

The Bulletin



Electric Railroaders' Association, Incorporated

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The Bulletin

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SIXTH AVENUE SUBWAY OPENED 75 YEARS AGO

The \$59 million Sixth Avenue Subway opened at 12:01 AM December 15, 1940. Mayor LaGuardia cut a red, white, and blue ribbon stretched above the turnstiles at the north end of the 34th Street station. Shortly before midnight, guests with tickets, including your Editor-in-Chief, were allowed to board two special trains. Officials were allowed to ride on the train on the local track while the other guests boarded the train on the express track. Shortly after midnight, the trains, with 2,000 guests, proceeded non-stop to 47-50th Street, where the guests enjoyed a free show at Radio City Music Hall.

The midnight ceremonies were preceded by a supper party sponsored by the Sixth Avenue Association at Gimbel's Restaurant. Mayor LaGuardia and Board of Transportation Chair Delaney were present.

To store the additional trains that were required for service in the new subway, Concourse Yard, which was originally built north of Bedford Park Boulevard, was extended south of Bedford Park Boulevard.

153 R-9s numbered 1650-1802 were all operating before the opening date. The first cars were in service on March 23, 1940 and the last car, 1801, started operating on October 25, 1940. The R-9s were placed in service regularly as shown in the following table:

1940	PLACED IN SERVICE	1940	PLACED IN SERVICE
March	5	July	20
April	10	August	27
May	16	September	25
June	15	October	31
		TOTAL	153

Because subway construction started while the Sixth Avenue "L" was still running, the elevated's columns had to be underpinned. At regular intervals, there is a concrete wall connecting a pair of columns between the express tracks. These concrete walls, which are still visible on several Sixth Avenue and Eighth Avenue Harlem stations, must have supported the Sixth Avenue "L" columns.

When Samuel Rosoff's corporation was awarded the contract for building a portion of the Sixth Avenue Subway, it was the fifth since 1925. It is said that Samuel Rosoff, nicknamed "Subway Sam," built more miles of subway tunnels than any other man in the world. Details are as follows:

ROSOFF SUBWAY CONSTRUCTION CORPORATION

LOCATION	CONTRACT DURATION		VALUE (\$MILLIONS)
	FROM	TO	
St. Nicholas Avenue, W. 122 nd -W. 132 nd Streets	March 5, 1925	March 5, 1928	\$5.2
Eighth Avenue, W. 28 th -W. 38 th Streets	January 19, 1926	October 19, 1928	\$5.8
Church Street-Sixth Avenue, Park Place-W. 3 rd Street	January 15, 1927	October 15, 1929	\$14.0
Nassau Street-Midtown South	December 26, 1929	October 26, 1932	\$8.8

