The Bulletin



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The Bulletin

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CONTRACT 4 SUBWAY CONSTRUCTION CONTROVERSY (Continued from October, 2015 issue) by Bernard Linder

During his first year as BMT's Chairman of the Board, Mr. Dahl made several improvements that could be made quickly. In his book, *Transit Truths*, he lists other improvements, including the controversial Ashland Place Connection.

He states, "The proposed connection between the Fulton Street 'L' and the Fourth Avenue Subway at Ashland Place (2 blocks east of Flatbush Avenue) is the shortest cut to additional rapid transit service for the people of Brooklyn and lower Manhattan.

"At the November, 1923 meeting of the Board of Directors, a special committee was appointed to study the proposed Ashland Place Connection. As soon as we began to study this problem, we discovered that it was impossible to patch this system without giving patched service. This committee recommended, therefore, that the Ashland Place Connection, the 14th Street-Eastern Line, and the Nassau-Broad Street Line be considered as a unit.

"The reasons for the DeKalb Avenue congestion are self-evident. While sixteen tracks feed into this station, directly or indirectly, from Brooklyn there are only six tracks of outlet to Manhattan. Two lines pass through Willoughby Street via Montague Street Tunnel, Whitehall and Church Streets, Manhattan to the Broadway Subway. Four tracks pass over the Manhattan Bridge, two going through Canal Street to a connection with the Broadway Subway and two joining the Centre Street Loop, terminating at Chambers Street station.

"This station has only two platforms for six

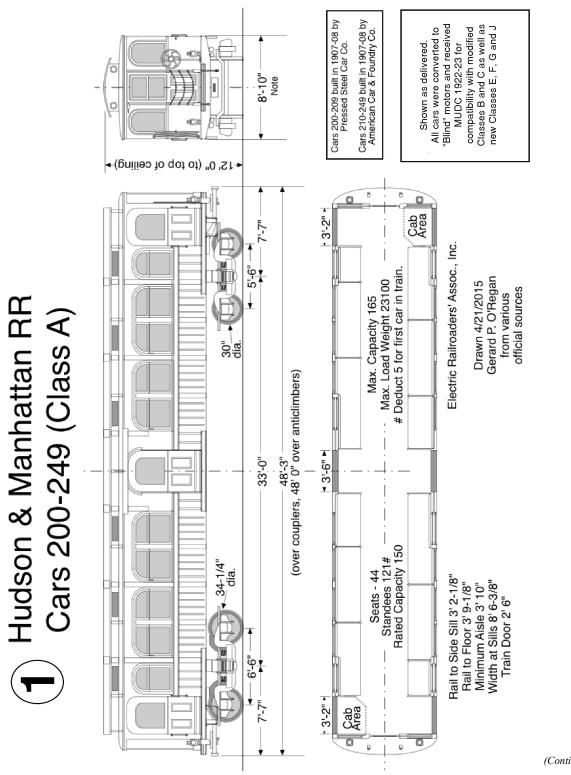
tracks, two of which are through tracks having no platform facilities. Because of these limited facilities and because of the dam at Chambers Street, Manhattan, due to the lack of the Nassau-Broad Street Extension, the BMT cannot operate more than 60 trains per hour in one direction through DeKalb Avenue station in the rush period when it should be possible, if the city would carry out its contract, for this Company to operate at least 90 trains per hour during the rush periods in the morning and evening."

Editor's Note: After reading Mr. Dahl's statements, I checked previous schedules and I was able to compare the service operated through DeKalb Avenue at different times, as shown in the following table:

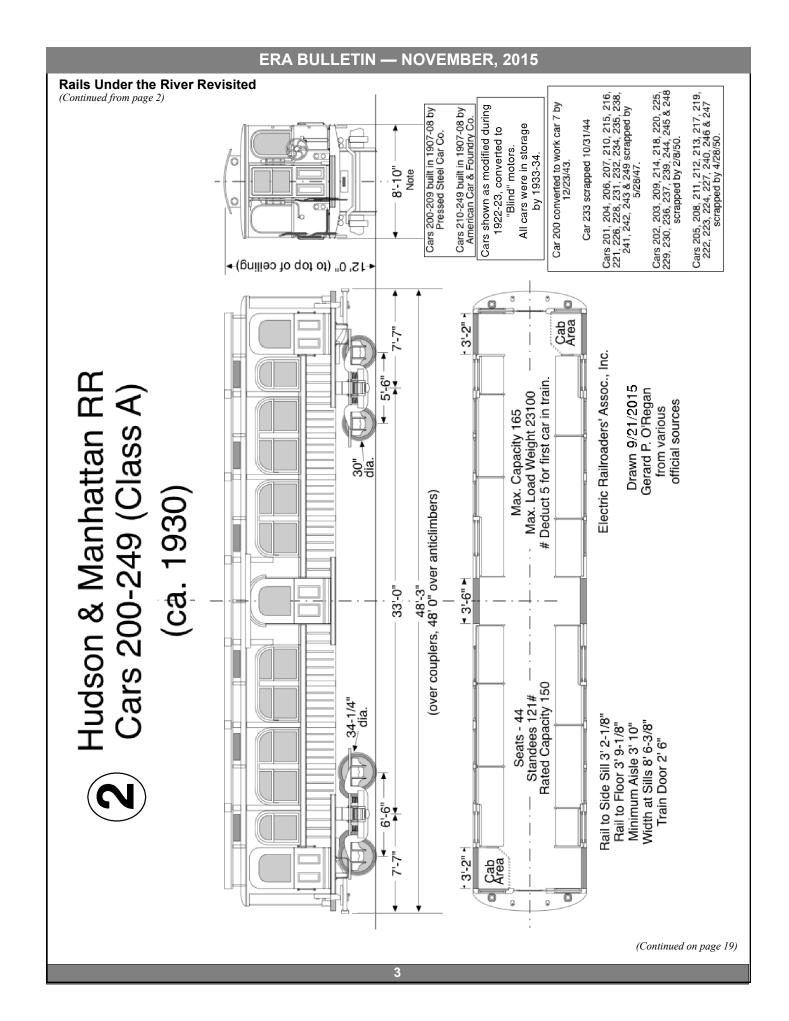
RUSH HOUR TRAINS PER HOUR							
LINE	OUR OLD- EST SCHED- ULE, APRIL 27, 1950	CHRYSTIE STREET OPENS, NOVEMBER 27, 1967	SERVICE REDUCED, AUGUST 30, 1976				
Brighton Local	10	5 QB	6 QB				
Brighton- Nassau Street	3	10 QJ	6 (M) (A)				
Brighton Express	10	15 🖸	12 🖸				
Culver Ex- press	7	Discontinued					
West End Express	10	15 B	12 B				

(Continued on page 7)

RAILS UNDER THE RIVER REVISITED — THE HUDSON & MANHATTAN by George Chiasson (Continued from October, 2015 issue)



(Continued on page 3)



Contract 4 Subway Controversy

(Continued from page 1)



Fulton Street and Hudson Avenue, June 26, 1956.

Bernard Linder photograph



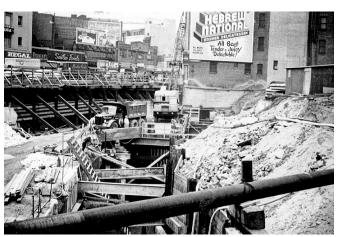
Fulton Street east of Hudson Avenue, looking east, June 26, 1956.

Bernard Linder photograph



Hudson Avenue near Fulton Street, looking east, April 24, 1957.

Bernard Linder photograph



Looking north on Fulton Street near Flatbush Avenue, April 24, 1957. Bernard Linder photograph



Another view looking north on Fulton Street near Flatbush Avenue, April 24, 1957. Bernard Linder photograph



Flatbush Avenue Extension and DeKalb Avenue, April 24, 1957.

Bernard Linder photograph

(Continued on page 5)

Contract 4 Subway Controversy (Continued from page 4)



Flatbush Avenue Extension south of DeKalb Avenue. Bernard Linder collection



Southbound track north of Myrtle Avenue, looking north. Bernard Linder collection



Tie replacement on the Manhattan Bridge. Bernard Linder collection



Train on the Manhattan Bridge. Bernard Linder collectiom



(3) train on the Manhattan Bridge, February 10, 1969.

Bernard Linder collection



N train on the Manhattan Bridge. Bernard Linder collection

FROM RECOGNITION TO DOMINANCE: THE NEW YORK CON-NECTING RAILROAD (BRIDGING THE BAY AND CONNECTING THE PIECES) by George Chiasson

With generous assistance from members of the Pennsylvania Railroad Technical & Historical Society; the Long Island Sunrise Trail Chapter, NRHS; the New Haven Railroad Technical & Historical Association and Mr. Thomas Appelle.

