded another

MU, which left at 9:11 and got me to the stub-end Florence railroad station at 10:00. It was a fast, pleasant ride in uncrowded trains.



Car 823 was built by Ansaldo Breda in 1989, and is shown at Porta Maggiore heading for Roma Laziali, the official name of the narrow-gauge line's terminal alongside Rome's main railroad station. The Stanga car from 1948 on the standard-gauge system shown in the background sports a bow collector.





Two views of the Villa Giulia terminal of Route 3 alongside the famous Borghese Gardens and adjacent to the Modern Art Museum. Route 19 continues along Viale delle Belle Arti while the 3 traverses a balloon loop, crossing the thoroughfare at a right angle. Photo left shows a 9200-series Fiat Cityway II on the 3 turning in front of a Socimi 9000 on route 19, while photo right pairs up a Cityway I and Cityway II.





Routes 2 and 19 join and operate together for a short distance along Via Flaminia. These photos individually show a 9100-series Cityway I and a 9200-series Cityway II on the paved reservation at the side of the busy thoroughfare.

(Continued on page 19)

Traction Tour to Southern Europe

(Continued from page 18)





The Piazza dei Gerani terminal of Routes 5 and 19 is located on a counterclockwise single-track loop that contains three stops. The rails fan out to double track, allowing the two lines to lay over at separate platforms. Photo left shows a Fiat Cityway II leaving the terminal, while photo right shows Stanga and Socimi cars loading passengers side by side.



The track on the short outer end of Routes 5 and 19 contains a few right-angle curves. An inbound Stanga car is shown making one of the sharp turns.



A view at Porta Maggiori showing a Stanga car on the standardgauge urban systems, while car 03 leads a 3-car train on the 950-mm gauge suburban line to Giardinetti.



Rome's ancient Coliseum presents an impressive backdrop for the modern Cityway II car on Route
3. In addition to state-of-the-art low-floor trams, the historic structure is served by Metro
Line B.

(Continued next issue)

Around New York's Transit System

Increased Weekend M Service

In the July issue, we reported that effective June 8, 2014, weekend service was extended from Broadway-Myrtle Avenue to Delancey Street-Essex Street. Here is a table listing the times of operation (the following schedule is posted on the Internet):

WEEKDAYS						
Leave Metropolitan Avenue	Leave Broadway-Myrtle Avenue					
11:20 PM-6:00 AM	11:45 PM-6:22 AM					
Leave Metropolitan Avenue	Leave Forest Hills-71 st Avenue					
5:14 AM-11:06 PM	5:38 AM-10:45 PM					
SATURDAY						
Leave Metropolitan Avenue	Leave Broadway-Myrtle Avenue					
11:20 PM (Friday)-6:27 AM (Saturday)	11:45 PM (Friday)-6:49 AM (Saturday)					
Leave Metropolitan Avenue	Leave Delancey Street-Essex Street					
6:10 AM-10:51 PM	6:44 AM-11:23 PM					
S	SUNDAY					
Leave Metropolitan Avenue	Leave Broadway-Myrtle Avenue					
11:04 PM (Saturday)-8:10 AM (Sunday)	11:29 PM (Saturday)-8:37 AM (Sunday)					
Leave Metropolitan Avenue	Leave Delancey Street-Essex Street					
8:02 AM-10:51 PM	8:41 AM-11:26 PM					

HEADWAYS

WEEKDAYS		SATURDAY		SUNDAY	
Midnight	20	Morning	12, 10	Morning	15, 12
AM Rush from 71 st Avenue	6	Afternoon	10	Afternoon	12, 10
AM Rush from Metropolitan Avenue	8, 10	Evening	12, 15	Evening	12, 15
Midday	10				
PM Rush	8, 10				
Evening	10, 12				

A Short Systemwide Power Failure

At 9:45 AM on Wednesday, June 18, all trains on the entire subway system were halted for around five minutes while the power supply grid operated by Con Edison experienced a systemwide voltage dip due to a loss of two high-tension feeder cables from a power plant on the Lower East Side of Manhattan. This power fluctuation affected the commercial power feeds to mid-

town buildings, which also experienced flickering lights.

Two major transit projects are now expected to miss their opening dates due to delays in construction stemming from items including diagonal (inclined) elevators being installed at the station at 34th Street-11th Avenue and tunnel ventilation fan testing issues. Opening day has been postponed from December, 2014 to at least February, 2015 with a possibility of Spring, 2015 if additional construction and/or testing delays are incurred. The Fulton Transit Center is also expected to slide past its scheduled July, 2014 opening by around 60-90 days due to testing delays and unfinished elevators.

Subway crime statistics released by the New York Police Department (NYPD) show where, statistically, someone would be more likely to become a crime victim on the stations of the vast system. Broad Channel (Rockaway Line) topped the list. Seven of the most crime-plagued stations are local stations that are not express or transfer stations, and four are located on the Rockaway peninsula. The figures also show that from 2009 to 2012, subway crime has actually decreased over 16% when ridership increases are factored in.

The NYPD Transit Division is determined to continue this downward trend in crime on the subway. In addition to preventing major crimes, it is also focusing on quality-of-life issues to improve the perception that the system is safe to ride. Detentions and arrests for relatively minor offenses such as fare evasion and panhandling often lead to the discovery of illegal drugs and/or weapons, preventing those people from committing crimes on the system in the future. Similarly, an NYPD crackdown on subway break dancers,, who many in the department see as a "scourge" that place ridership "at risk of serious injury" from their gymnastic performances aboard moving trains, is underway.

Compared with the same period from 2013, arrests have increased by over five-fold in 2014. NYPD is also focusing on criminals who tamper with and disable *MetroCard* vending machines, then sell turnstile swipes to riders for a fee, a practice MTA estimates costs it "tens of millions of dollars" annually.

NYCT is actively considering equipping the next generation of subway cars with security cameras to improve safety and security for passengers. A security expert has stated that it would cost "tens of millions of dollars" to retrofit the current fleet of 6,000 cars, but that the effort would be worth the cost.

NYCT will launch a study of routes (A) and (C) to alleviate operational and capacity issues that have plagued the routes for years. The study is expected to be completed in 2015.

(Continued on page 16)