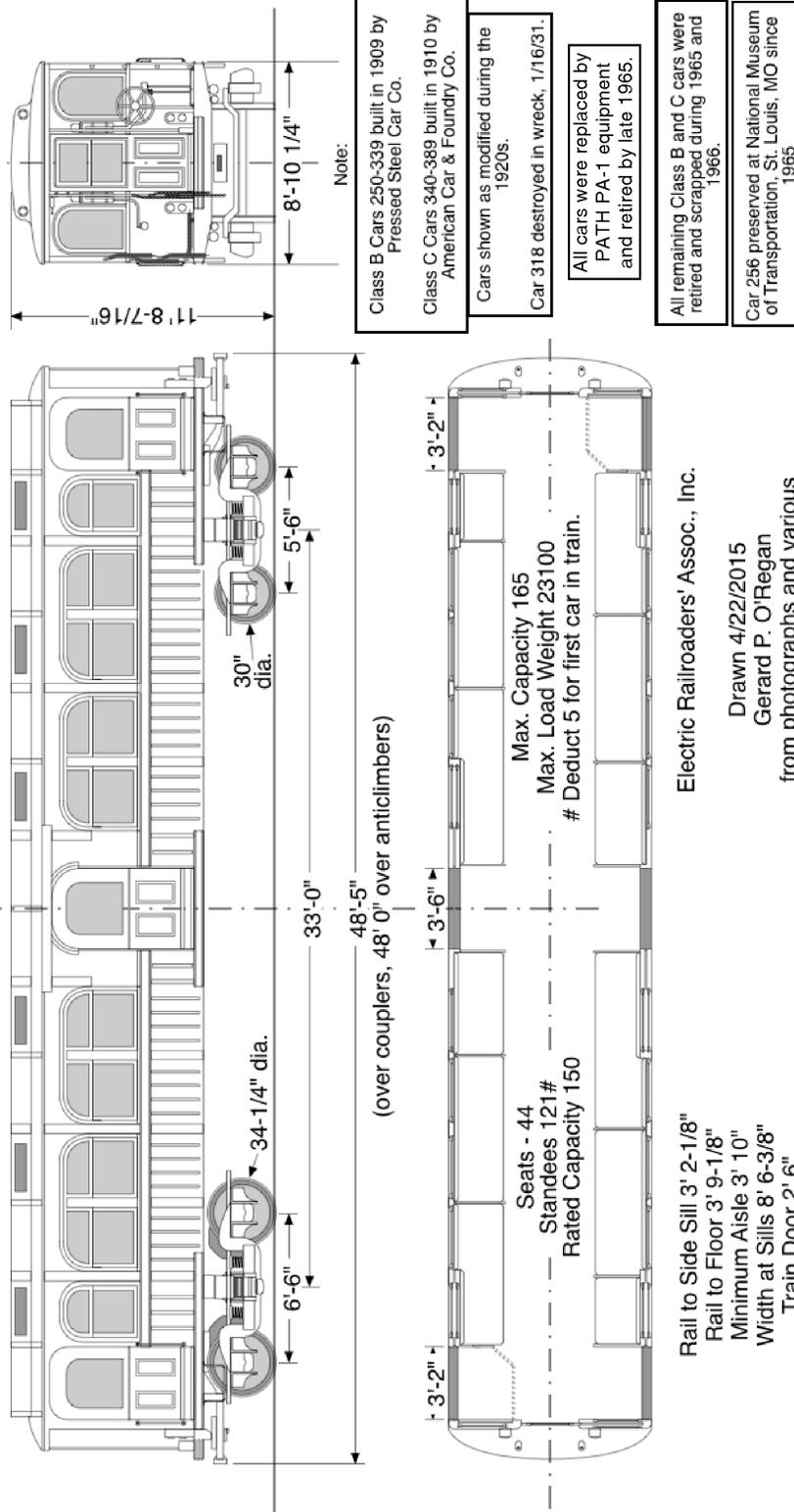
ROSOFF-BRADER CONSTRUCTION CORPORATION

Sixth Avenue, W. 40 th -W. 47 th Streets	February 7, 1936	February 7, 1939	\$6.0
		TOTAL	\$39.8

(Continued on page 4)

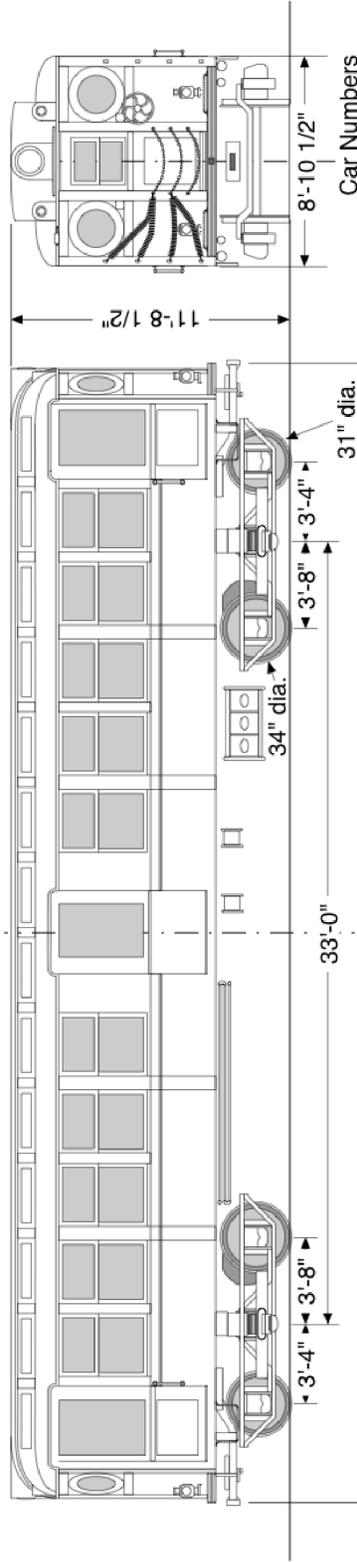
RAILS UNDER THE RIVER REVISITED — THE HUDSON & MANHATTAN by George Chiasson (Continued from November, 2015 issue)