THE PENNSYLVANIA RAILROAD GRASPS AT NEW ENGLAND

In the annals of life as recorded long-ago on Long Island, the basis of its mercantilism was usually, in one way or another, associated more with basic sustenance than the inherent profligacy to which it has often been attached in more recent times. Quickly recognized were the island's own limitations in the complete provision of the necessities (food, clothing, fuel and the raw materials to meet shelter and transportation needs), which of course resulted in a fundamental requirement that such staples be imported from elsewhere around the nation, if not the world. Through the first half of the 19th century this inclination amalgamated nicely with the large maritime-based trading system that developed into one of the economy's basic underpinnings, given that Long Island was relatively small in size, surrounded with favorable harbors and open to the Atlantic Ocean itself. But as the inter-regional nature of trade around the United States matured in the time before its Civil War, commerce was expedited by the railroad industry through its very nature, able as it was to overcome various types of geographic challenges to haul bulk commodities of all types on an otherwise equal basis. This in time gave advantage to those areas blessed with land-based access to the nation, ever so gradually at the expense of those which had traditionally used the sea as a commercial basis for life and livelihood. Though businessmen and civic leaders on "The Long Island" came to this realization at an early date, and in fact used the potential haulage of goods in trade as one of the basic justifications for creation of its own very first railroad, Kings, Queens and Suffolk Counties were still faced with the irrefutable and quite permanent truth that they were physically isolated from any kind of reasonable interplay with goods and services obtained from elsewhere in the U.S.A. by the waters that had abetted their civilization from its beginnings. This in turn has made Long Island a captive to the various bridging, tunneling and carfloating technologies employed through time to overcome nature's eccentricities, with the latter providing a platform for the projected establishment of a main commercial "artery" that would go around Lower New York Bay to link New Jersey with Bay Ridge and open the door to ready trade between Long Island, New England and the American Heartland.

So was formed the embryonic "New York & Hempstead Railroad" in 1870, which charged itself with the task of running trackage from the waterfront on the

western edge of Kings County into the heart of Long Island. While it was to be located as close as possible to a railhead on the New Jersey side, its route was specifically designed to reduce the required distance of travel for inanimate goods from the rest of the country. as opposed to meeting the social needs of its users, thus to create a hedge against the basis of distance on which freight rates were set. As was so often the case in the formation of railway assets around Greater New York, the best of intentions were met with the worst of circumstances as the new company struggled to life, subject to the whims of unforeseen, external forces. In the end it would be several more years before the line was actually brought to reality as the New York, Bay Ridge & Jamaica, by which time it was more as a means of convenience and summertime recreation for city-bound New Yorkers than to establish a thrifty and efficient economic bond with the interior of Long Island. While this orientation was fine in its own right at that time, the line's original purpose was all but eviscerated as a result, with the social and economic whirlwinds of the 1870's and 1880's reducing its commercial importance relative to its urban utility in the continuous provision of local transportation, roles for which its contemporaries were far better positioned when they were converted to a system of rapid transit lines converging on Coney Island at the start of the 20th century. By contrast, what by then was the Bay Ridge Branch of the Long Island Rail Road was largely focused on the movement of what freight there was on a year-round basis, while still catering to a diminishing market of economically-advantaged leisure travelers during the warm weather months. Limited though its prospects may have seemed at the time, there was a greater opportunity there for a prominent, well-capitalized partner, a function to which none other than the Pennsylvania Railroad was ideally suited.

Once the Long Island Rail Road had established its first, perfunctory waterside freight handling facilities at Long Island City as part of its terminal relocation in 1861, it didn't take long to become regular interchange partners with the only other railways that then possessed their own terminal facilities on the other side of Manhattan: the Erie and the Camden & Amboy, which moved goods to New York Harbor on behalf of the Pennsylvania Railroad. At that early stage, such transfers strictly involved the trans-shipment of freight car contents as opposed to railway cars with the goods contained therein, a task performed in this initial phase by independent and sometimes dubious boat operators along with the longshoremen. Eventually the railroads got around this problem by establishing marine divisions of their own as the cross-harbor trade grew, but it wasn't

Contract 4 Subway Controversy

(Continued from page 1)

RUSH HOUR TRAINS PER HOUR							
LINE	OUR OLDEST SCHEDULE, APRIL 27, 1950	CHRYSTIE STREET OPENS, NOVEMBER 27, 1967	SERVICE REDUCED, AUGUST 30, 1976				
West End- Nassau Local	7	Discon	inued				
Sea Beach Express	10	10 🐧	12 N				
Sea Beach Express	_	5 NX (B)	Discontinued				
Fourth Avenue Local	10	15 RR	12 RR				
Fourth Avenue- Nassau	3	5 RJ (C)	Discontinued				
TOTAL	70	80	60				

- (A) On January 2, 1973, trains replaced QJ trains, whose running time was 82 minutes from Brighton Beach to Jamaica
- (B) Running time from Coney Island to 59th Street was 19 minutes for N trains and 11 minutes for NX trains. On April 15, 1968, NX service was discontinued and rush hour N service was increased to 15 trains per hour
- (C) On July 1, 1968, RJ trains, whose running time from 95th Street to Jamaica was 79 minutes, were replaced by Chambers Street short-turns operating on a 12-minute headway. This service was discontinued January 19, 1976

Between 1955 and 1960 the track layout at DeKalb Avenue was rearranged, the double crossovers were removed, and service was increased. But we do not know whether all the scheduled rush hour trains passed DeKalb Avenue during the busiest hour. This data, which is usually not available, is occasionally published in the newspapers.

IMPROVED IRT RUSH HOUR SERVICE

A 1938 newspaper clipping reveals interesting information. The March 16 Transit Commission hearings regarding the AM rush at Times Square and Grand Central were adjourned until April 28 when the company promised to assign six more Platform Guards to Grand Central, five more to Times Square, and one each to 157th Street, 168th Street, and 181st Street, Broadway-Seventh Avenue Line.

Between 8 and 9 AM, the six-day average of scheduled and observed trains is as follows:

TII	MES SQUA	RE	GRAND CENTRAL		
LINE	TRAINS		LINE	TRAINS	
	Sched- uled	Passing		Sched- uled	Passing
Express 23	32	30	Express 45	34	31.2
Local 1	30	27.3	Local 6	33	30

(Continued next month)

NYC SUBWAY CAR UPDATE

Subdivision "A" News

Transferred from **6** to Kawasaki Rail Car-Yonkers for CBTC/R-188 compatibility conversion since the last report were: 7431-45 in May; 7446-55 in June; 7456-70 in July; 7471-85 in August; and 7486-7500 in September. By September 30, cars 7501-5 were also out of service awaiting movement from Westchester Yard to 239th Street for transfer on to Kawasaki, while unit 7506-10 was still in passenger service on **6**, where a total of 155 R-142As (15 trains) remained.

Returned from Kawasaki in this same period were: R-188 (C)'s ("converted" R-142As) 7396-7410 plus R-188 (C1)s 7917 and 7918 in May; 7411-20 plus 7919 in June; 7421-35 plus 7920 in July; 7436-50 plus 7921 and 7922 in August; and 7451-65 plus 7923 in September. There remained 12½ more 10-car sets of R-188 (C)s to come, along with their single R-188 (C1) companions. Entering service during this time were R-188 (C)s 7371-80 with R-188 (C1) 7915 on May 4; 7381-90 with 7916 on June 8; 7391-7400 with 7917 on June 17; 7401-10 with 7918 on July 24; 7411-20 with 7919 on August 6; 7421-30 with 7920 on August 31; and 7431-40 with 7921 on September 9.

On August 7, an Employee Bulletin noted that "mixed" (non-consecutive) consists of "R-188s" could be

operated in passenger service on 7, including converted R-188 (C/C1) and R-188 (N) types. Almost immediately it became common to find non-consecutive mixtures of R-188 (C) and (C1) trains on 7, while there were no changes noted through September 30 relative to the R-188 (N) fleet (7811-98), but for the two trains which had been "mismatched" since their placement in service during 2014.

On or about May 26, R-142s 6691-6700 were transferred from 2 to 5, which (again) freed up 7081-90 for return to 4, from which they had come the previous January.

Oddly, there was just one set of R-62As moved over from to since our last update, that being 2021-5 on July 7, while another (2156-60) was added from the Broadway (1) fleet on June 24. On August 16 matched single-units 1961-5 were pulled off and sent over to 207th Street Shop, likely to become a linked, 5-car unit. Quietly, the lone mismated R-62 that was stationed on (1991 Union Square derailment survivors 1431-4 and 1438) was shifted to 1 on July 13 to become a "spare" to the long-standing train formed by 1351-5 with 1456-60. In a similar manner, maintenance responsibility for the fleet of 14 single unit and six unitized R-62As

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Commuter and Transit Notes

No. 324

by Ronald Yee and Alexander Ivanoff

METROPOLITAN TRANSPORTATION AUTHORITY

New York State Governor Andrew Cuomo, New York City Mayor Bill de Blasio, and MTA Chairman Tom Prendergast announced an agreement that will fund MTA's capital program for the next five years. New York State will provide \$8.3 billion and New York City committed to \$2.5 billion toward the funding of a \$26.1 billion program. The agreement has clauses that will insure that New York City's contribution will be applied to projects that will serve the city and not be diverted to projects outside of the five boroughs. Conversely, funding for suburban projects will be overseen by representatives of those regions in the MTA service district. The funding guarantees by the state and the city will clear the way for the MTA Board to approve the capital plan, which includes work to continue toward the completion of the LIRR terminal under Grand Central Terminal and the expansion of the Second Avenue Subway beyond Phase One that is expected to be completed in late 2016, as well as the continued funding of the Fix and Fortify program designed to repair flood damages from Superstorm Sandy and add severe weather protection for MTA facilities from future storms that could bring flooding to the region. Fares are still slated for increases of 4% in 2017 and 2019 to match projected inflation rates. (MTA press release, October 10)

NYC Transit placed a \$3.2 million order for 660 displays with Daktronics, which will become a vital part of the subway's customer communications systems. Capable of displaying multiple colors, these LED signs will convey information such as time remaining until the next train(s), their destinations, and graphical information displays. They will also include a text-to-speech function to assist visually impaired passengers in accessing the messages. (*Metro* Magazine, October 6)

MTA METRO-NORTH RAILROAD

Member Joe Calisi observed and rode aboard the two of the 24 M-2 cars, which can make up three eight car trainsets, that were retained by Metro-North as spare equipment if there were a shortage of M-8s. The M-2 class was retired from scheduled daily service at the beginning of July. One set was operating as train #1378 on Monday, September 21 and another as train #1376 on September 28. (Joe Calisi, September 21 and 28)

The second of the two staircases leading from Grand Central Terminal's lower level to the Oyster Bar is now undergoing a renewal process that is slated for completion by the end of 2015. The first staircase was restored in a historically accurate manner in just 12 weeks during this past summer. (*Mileposts*, October, 2015)

MTA LONG ISLAND RAIL ROAD

The recent agreement between New York City Mayor Bill de Blasio and New York State Governor Andrew Cuomo may result in the MTA Board seriously considering funding the reopening of the Elmhurst station,

closed in 1985 due to low ridership at that time. In the 30 years since, the neighborhood has seen a major increase in population. The LIRR Committee of the MTA Board meets on October 26 and the Board meets on October 28, during which a decision about this station is expected to be made. (DNAinfo, October 14)

ERA member Alexander Goldstein alerted the Editors of the Bulletin regarding the anniversary of an historic but tragic event on LIRR. November 22 will mark the 65th anniversary of the worst train wreck in LIRR history. On the night of November 22, 1950, 78 people were killed and 363 injured as a Babylon-bound train plowed into the rear of a Hempstead train that had stalled with stuck brakes on the four-track mainline one block west of the Metropolitan Avenue overpass located east of the Kew Gardens station. Subsequent investigation determined that the Engineer of the Babylon train had misread the wayside signals and the Brakeman who was protecting the rear of the stalled train with a red lantern had returned to his train, mistakenly assuming that the brake issue had been resolved when in fact it had not. The Babylon train's Engineer had reduced his speed based on signals indicating a train was ahead of him. However, as he approached the stalled train, whose marker lights were too small to be seen from a distance, he saw a position light signal ahead of him for his track that showed a clear aspect. Unbeknownst to him, he was looking over the roofline of the stalled train ahead of him and that signal was for that train, not his. He applied power and sped up to 35 mph before seeing the rear of the stalled train ahead and putting his brakes in emergency. He managed to bring his train down to 30 mph before impact, which killed him, shoved the Hempstead train forward 75 feet, and lifted its rear car 15 feet into the air, separating the floor from the carbody. This was the second fatal accident on LIRR following the February 17, 1950 Rockville Center head-on collision, caused by an Engineer running a red signal, killing 29 and injuring 115. The resulting public outcry for corrective action to prevent more such wrecks from occurring led to the installation of Cab Signaling and Automatic Speed Control on the mainlines and an infusion of \$58 million over the next 12 years to correct the deficiencies resulting from decades of neglect. (Editor's Note by Ron Yee: I remember one experience in 1984 at Metro-North Railroad when we were proceeding at restricted speed (not exceeding 15 mph prepared to stop within ½ range of vision looking for other trains, obstructions, broken rail, misaligned switches, etc.) after doing a stop and proceed at an automatic block signal. It was in the days where we only had wayside signals (cab signals and speed control had not yet been installed in 1984) on the newly-electrified Harlem Line to Brewster North and it was acting up that day with dead circuits causing delays. I was doing schedule adherence checks

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Commuter and Transit Notes

(Continued from page 8)

for the Operations Planning Department on the then-new M-3 EMUs that afternoon. There was a layer of dense fog that blocked our view of the tracks down into a small valley ahead and we could see the tracks rise back out of the fog bank on the other side. We could also see a green signal at the top of the next hill indicating clear track ahead. One could assume that we were the victims of a downed signal circuit and the signal far ahead showed the way was clear for us to resume the track speed of 60 mph. As we were on brand new M-3 cars and passengers could see what we saw out the railfan window, we were immediately barraged with calls from them for us to resume speed as everyone wanted to get home without further delay. The rule book called for us to maintain restricted speed until the rear car of our train had passed that green signal before resuming normal speeds. We started taking abuse from the passengers, who accused us of being a pair of incompetents trying to rack up overtime pay, despite us telling them about the operating rules. Good thing the rules were followed. As we reached the bottom of the foggy valley, picking our way through the fog at 10-15 mph, suddenly the hulking form of a soot-blackened end of the rear coach of a FL-9-hauled train appeared out of the mist. At that speed, we had plenty of time to stop on the wet rails. That train had stopped with brake issues and the crew was unable to radio anyone that they had broken down. Radio dead spot, bad radios, we will never know. No one was flag-protecting the rear as the Conductor was trying to fix the leaking air hose with duct tape and the Engineer was in the FL-9 cab ready to recharge the air. The Assistant Conductor for that train had been "blanked" (not covered due to a staffing shortage that day). Company policy dictated that an assistant was only required if a train had six or more coaches. That train had four coaches, allowing MNR to let it operate Conductor-only that day, so no one was available to flag-protect the rear. Just like the LIRR Kew Gardens wreck, the green signal far ahead was actually for the train that was stalled out in front of us. Had our Engineer not followed the rulebook despite being delayed by signal issues, badgered by irate passengers, and in a hurry to complete the last run of his day, and decided to immediately resume speed to 60 mph, I would not be typing this commentary today. I used that example at many book of rules classes as an Operations Supervisor. It should also be noted that today's red marker lights must be visible from a distance of at least 3,000 feet.) (Kew Gardens Civic Association, May 6, 2010; Rockville Center Herald, July 9, 2014.)

AMTRAK

Seven people were taken to the hospital after an Amtrak train derailed the morning of October 5 in Northfield, Vermont. Rescue crews said several train cars derailed in the area of Route 12A and Bull Run Road about 10:30 AM.

First responders swept the train to ensure all passengers and crew members were accounted for. Vermont State Police provided access and traffic control. Route 12A was reduced to one lane at the scene.

Amtrak tweeted that Train #55, the Vermonter, derailed in the area. The Vermonter carries passengers

from St. Albans to Washington, D.C. The 13-hour 45-minute daily trip begins in St. Albans in northern Vermont. The train is supposed to pass through Essex Junction, Vermont, Springfield, Massachusetts, and New York before arriving in D.C.