4 Hudson & Manhattan RR Cars 250-389 (Classes B & C) (ca. 1930)



Rails Under the River Revisited
 (Continued from page 2)

5 Hudson & Manhattan RR Cars 701-736
Pennsylvania RR Cars 1901-1960

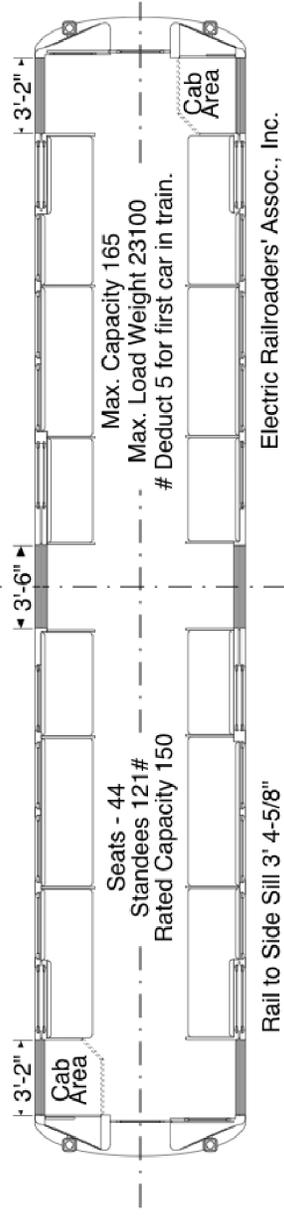


Class D: 701-736 (36 Cars) built by Pressed Steel Car Co. in 1911.
 Class MP-38 1201-1260 (60 Cars) built by American Car & Foundry Co. in 1911.

Shown as delivered.
 Equipped with roof headlights, they were assigned to service between Hudson Terminal and Newark, while the Black Cars were used for shorter runs. The D and MP-38 cars were designed by the PRR and painted in the PRR's trademark Tuscan Red. They were known as the Red Cars. Most of the tracks west of Grove St. were owned by PRR and shared with other services, hence the joint ownership of the fleet.

These cars were built with 4-button electric door control, then retrofitted with MUDC as the MP-38A/Class H arrived, ca. 1927.

Car 728 was destroyed in a wreck on 8/23/37.
 All cars were replaced by H & M K-class and PRR MP-51 in 1958-59 and scrapped.



Electric Railroaders' Assoc., Inc.
 Drawn 4/23/2015
 Gerard P. O'Regan
 from photos and various official sources

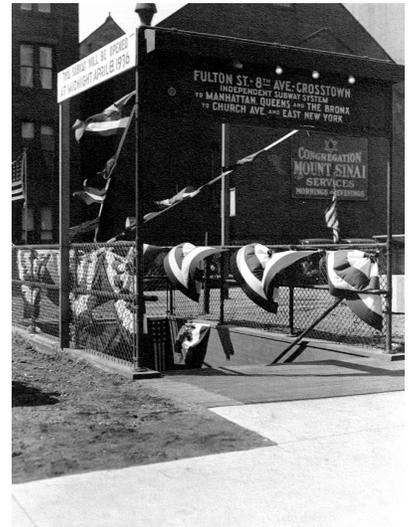
Rail to Side Sill 3' 4-5/8"
 Rail to Floor 3' 11"
 Minimum Aisle 3' 10"
 Width at Sills 8' 9"
 Train Door 2' 6"