Governor Peter Shumlin said rail service would continue, but passengers would be bused to and from Springfield, Massachusetts. Service was restored by the end of the week, with the locomotive being brought out on a flatbed. (WPTZ-TV, October 5)

New York Senator Charles Schumer issued a press release that Amtrak is expected to announce that it will select Alstom as the builder of the next generation high-speed trainsets for the Northeast Corridor, supplementing and eventually replacing the current fleet of Bombardier-built Acela trainsets whose leases from Bombardier expire during the 2021-3 timeframe. The Alstom manufacturing plant is located in Hornell, New York and this contract is expected to create 400 jobs in Hornell and a total of 750 jobs project-wide. Financing is expected to come from loans made possible by the Railroad Rehabilitation and Improvement Financing (RRIF) program at the U.S. Department of Transportation. (Senator Schumer press release, September 21)

Amtrak is adding two new late evening trains on the *Hiawatha* route serving Chicago and Milwaukee. Train #343 will depart Chicago at 11:10 PM and train #344 will depart Milwaukee at 10:40 PM, both trains making intermediate stops at Glenview, Illinois and Sturtevant and Milwaukee Airport in Wisconsin. Trains #329 and 330 will only operate on weekdays while this "Fallholiday" schedule is in effect between October 3, 2015 and January 2, 2016. Ridership levels will be examined to determine if this service continues beyond this trial period. (Al Holtz, September 22)

After decades of train crews simply giving passengers a wink and a wry smile when they boarded Amtrak trains with excessive amounts of baggage, effective October 1 the railroad has begun to enforce its existing baggage regulations of two personal items not exceeding 25 pounds each and two carry-on bags not exceeding 50 pounds each without charge. Any bags or possessions exceeding that limit will be assessed a \$25 fee with exception of passengers with children under the age of 2 where an additional personal item such as a stroller or diaper bag may be brought aboard. Amtrak states that the enforcement of the baggage rules is not to generate additional revenue but rather to improve safety by reducing the risks associated with excessively heavy luggage that also takes up excessive space inside the coaches. It should be noted that if a baggage car is assigned and available on a train, the checked baggage service is free. The situation is certainly not as draconian as seen with air travel, similar limits on weight but a fee charged for all non-carry-on baggage with some discount airlines now even charging for carry-on bags that cannot fit under the seat, generating over \$1.6 billion for the nation's airlines over just the

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Commuter and Transit Notes

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first quarter of 2015. (*Metro* Magazine, CNBC, September 30)

Amtrak completed the full restoration of its services that it had suspended due to the flooding caused by Hurricane Joaquin's moisture stream resulting in a "500-year" flooding rainstorm that pummeled South Carolina with over 20 inches of rain during the October 3-4 weekend. *Auto Train* #52 and 53 were restored on October 11 as was #89, the southbound *Palmetto*. That consist turned for train #90, the northbound *Palmetto*, on October 12, the same day that trains #97 and 98, the southbound and northbound *Silver Meteor*, resumed service. CSX had resumed freight train operations earlier that week. (Amtrak, October 12)

MISCELLANEOUS

Member Jon Graham reports that New York City has begun the process of designing the next generation of Staten Island Ferries connecting South Ferry in Manhattan with St. George in Staten Island. The Elliott Bay Design Group, the company that has designed ferries for the states of Washington, Alaska, and Massachusetts, is designing what is expected to be a three-ship class of ferries to meet the anticipated ridership and operational needs of the Staten Island Ferry for the next 35-40 years, the expected service life of a typical ferry boat. The new boats would carry about 4,500 passengers, somewhat less than the current two-ship Barberi-class boats that are already 34 years old. From an engineering standpoint, they will incorporate the best features of the nearly 50-year-old John F. Kennedy boat above the main deck and the best features of the Andrew J. Barberi and Samuel I. Newhouse boats below the main deck. Passenger preferences of layout, indoor as well as exterior seating, food and drink service, mechanical reliability issues, and increased security features will figure large in the design of the new boats. However, increased speeds will not be in the engineering specifications of the new boats; they will continue to sail at the same speeds, taking around 20 minutes to make the journey as the time required for such high-capacity ferries to make a turnaround at their terminals is THE constraining factor given the configuration of the recently rebuilt ferry terminals at each end. The current fleet of three boats can provide peak period service headways of 15 minutes. (*Tribeca Tribune*, March 11)

The Federal Emergency Management Agency (FEMA) will issue a \$1.2 million federal grant to the Shore Line Trolley Museum at East Haven, Connecticut. The monies will go toward the repair of up to 53 historic trolleys damaged by Hurricane Irene in 2011. The original funding had been delayed by a requirement for flood insurance by the museum that has since been dropped. The museum has built two large structures that will house a large part of its collection indoors on higher ground less prone to storm surge flooding and eliminate the requirement for flood insurance, clearing the way for the funding to be re-issued, now to be applied toward repairing

damage from both Hurricanes Irene and Sandy. (*Mass Transit* Magazine, October 9)

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

MBTA commuters will be able to travel between Boston and Worcester in less than one hour aboard a new non-stop express service slated to begin in May, 2016. Leaving Worcester at 7:55 AM, it will arrive at Boston Back Bay in less than an hour. An evening counterpart will operate non-stop from Back Bay to Worcester in less than 60 minutes, a half-hour faster than the current trips, which have up to 16 local stops enroute. Two other express trains will be added to the schedule on the Worcester/Framingham Line and other capital improvements such as rail replacement will eliminate the need to reduce train speeds during weather extremes, allowing for greater service reliability. Winter timetables will be issued by MBTA for its commuter rail lines in November reflecting several operational changes after this past winter's service melt-downs. (**Boston Globe**, October 7)

MBTA announced a two-week survey, during which the public can select one of three color schemes that could be applied onto the next generation of Red and Orange Line subway cars and Green Line LRVs. This survey, which runs through November 2, can be accessed on the Internet at the following link: https://www.surveymonkey.com/r/vehiclesurvey2015. (*Metro* Magazine, October 21)

BALTIMORE, MARYLAND

Maryland Department of Transportation contracted with Siemens for eight new "Charger"-class diesel locomotives to replace the ten AEM-7 and HHP-8 electric locomotives that MARC currently operates on the Penn Corridor (Northeast Corridor). They are scheduled for delivery starting in the Fall of 2017. Amtrak notified MARC this past summer that it will no longer maintain these ten electrics after July, 2016, the anticipated date when all of Amtrak's AEM-7s are expected to have been replaced by the 70 new Siemens ACS-64 electric locomotives currently being delivered as they will be oddballs at Amtrak's Wilmington Shop with their unique parts requirements. These new units, costing a total of \$58.1 million, will be built for MARC at a "volume discount" as they will be added to an existing order of 32 units already on the books from Chicago's Metra as well as the states of California, Michigan, Missouri, and Washington. (*Railway Gazette*, September 25)

WASHINGTON, D.C. AREA

The venerable paper farecard, ubiquitous to the Washington Metro since it began operations in 1976, is being phased out and will no longer be valid starting March, 2016. At a cost of over \$9 million, WMATA is retrofitting over 400 farecard vending machines to only issue *SmarTrip* cards, which use a smart-chip embedded farecard the size of a standard credit card. Persons holding paper farecards with value still stored in them wil be able to transfer their value to an existing or new *SmarTrip* card. WMATA will no longer use the 1960s technology faregates featuring belt-driven transport

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mechanisms, which require labor intensive and expensive maintenance. (*The Washington Post*, October 7)

The National Transportation Safety Board (NTSB) is asking that the U.S. Department of Transportation redefine WMATA as a "commuter authority" so the Metro can be placed under Federal Railroad Administration (FRA) safety oversight. Currently, WMATA is overseen by the Tri-State Oversight Committee (TOC), which is totally reliant on WMATA providing access to its facilities as well as complying with its recommendations and lacks enforcement power over the transit agency. This is in response to the spate of incidents and accidents Metro has suffered in 2015, notably the arcing third rail fire that resulted in the death of one passenger from smoke inhalation. The NTSB investigation of that fatal accident revealed that little progress had been made in the "safety culture" at WMATA since the fatal Fort Totten rear-ender collision that killed nine people. While FRA oversight and jurisdiction may be welcome, there are concerns that it could hamstring Metrorail operations, cause delays, increase costs, and contribute to the recent trend of declining ridership (Greater, Greater Washington, September 30)

U.S. Secretary of Transportation Anthony Foxx directed the Federal Transit Administration (FTA) to assume immediate oversight of WMATA's Metrorail operations, taking over for TOC, which had been ineffective in properly overseeing WMATA's safety practices. FTA will have the authority to conduct unannounced inspections of all rail facilities and issue directives to rectify deficiencies as they are discovered. (Alexandria News.org, October 12)

The 2.2-mile Washington, D.C. Streetcar may open by the end of 2015. However, there are still some outstanding issues that are being worked on and need to be resolved prior to the line being certified as safe to operate, both for its passengers and the communities through which it operates. (*The Washington Post*, October 18)

FLORIDA

Member Larry Sell reports that \$93 million in federal funding has been committed to the extension of Sunrail, the Orlando region's commuter rail line, southward to Poinciana in Osceola County. The southern terminus of the line is currently at Sand Lake Road. The extension will continue 17 miles southward with four new stations (at the Meadow Woods community in south Orange, near the Tupperware business campus, in downtown Kissimmee, and, finally, Poinciana) and is expected to open by December, 2017 serving an estimated 2,000 new passengers. The Amtrak station at Kissimmee and a Sunrail train provided the backdrop for the public announcement. The federal funding will be matched dollar for dollar by the State of Florida and Osceola and Orange counties to finance the total cost of this \$186 million extension. At press time, no mention was made of the planned extension northward to DeLand, which would require an additional federal grant of \$35 million

with matching local funding. (*Orlando Sentinel*, September 28)

INDIANAPOLIS, INDIANA

The Indiana Department of Transportation, Iowa Pacific Holdings, and online communities on October 9 announced a unique business-class service for the *Hoosier State* train four days per week between Indianapolis and Chicago. Business-class service includes table seating, a hot meal served on a white tablecloth, and alcoholic beverages.

Now only business-class passengers have access to the upper level of a unique dome lounge and its curved glass windows that extend overhead. Bringing the dome lounge and a private, ADA-accessible business-class car into revenue service doubles the maximum seating from 88 to 184 ahead of fall foliage and the busy holiday season.

The *Hoosier State* train combines with Amtrak's long-distance *Cardinal* service, which includes sleeping-car service, to provide daily round trips between Indianapolis and Chicago.

State and local governments contracted with lowa Pacific to provide new amenities on board the *Hoosier State* train and make it more competitive. Passengers can stay productive or enjoy the journey with limited free Wi-Fi service and power outlets in both coach and business class. The *Hoosier State*'s Wi-Fi network uses available bandwidth from cellular carriers along the tracks.

Food service has been upgraded with full dining service, a feature missing from the Amtrak-operated *Hoosier State*. Northbound passengers can enjoy a variety of breakfast dishes and southbound passengers can enjoy dinner on the train.

Travelers can also enjoy a sweet treat, other snacks, and alcoholic beverages as options. Hot meals are cooked fresh on board and served with real dishes and silverware. All of the above menu items are offered to coach passengers, as well, at affordable pricing.

Paper tickets, eTickets, and reservations continue to be issued by Amtrak and are subject to discounts and two rewards programs, Amtrak Guest Rewards and the Rail Baron Club. Iowa Pacific's Premier Rail Collection travel rewards program, the Rail Baron Club allows frequent train travelers to earn complimentary upgrades and additional onboard amenities.

Amtrak serves as the operator, working with host railroads, providing train and engine crews, and managing reservations and ticketing. Iowa Pacific is the state's contractor to provide the train equipment, train maintenance, food service, and marketing. The communities of Crawfordsville, Lafayette, Rensselaer, Tippecanoe County, and West Lafayette are contributing funding and have a vested interest in improving performance and ensuring accountability. (Mass Transit Magazine via Indiana Department of Transportation, October 9)

CHICAGO, ILLINOIS

The Chicago Transit Authority (CTA) completed its major renovation of the Clark/Division station. The \$50

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Commuter and Transit Notes

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million project was done in two stages, Stage One constructing a new 8,800-square-foot mezzanine at LaSalle and Division Streets featuring a new entrance, new stairs, escalators, elevators, and fare control areas. Stage Two involved the modernization of the LaSalle Street entrance and Clark Street mezzanine. New granite flooring, artwork, communication systems, lighting, and security systems along with new wall and ceiling tiles will add to the positive passenger experience as they pass through the station going to or coming from Red Line trains. Together, the improvements will allow this 16th busiest CTA station to handle a greater number of passengers. (ABC News7, September 29; Chicago Architecture Blog, September 30)

Metra will begin allowing its customers to split their methods of payment among up to three different means, tax deductible Transit-Chek account debit cards, bank debit cards, and credit cards. Formerly possible only at Ticket agent windows, the split payments are now possible for on-line purchases. The reason for the need for some customers to "split" their payments occurs when the monthly commutation fare is greater than the \$130 monthly cap on the tax deductible "Transit-Chek" program. They end up using their Transit-Chek benefit to purchase their ticket and make up the difference with a regular credit or debit card. (*Metro* Magazine, September 30)

The Chicago Transit Authority announced an October 30, 2015 date for the restoration of its Yellow Line (Skokie Swift) service. Construction work for a water reclamation plant being built alongside the tracks at McCormick Boulevard caused an embankment to fail in May, resulting in a total suspension of rail service with shuttle buses providing replacement service during this outage. (CTA press release, *Mass Transit* Magazine, October 19)

While making every effort to minimize the need for a fare increase by controlling costs, Metra proposed a 2% fare increase, passing on to the commuter, the costs associated with the installation and implementation of Positive Train Control (PTC) systemwide by 2019. (*Progressive Railroading*, October 16)

KANSAS CITY, MISSOURI

Herzog Transit Services has signed an operations and maintenance agreement with K.C. Streetcar Authority and the City of Kansas City. The fixed-price agreement covers operations and maintenance for the first five years of passenger service on the Kansas City Streetcar, which is due to start in 2016.

Herzog Transit Services will also be involved in startup activities and support before the service becomes operational. It is part of the rail activation workgroup, which was to carry out testing once the first vehicle arrived from CAF's factory in Elmira, New York, which was scheduled for October 29.

The value of the five-year contract is \$15.8 million, with \$2.6 million covering the first year of operations

and maintenance.

A joint venture of Herzog Contracting Corporation and Stacy & Witbeck is building the north-south route that connects Union Station with the River Market district. The 3.1-kilometer line has 10 stops, including three on a single-direction loop at the northern end.

Service will be operated with a fleet of four 100% low-floor bidirectional Urbos 3 cars. Initial ridership is expected to be between 2,700 and 2,900 passengers per day. Cars would operate every 10 to 12 minutes during weekday peaks and every 18 minutes off-peak. (*Railway Gazette*, October 9)

DENVER, COLORADO AND MINNEAPOLIS-ST. PAUL, MINNESOTA

Siemens has been awarded to build additional light rail vehicles (LRVs) for Denver Regional Transportation District (RTD) and Metro Transit, which serves the Twin Cities region. The over \$110 million contract expands the Siemens fleet operating on the RTD light rail system by 29 SD-160 type LRVs. This order will bring the number of Siemens light rail vehicles to over 200 vehicles. The delivery of five additional S70 type LRVs to the Twin Cities region will add to the existing 59 Siemens LRVs currently in operation on the Metro Green and Blue Lines, which serve the cities of St. Paul, Minneapolis, and Bloomington. This order is worth around \$20 million. All light rail vehicles will be built at the Siemens rail manufacturing facility in Sacramento, California. The RTD new vehicles are set to be delivered in early 2018.

The success and the increase in overall ridership with Denver's system over the past few years have prompted RTD to expand their fleet. The new vehicles will be completely interoperable with the current system, allowing Denver RTD to achieve lower operational and maintenance costs.

In Minneapolis, Metro Transit will use the new trains to enhance service on its light rail lines, which are experiencing record ridership. The new vehicles are designed and built specific to the needs of the Twin Cities. The vehicles include improved insulation for both noise reduction and comfort during the summer and winter months, enhanced braking technology for improved safety, and internal and external LED lighting for reduced energy consumption and extended service life. (Editor's Note by Sasha Ivanoff: this is an add-on order to the Siemens cars that ERA members rode on during the 2014 Convention.)

The Sacramento plant, which has been in operation for almost 30 years, is powered up to 80 percent by two megawatts of solar energy and currently employs over 800 people. Siemens is currently the leading supplier of light rail vehicles in North America. (Siemens Mobility press release, October 12)

DALLAS, TEXAS

Dallas Area Rapid Transit (DART) has selected Vix Technology, a global provider of smart ticketing and payment technology solutions, to implement a new, comprehensive fare payment system, the transit agency announced October 5. The contract is worth \$30 million.

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Commuter and Transit Notes

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The solution will be delivered through Vix's easy and open product—an account-based, open architecture, and PCI compliant fare collection platform. This new system will allow DART customers the flexibility to pay via NFC-enabled smartphones, third party or agency-issued transit cards, or EMV contactless cards.

Open architecture fare collection systems are rapidly becoming a focus in large urban cities with growing public transportation needs due to scalability, ease of integration with other systems already in place, and the opportunity to add surrounding regional transit partners, DART says. Forward-thinking transit agencies like DART recognize that account-based systems are the new standard for modern fare collection as they provide flexibility and ensure future-proof solutions that reduce costs. The ease of the new systems is also a catalyst to drive people to use the system.

Unlike card-based systems of the past, account-based systems allow riders to use the type of payment that is most convenient for them, including traditional agency-issued transit cards, EMV contactless bank cards, and NFC-enabled smartphone payments such as Apple Pay and Android Pay. This approach expands the available forms of fare payment media and also provides flexibility to implement complex fare policies since fare calculation and settlement occurs in the back office. (*Railway Age*, October 6)

SANTA ANA, CALIFORNIA

California's Orange County Transportation Authority (OCTA) has appointed HTNB to design a 4.16-mile streetcar line linking Santa Ana Regional Transportation Center, through Downtown Santa Ana and the Civic Center, along a former Pacific Electric Railway right-ofway, to a new multimodal transit hub at Harbor Boule-

vard and Westminster Avenue in Garden Grove.

Cars will operate at 10-15 minute intervals on the 10station line, which will connect with 18 bus routes as well as Metrolink regional/commuter rail and Amtrak *Pacific Surfliner* trains at the Santa Ana station. Construction is due to start in 2017 with commissioning scheduled for 2020.