Sixth Avenue Subway Opened 75 Years Ago

(Continued from page 1)



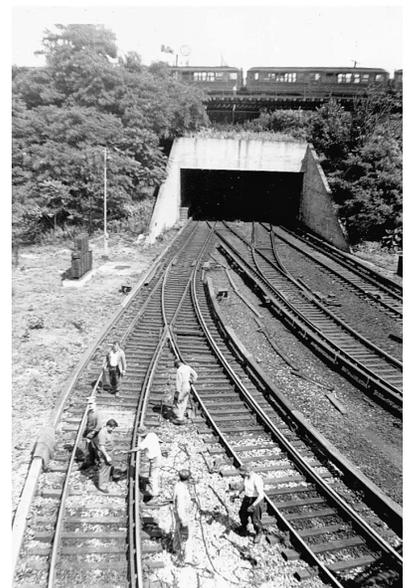
World's Fair station.
Bernard Linder collection



Stairway at Hoyt-Schermerhorn Street station with sign announcing opening of the new subway.
Bernard Linder collection



Concourse Yard, looking south, ramp to Jerome Avenue Line in background.
Bernard Linder photograph



Portal at Concourse Yard, August 31, 1946.
Bernard Linder photograph



Concourse Yard, looking north from Bedford Park Boulevard Bridge, August 31, 1946.
Bernard Linder photograph



Concourse Yard, looking north from Bedford Park Boulevard station, Jerome Avenue Line, August 31, 1946.
Bernard Linder photograph

(Continued on page 5)

Sixth Avenue Subway Opened 75 Years Ago

(Continued from page 4)



Concourse Yard, July 4, 1969.
Bernard Linder collection



R-1 to R-9 type.
Bernard Linder collection



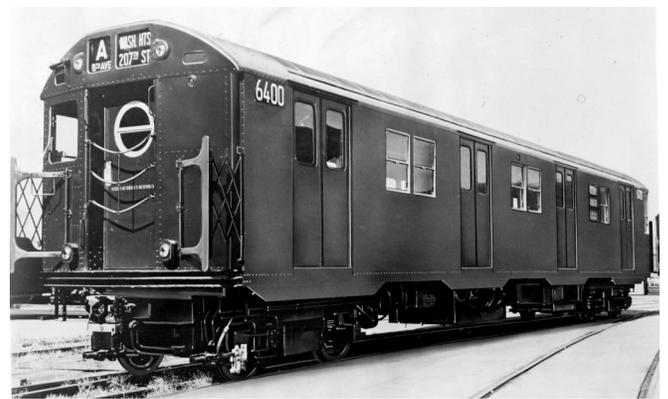
R-1 to R-9 type, January 31, 1969.
Bernard Linder collection



Delivering cars at 207th Street Yard.
Bernard Linder collection



R-10 3035 and train at Stillwell Avenue, December 5, 1967.
Bernard Linder collection



New R-16 6400.
Bernard Linder collection

(Continued on page 14)

STATUS OF NORTH AMERICAN TRANSIT PROJECT OPENINGS SCHEDULED FOR 2015 by Randy Glucksman

The projects that were listed in the January, 2015 *Bulletin* have been completed or are scheduled for completion by the end of 2015 or in 2016. The good news is that there were many completions, but again, due to numerous reasons, most were delayed by at least sev-

eral months. Changes to those not in service will be reported in the January, 2016 *Bulletin*. At the top of the list is one holdover from last year – the Atlanta Streetcar. If you compare the January and December, 2015 lists, there have been a few additions.