The environmental approval process for the \$289 million project was completed in March. (*Railway Age*, September 28)

LOS ANGELES, CALIFORNIA

A follow-up on the October **Bulletin**'s coverage of Metrolink's decision to discontinue use of the Rotem-built cab control coaches at the lead end of a train operating in the push-mode until some questions regarding the overall safety of these cars are fully answered: An Engineer was killed in February when his train struck a small truck, jackknifed, and flipped over after the impact, injuring 33 people. Concerns have arisen since that accident regarding the safety of these cars, which were designed to reduce the physical forces of crash impacts on the train's occupants and reduce injuries and prevent deaths. The Metrolink Board voted 11-0 to provide \$19 million to lease 40 freight locomotives, modify them to be fully compatible with all relevant systems on Metrolink trains, and place them at the leading end of trains operating in the push mode. They will supplement the use of Metrolink locomotives assigned to this role and it is expected that all of these locomotives will be used for at least a year until the questions over safety issues regarding the cab cars are resolved. (Orange **County Register**, September 27)

TORONTO, ONTARIO, CANADA

The Toronto Transit Commission (TTC) is contemplating suing Bombardier for the continued delays in delivering the 204-car order of light rail vehicles (LRVs). The

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Around New York's Transit System

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the National League Division Series (NLDS) on October 15, the supervisors and staff who are in charge of museum train operations made a herculean effort (you know who you all are - THANK YOU!) to transfer 9306 out of the Transit Museum to 207th Street Shop where five pairs of NYCT's "movie" train made up of R-33 cars were quickly inspected and brought up to operational standards. An 11-car consist was quickly put together and just over 24 hours later, the TOMC was dispatched at noon from 207th Street Yard to Corona Yard on the Flushing Line, arriving around 2 PM. At 5 PM, the TOMC made a light move from Corona Yard to 34th Street-Hudson Yards where it laid up on one of the pocket tracks south of the station (each track capable of accommodating 24 cars plus a work locomotive). At 6:25 PM, the train moved north into the station, picking up passengers and briefly posing for pictures of its first visit to the new station. At 6:30 PM, the TOMC departed

34th Street and made a normal express run to Flushing-Main Street, dropping off all of the baseball fans at Mets-Willets Point at 7:04 PM. The TOMC consist was N-9306, 9011-0, 9207-6, 9017-6, 9068-9, 9586-7-S. As of press time, this trainset is staying in Corona Yard until the weekend of October 31-November 1 for Games 4 and 5 of the World Series because the Mets won their Division Series and went on to win the National League Championship Series without playing another weekend game at Citi Field. The TOMC would be expected to operate on that Saturday and Sunday, departing 34th Street around 90 minutes prior to game time. (Editor's Note: If this is indeed the sequence of events, the TOMC will likely reside at Corona Yard until Sunday night, November 1, when it will leave the Flushing Line and head back to 207th Street with R-33S 9306 headed back to the Transit Museum, where it is one if its star displays. The inside word on future vintage train operations on the Flushing Line once Communications Based Train Control (CBTC) is implemented - Not possible. Get your pictures and videos of the vintage trains now!)

NYC Subway Car Update

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operated on the \$\infty\$/42nd Street Shuttle was transferred from Westchester Yard back to its former base at Livonia in Brooklyn for a third time on August 29. This was reportedly attributed to a lack of available shop space at the Pelham Bay facility.

The opening of the extension from Times Square to 34th Street-Hudson Yards on September 13 has been well-covered elsewhere and had a minimal impact on extension stock assignment and utilization. The only added factoid from this quarter is an observation, albeit an important one, that the new trackage as opened employs automatic block signals, despite the signage proclaiming that "Automatic Train Operation Is In Effect." The new signal system has a "chain" identification of "CC," which expands on the "C" chain that existed in the Steinway Tunnel from Times Square northward. In the advent of future CBTC implementation, this will probably be the next-to-last ABS system to be installed new by MTA NYC Subways; the coming extension under Second Avenue stands to be the very last.

Subdivision "B" News

Instead of the usual "Summer Swap" involving ② and ①/② that has occurred annually since 2011, this year there was an all-out reassignment of equipment that is supposed to remain permanent, as a lead-in to the anticipated arrival of R-179s scheduled to enter the fleet by 2018. Between May 22 and 25, some 92 R-160As were transferred outright from East New York to 207th Street and assigned exclusively to ③: 8593-8652 and 9943-74. Initially, 102 Phase I R-32s were reciprocated from 207th Street to East New York for service on ①/②. On June 15 there were 106 Phase Is at East New York and by July 2 that fleet was split at 110 on ③ and 112 on ④/②, remaining as such through September 30.

Starting on July 30, a handful of R-143s began to appear daily in **1**/**2** service. Despite their age of 14 years, this is the first regular assignment for this series other than their home **1**, being necessitated in part by the mass migration of non-CBTC R-160As to **6** that occurred between late May and early July.

The same 10 R-160Bs that had returned to Queens (**©** and sometimes **®**) from Coney Island last September (9183-92) were again back on the lines out of Coney Island (**N ©**) as of August 10.

The issue of cars being equipped for CBTC (Communication-Based Train Control) or not is gaining in importance in 2015, with NYC Transit having awarded a contract during late July to provide same on the Queens Boulevard Local tracks, as well as the southern end of the Eighth Avenue Subway. By the time of its anticipated activation in 2021, this will require that all routes serving this portion of the system, at this time including GEFMR, use New Technology Trains in total (that is, R-143 class or newer). On the surface this strategy would dovetail nicely with the proposed R-211 subway car acquisition, which initially called for 940 60foot cars to replace the 752-car fleet of R-46s dating from 1975-8. In the present time, NYC Transit is constantly working to keep pace with the CBTC technology it does employ on (soon to be joined by (a) and is in the early stages of converting its input/output mode from analog (as since 2001) to digital on the R-143 and R-160A cars (8317-76) that now use this method of semi-automated operation. Another R-160A test train composed of cars 8313-6 and 8377-80 has also been separately stationed at Coney Island since late 2014 and is sometimes found wandering the express tracks between Bergen Street and Church Avenue on . This particular set is engaged in developing and evaluating vet another generation of CBTC operation, which will become the norm under the Queens Boulevard implementation in the next few years. In effect this would create three sub-groups of CBTC routes (1), 20, and Queens Boulevard Local routes), though the operation of each is actually quite standard.

Aside from those changes noted on **1**/**2** and **6**, official Subdivision "B" car assignments have now largely remained unchanged since 2010's final R-160 deliveries and retirement of the R-44s. Through September 30, exceptions have included the lone set of R-68/68As from **B** that runs on **A** to Lefferts Boulevard weekday afternoons; a rare Phase I R-32 that might pop up on (A); Yankees' Ballgame Extras of R-68s or R-68As from Concourse Shop that run as **(a)** (at that often on the Brighton Line). Continuing, consistent variations in recent months have included R-46s on **(a)**, R-68As on **(g)**, (now) R-143s on **1**/**2**, and R-160s on **1**. One to three trains of R-68s and/or R-68As have also appeared on **N** most weekdays from May through September, with a lone consist of similar equipment observed on **(a)** June 10, July 10, August 6, and August 28. A mixed R-160B train of Alstom and Siemens propulsion equipment was also sighted in N service on June 1, and was believed to be yet another compatibility experiment (the two types have remained separated in day-to-day operation since delivery).

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TOUR OF TURKEY by Jack May (Continued from October, 2015 issue) (Photographs by the author)

T5, the Nostalgic tramway. This single-track line runs from Taksim Square, atop the Golden Horn, where it connects with the M2 and the F1, the latter an underground funicular that carries passengers up to the Square from Kabatas, the inner end of the T1 tramway (I just missed the opening of this funicular by a couple of months in 2006). Taksim Square, the northern terminal of the heritage line, is the center of activity in the Golden Horn, sort of Istanbul's equivalent of New York's Times Square. It has a park at its center that contains the intricately carved Monument of the Republic statue, which looks out at some of Istanbul's most expensive hotels, including the Hyatt Regency and the Inter Continental. The one-mile long heritage streetcar line has a single passing siding and uses cars preserved from Istanbul's original streetcar system, which guit on the European side in 1961 and then totally succumbed five years later. On my first visit the bright red motor cars were hauling trailers, but on this day they were running solo — and were quite crowded. That meant the tiny double-enders, 47 and 223, were bursting at the seams with passengers, while the two trailers were in the barn. There is a loop at the northern end of the line (Taksim Square), where the track circles around a big park, and a passing siding at the southern end (Tunel), where motors can run around trailers.

F2. the Tunel. The lower end of the T5 connects with the F2, Istanbul's original underground counterbalanced funicular. The short line (only 573 meters long) was opened in 1875, which makes it the oldest subway line in continental Europe and the second oldest in the world (London, 1863). The single-track Tunel (with a passing siding) has grades of over 15 percent. Originally horses pulled the cars uphill, but electricity replaced the equine creatures in 1910. Rubber-tired units took over for the original wooden cars in 1971. The ride takes a mere 90 seconds Both terminals are gloomy, but the upper one is a little brighter because outside light filters through some of the windows. Both the T5 and the F2 are operated independently of the IEEE, Istanbul's public transit system, and charge slightly higher fares. The line's lower terminal is at Karakoy, around the corner from the Galata Bridge and a stop on the T1 tramway, so the Tunel actually connects two streetcar lines. I rode the F1, T5, and F2 on Friday afternoon.

T3, the Moda tramway. On Saturday morning we took a 25-minute ferry ride across the Bosphorus from Eminonu to Kadikoy (in Asia) for a visit to the T3 heritage tramway. The European and Asian parts of Istanbul are connected by a host of ferry lines, as well as two

road bridges. In addition a rail tunnel is under construction. Called Marmaray, the project consists of a one-mile-long earthquake-proof underwater tube connected to eight miles of new underground trackage. It will have a couple of intermediate stations and will connect Istanbul's stub-end railroad lines, resulting in an S-Bahn. It is scheduled to open in 2015.

Istanbul's second heritage streetcar line is named after an upscale neighborhood in Kadikoy, which contains many expensive shops and residences. The 1.6-mile clockwise single-track loop was instituted in 2004 and its official terminal is a short stroll from the ferry landing. It has a simple car house and a wye, used occasionally to turn the double-ended cars. There are 12 stops and it takes a little over 20 minutes to make a complete trip. Since there were no original cars left to equip the Moda line, three surplus Gotha/Reko units from Jena in (East) Germany were acquired. The single-truckers were refurbished and originally painted bright red, much like the vintage cars on the European side. But since our first visit to the line in 2006 the cars have been painted with various advertising messages. The ambiance of the operation alongside sidewalks through the inner pedestrianized zone, crowded with shoppers, appears to have remained the same. Other than a small number of tourists, ridership mainly consists of residents of the neighborhood atop a steep hill, who want to avoid walking up from the port. Fares are no longer collected by operators and only smart cards and passes are accepted. Because Clare and I did not have any fare media other than tokens, a local rider swiped her card twice for us, and then refused to take payment. Two cars were operating and a third was sitting in front of the car house.

Istanbul is clearly quite fond of streetcars and is even planning a third heritage line. As a result additional Gotha/Reko cars have been acquired from Jena and also Schoeneiche. A similar line in Bursa was opened in 2011 using equipment from the same pool. I should also mention that there were large billboards near the Kadikoy ferry terminal highlighting the construction of the M4, a totally underground 17-mile, 19-station subway line running to the southeast. It was due to open early in 2012, using 144 cars built by CAF.

B1 and **B2**, the suburban commuter lines. The only rail operations in the Istanbul area that I have yet to mention in detail are the suburban railway services. I did not have a chance to ride either of the lines on this trip, but covered both in the past. On the European side mainline commuter trains operate from the Sirkeci station to Halkali (18 stations, 50 minutes), while across

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Tour of Turkey

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the Bosphorus, suburban trains from Haydarpasa operate as far as Gebze on the Ankara mainline (26 stations, 75 minutes). Both routes are electrified at 25 kV a.c. with catenary extending well past the suburban district. Electric MU service began out of Sirkeci in 1955 with the wires pushed beyond Halkali to the Bulgarian border in 1994. Commuter trains started to serve Haydarpasa in 1969 with electrification to Ankara not completed until 1993. The big news, however, is Marmaray, the \$1.6 billion cross-Bosphorus tunnel that is being funded by the Japanese. As mentioned earlier, the project consists of a one-mile-long earthquake-proof underwater tube connected to eight miles of subway. The existing commuter line will duck underground at Yenikapi on the European side and surface at Sogutlucesme in Asia. It will have intermediate stations at Sirkeci and Uskudar on either side of the Bosphorus. In conjunction with the tunnel, a third track will be added to the remaining 40 miles of the suburban system to separate freight and long-distance services from intensive local passenger service. The plan is to eventually operate peak-hour service every two minutes with a fleet of 544 electric MU cars. At this time service runs every 20 minutes on both lines.

In 1955 28 MUs were built by Alsthom (now Alstom). These cars, with direct a.c. drive, were still in service 51 years later. They were supplemented by 71 locally-built cars, which were delivered starting in 1979. In 2009 Hyundai Rotem began supplying the first 33 of the Marmaray motors. Unfortunately, I have not ridden or photographed them.

As you can gather from the above, I spent time on the four tramways and the Hafif Metro. The weather was a mixture of clouds and sun on both days, although there were some long dark periods. But the city was abloom with flowers, mainly tulips, with carpets of the colorful sprays integrated with the T1's right-of-way in many places. Clare spent a great deal of time at archaeological and art museums on her own during these days, but we rode the ferry together to Kadikoy on Saturday morning after checking out of our hotel and leaving our bags with the desk clerk. Our two dinners in the Sultanahmet area were excellent, the first at a restaurant we had patronized on a prior trip, and the second recommended by the hotel's desk clerk. We liked our hotel very much, as our room was large and clean with functioning air conditioning and a view. The spread at the

buffet breakfast was abundant and tasty, and the hotel's staff was very gracious and personable.

We met back at the hotel at 16:00 for the first leg of our journey to Samsun, which would involve a flight from Istanbul's secondary airport, Sabiha Gokcen, located on the Asian side of the Bosphorus. The cost of going by taxi would have been outrageously high, so we decided to take the Havas airport bus, which runs every half hour from Taksim Square. While the combination of the T1 and F1 would have gotten us there in less than 30 minutes, the crowds usually aboard the streetcars made us think that using public transport with luggage might be a little dicey. With our flight scheduled to depart at 19:50 we aimed at getting the 17:00 bus for the 60-minute ride. The desk clerk indicated a taxi would enable us to reach the bus station in 15 to 20 minutes, but no vehicle appeared even after several phone calls. As a result we walked down the hill to a busy intersection and felt very lucky when we were able to hail a cab immediately. It was now 16:25 and we thought we would easily make the bus at 17:00. But traffic was extremely congested and we became very anxious as we crawled along the arterial streets in bumper-to-bumper traffic. It looked like we would miss the motor coach, but our driver saw it parked at the curb and cut it off at 17:02. The bus driver was still loading luggage into the vehicle's underbody and we just added ours to the pile. We found a pair of seats in the back of the almost full coach and departed at 17:04 (17:00), very relieved. Arrival at the airport was at 18:10 (18:00), also due to traffic congestion, especially on the Bosphorus bridge.

But that was fine. If we had been forced to take the 17:30 bus we would have still made the plane, but we wanted a larger cushion, not knowing how much time it would take to get through security. We had dinner (of a sort) at a Popeye's in the airport food court. Our SunExpress flight was called at 19:40 and the B-737 was about 90 percent full when we pushed off at 20:04 (19:50), leaving the ground at 20:12. The flight was uneventful with the flight attendants selling beverages and snacks. We touched down at 21:12, climbing down to the tarmac near the gate at 21:16 (21:05) — in rain.

We took a taxi to our centrally-located hotel, which was quite a long ride, costing us a good \$40. I later found out the airport is about 15 miles from the city. Despite the rain, or perhaps to make up for it, our room in the skyscraper was a little hot, but it was clean and modern, and best of all, offered us a view of Samsun's light rail line.

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Commuter and Transit Notes

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latest excuse that Bombardier is citing is the discovery of crimping in electrical connectors manufactured in Mexico. As a result, it has added a third shift of workers at its Thunder Bay plant to speed up the inspection process of the defective wire bundles. Only ten of the new

LRVs are in service at press time and that total will only grow to 16, not the expected 73 that were originally scheduled to be in service by the end of 2015 under the original contract. TTC had already stopped major maintenance on its articulated ALRV fleet in anticipation of their being replaced by the new LRVs and has al-

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Tour of Turkey

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T5 is operated independently of Istanbul's transit system, and was the first heritage streetcar line to open in Turkey — in 1990. The line from Taksim to Tunel uses a small fleet of



Single-truck car 223 is shown loading passengers at Taksim Square, where the heritage T5 line connects with underground stations on Metro route M2 and Funicular line F1.

original single-truck cars, saved when the legacy streetcar system closed in 1966. The busy 1-mile-long line runs on Grande Rue de Pera, also known as Istikial Caddesi, the main pedestrian street in the touristy Beyoglu section of the city, north of the Golden Horn.



Car 223 approaches the Galatasaray stop, about halfway along the Taksim-Tunel tramvay, amid a horde of pedestrians.



The Tramvay
Café and Restaurant, on the
Grande Rue de
Pera, takes advantage of the
popularity of the
heritage streetcar

Istanbul's desire for nostalgic streetcar lines led to the creation of its second heritage route, the Moda Tramway, on the Asian continent in 2003. The T3 line is a short 1.6-mile single-track loop with 10 stations that operates in a clockwise di-



Single-truck car 410 is shown just short of the end of the line at the Tunel station. A group of tourists pauses to get their picture taken in front of the streetcar, with a rectangular arch in the background announcing the Istanbul Film Festival. The upper terminal of the independently-operated F1 funicular is around the corner behind the photographer.

rection in the Kadikov section of the city.