DATE	AGENCY	CITY	TYPE	LINE	DETAILS
2014 Leftover					
December 30, 2014	City of Atlanta/Atlanta Downtown	Atlanta, Georgia	SC	Atlanta Streetcar Project Phase I	2.7 mile loop 12 stations
2015					
Holdover from 2014 February 8	Chicago Transit Authority	Chicago, Illinois	HR	Green	Cermak-McCormick station opens
Holdover from 2013 April 5	South Florida RTA	Miami, Florida	CR	Tri-Rail	Miami International Airport station opens
Holdover from 2014 April 13	Dallas Area Regional Transit	Dallas, Texas	SC	Oak Cliff Streetcar	Dallas Union Station to Oak Cliff 1.6 miles, 4 stations
May 23	MTA Houston	Houston, Texas	LR	East End (Green) Phase I	Theater District to Altic/Howard Hughes 3.3 miles, 3 stations
May 23	MTA Houston	Houston, Texas	LR	Southeast (Purple)	Convention District to Palm Center 6.6 miles, 11 stations
June 6	Metrolinx	Toronto, Ontario, Canada	DMU	Union Pearson Express	Union Station to Pearson Airport 1.86 miles (new), 1 station
July 14	Charlotte Area Transit System	Charlotte, North Carolina	LR	Gold Phase I	Charlotte TC to Hawthorne Lane and 5 th Street 1.5 miles, 6 stations
August 1	San Francisco Muni	San Francisco, California	LR	E/Embarcadero	Opens for weekend service 18 stations
August 11	Greater Cleveland Regional Transportation Authority	Cleveland, Ohio	HR	Red	Little Italy-University Circle station opens
August 22	Valley Metro Rail	Phoenix, Arizona	LR	Central Mesa	Sycamore Road to Mesa Drive 3.1 miles, 4 stations
August 24	Sacramento RTD	Sacramento, California	LR	Blue Phase II	Extension from Meadowview Road to Cosumnes River College 4.3 miles, 4 stations
Holdover from 2014 September 6	Edmonton Transit	Edmonton, Alberta, Canada	LR	North	Churchill to Nait 2 miles, 3 stations
September 12	Tri-Met	Portland, Oregon	LR	Orange	PSU South/SW 5th and Jackson Street to SE Park Avenue 7.3 miles, 10 stations
Holdover from 2013 September 13	MTA New York City Transit	New York, New York	HR	7 Extension	Times Square to Hudson Yards 1.4 miles, 1 station
November 15	Southeastern Pennsylvania Transportation Authority	Lansdale, Pennsylvania	CR	Lansdale-Doylestown	9 th Street station opens
Late	Metrorail	Los Angeles, California	CR	91	Extension from Riverside to Perris 24 miles, 4 stations

(Continued on page 7)

NJ TRANSIT TO LENGTHEN LRVs by Jack May (Photographs by the author)

NJ Transit and Kinkisharyo will soon be starting the roll-out of a project to extend the length of many of the three-section Light Rail Vehicles used on the Hudson-Bergen and Newark light rail lines. The \$54 million program was authorized in July, 2014 after one Hudson-Bergen car was fashioned into a prototype and had operated successfully for a full year (since 2013). The two 100-percent low-floor sections to be added will expand the length of 35 of the 73 existing 90-foot long cars to 127 feet. Their total passenger capacity will be increased by 50 percent, with the number of seats per unit being raised from 68 to 102. Of the fleet of 52 Hudson-Bergen cars, 25 will be lengthened, while 10 out of the 21 Newark Light Rail cars will get the same treatment.

The savings accrued from this approach to increasing the capacity of the lines are significant, as the cost of the retrofit is about one-third that of buying new cars, and it also avoids the necessity of extending certain platforms on the Newark City Subway to accommodate

two-car trains. But more important to the cash-starved agency and the New Jersey politicians who are unwilling to provide adequate funding for capital improvements, 80 percent of the cost is federally funded through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, which is jointly directed by the Federal Highway Administration and the Federal Transit Administration.

The prototype car, 2054 of the Hudson-Bergen Line, has now been carrying passengers for about two years. At present it tends to run in rush hours on the Hoboken-Tonnelle Avenue service, adding capacity to a route served by single units, and occasionally can be ridden on weekends on the Hoboken-Bayonne route, substituting for a regular two-car consist.