The quickest way to get to Kadikoy from the Sirkeci section of Istanbul is by ferry from Eminonu.

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ready made plans to overhaul a number of the aging

1980-vintage CLRV fleet as a interim measure and may operate buses on some streetcar routes if it runs short of functioning LRVs. (*The Star*, October 16)

Tour of Turkey

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The ferry to Kadikoy has just pulled away from its terminal when this photo was taken. The Galata bridge, which carries T1 streetcar tracks over the Golden Horn is shown on the left, while the Taksim (Galata) tower dominates the Beyoglu section of Istanbul.



bright red.

The Moda tramway has been given the route T3 designation. It uses single truck Gotha-built cars that formerly operated in Jena and Shoeneiche in East Germany. All are now in



A white car advertising shopping in Istanbul pulls away from the Carsi station, closest to the ferry. The Route 20 designation recognizes the fact this route was the last one to operate in Istanbul — in 1966.



Seagulls tend to accompany the ferries in the hope that some

The light blue single trucker rounds the last curve of the loop heading toward Carsi, the main Kadikoy stop on the line. Avea is a major supplier of mobile phone services.

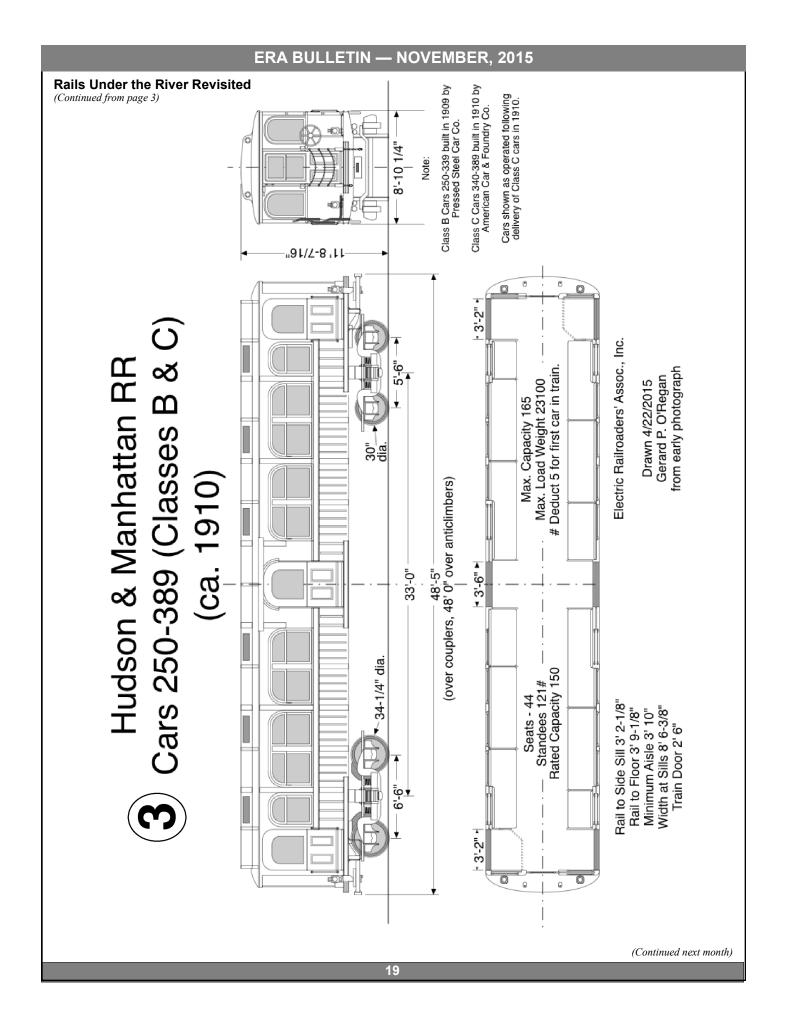


Another car, waiting for a chance to be operated, is shown alongside the small carhouse near the end of the line. Anadolujet is one of Turkey's domestic air carriers, which we used on part of our trip.



Another white car, advertising Istanbul's Doubletree Hotel. The hotel is located near the Moda tram's carhouse.

(Continued next month)



Around New York's Transit System

Sea Beach Line Station Rehabilitation

For more than two years starting January, 2016, seven Sea Beach (1) Line stations will be closed for repairs. The Manhattan-bound platforms from 86th Street to Fort Hamilton Parkway (except Bay Parkway) will be closed for 14 months, after which the Coney Island-bound platforms of the same stations will be closed for another 14 months. Both platforms of the Eighth Avenue station will remain open while a wheelchair ramp is built on the Manhattan-bound side. The Seventh Avenue entrance should be reopened before the work is completed.

Work on this \$500 million contract includes an elevator connecting the **①** and **①** trains to the street at 62nd Street-New Utrecht Avenue. Work also includes cleaning the stations, restoring lighting and windows, shoring up retaining walls and deteriorating I-beams on the platforms, and removing graffiti.

On September 19 and November 7, weekend riders got/will get a preview of their 2016 and 2017 trips when Manhattan-bound trains were rerouted, probably on the West End (①) Line. All stations were closed on Saturday, October 3.

Lo-V Train Operated for Yankee Wild Card Game

NYC Transit operated its four car Lo-V museum trainset as a non-stop express from Grand Central to 161st Street on Tuesday, October 6 for the New York Yankees baseball playoff game. It ran light (a deadhead run) to Manhattan out of E. 180th Street Yard earlier that afternoon so it could be positioned to pull out into the northbound train traffic stream at the proper time to reach Grand Central for its scheduled 7 PM departure. Because of the short notice in operating this train, many railfans and the general public were unaware of it. The crowds aboard this train were made up mostly of Yankees fans with relatively few of the regular railfans usu-

ally seen at such events. Unfortunately, the New York Yankees lost that one game playoff game, ending their season.

"Train of Many Colors" Operates for Mets Playoff Games

NYCT operated its vintage Transit Museum subway trainset made up of representative former IRT cars from the early 1960s in commemoration of the New York Mets baseball team making it into the National League Championship playoff series. R-33S 9306 in 1964-5 World's Fair colors of powder blue, white band, and striping with black trim, led the way east (north) representing a class of 40 single-unit cars that were placed into passenger service starting in mid-October, 1963 and operated over the Flushing Line for just over 40 years. The other cars in the museum consist were R-33 cars that date back to 1962-63 and are painted up in representative paint schemes and colors that they appeared in over their service lives (Hence its nickname: Train Of Many Colors (TOMC)). These cars represented the fleet of "Redbird" subway cars in passenger service until early November, 2003, ending the era of painted steel cars on NYCT. On the Flushing Line, baseball specials such as the TOMC are not permitted to operate on weekdays due to concerns of overcrowding and train service headway scheduling that is not conducive for operating an extra train in its midst. Co-Editor Ron Yee personally saw how crowded the train became at Grand Central and jam-packed once it reached Queensboro Plaza, despite this train being an extra service headway added to the enhanced weekend services for the games. We can thank the TV and Internet news for getting the word out for this special train to not only the railfan community but also the general public, who was given a rare treat on the rails. Upon the Mets winning

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NYC Subway Car Update

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A **@** train composed of 2902-3-1-0 derailed on September 10 when it encountered a collapsed bench wall in the tunnel near Hoyt-Schermerhorn Streets and suffered truck damage, with some minor injury to passengers. **@** was disrupted for a few days while the mess was investigated and cleaned up, with a subsequent inspection of the R-68s forcing some sudden repairs that yielded a small (short-term) shortage of equipment. As a result R-46 units 5558-9-61-0 and 5630-1-3-2 were borrowed from Jamaica and re-introduced to the Brooklyn-Queens Crosstown between September 11 and 17, the first such occurrence since the aftermath of Superstorm Sandy in 2012.

Work Cars and Miscellaneous

Retired R-33 "Redbird" 9075, which had been sta-

tioned next to Queens Borough Hall as an "Information Center" for over a decade, was summarily closed by the start of July and appears to be on its way to eventual disposition. Hints are that NYCT will soon contract out conversion of the four remaining R-110A "A" (cab) cars (8001, 8005, 8006, 8010) to yet another "Reacher" set, but in a self-propelled manner of some kind whereas the first two sets of "B" cars (P8002-4 and P8007-9) require external help to move.

Corona-assigned R-62A single units 1911 and 1925 were assigned to the 239th Street refuse train across the summer of 2015.

On August 21, R-110B "B" car 3008 was discovered at the FDNY Academy on Randall's Island (near the Hell Gate Bridge approach), freshly delivered from 207th Street Shop. This leaves just four of the nine long-retired prototypes stored in the yard: 3002, 3003, 3007, and 3009.