While the sight of these extended units will soon become commonplace, I decided to photograph them on several occasions this summer. These photos are displayed on page 18.

(Continued on page 18)

Status of North American Transit Projects Scheduled for 2015

(Continued from page 6)

DATE	AGENCY	CITY	TYPE	LINE	DETAILS
Delayed from 2013 November 16	Virginia Railway Express	Spotsylvania, Virginia	CR	Fredericksburg	Spotsylvania station opens 5 miles
Moved to 2016					
Postponed from Winter 2012-3	NJ Transit	Wood-Ridge, New Jersey	CR	Bergen County	Avalon-Westmont station opens
Early	Bay Area Rapid Transit	San Francisco, California	HR	Warm Springs Extension	Warm Springs to Warm Springs South Fremont 5.4 miles, 1 station
March	Kansas City Streetcar Authority	Kansas City, Missouri	SC	KC Downtown Streetcar Project	Union Station to River Market 2.2 miles, 14 stations
Early	Valley Metro Rail	Phoenix, Arizona	LR	Northwest Phase I	19 th Avenue/Montebello to Dun- lap Avenue 3.2 miles, 3 stations
April 1	MTA New York City Transit	Staten Island, New York	HR	Arthur Kill Station	Replaces Nassau and Atlantic stations
Summer	South Florida RTA	Miami, Florida	LD	Amtrak	Trains begin serving Miami International Airport station
?	Los Angeles County Metropolitan Transportation Authority	Los Angeles, California	LR	Gold - Foothill Phase 2A (Pasadena to Azusa)	Sierra Madre Villa to APU Citrus College 11.5 miles, 6 stations
?	Sound Transit	Seattle, Washington	SC	First Hill Streetcar	Occidental/South Jackson to Broadway/East Denny Way 2.5 miles, 10 stations
Delayed Until Further Notice					
?	District DOT	Washington, DC	SC	H Street/Benning Road	2.4 miles, 8 stations

Legend:
 CR: Commuter Rail LD: Long Distance
 DMU: Diesel Multiple Unit LR: Light Rai
 HR: Heavy Rail SC: Streetcar

Commuter and Transit Notes

No. 325

by Ronald Yee and Alexander Ivanoff

METROPOLITAN TRANSPORTATION AUTHORITY

The MTA Board approved its 2015-9 Capital Program of \$29 billion, clearing the way for the purchase of thousands of new subway cars; spending \$2.8 billion for station improvements; completing the installation of Positive Train Control (PTC) on its two commuter operations, the Long Island Rail Road and Metro-North Railroad; beginning phase II of the Second Avenue Subway into East Harlem, re-establishing the Elmhurst LIRR station with a new station facility on the site of the original station; and constructing four new Metro-North Railroad stations at places such as Co-Op City along the Hell Gate Line, a portion of the existing Northeast Corridor connecting the New Haven Line with Penn Station, New York; and providing the remainder of the subway system with countdown clocks to inform customers of when the next train is due at the station. This Capital Program will continue the MTA policy of replacing deteriorated components as the need becomes critical. This effort will now expand to include items such as power supplies and structures. (*Metro Magazine*, October 29)

MTA LONG ISLAND RAIL ROAD

LIRR issued new schedules dated November 16, which will be in effect through December 13, showing the extra services for the Thanksgiving holidays. (LIRR website, November 15)

As part of the East Side Access project, a LIRR station is being built under Grand Central Terminal's lower level. To build stairways, elevators, and escalators connecting the new station to the old one, a 1,920-square-foot seating and dining area was closed on October 26. Workers will break through the floor to build the housing for the elevators and escalators. A 10-block-long, 350,000-square-foot LIRR Concourse and an eight-track terminal station are under construction. Opening date has not been set. (Bernard Linder, November 6)

MTA METRO-NORTH RAILROAD

Metro-North took possession of the first GP-35R work locomotive rebuilt by Brookville Equipment Corporation. Taking eight months for the total overhaul, locomotive 105 is the first of six existing MNR units (road numbers 101-106) to be rebuilt. As the project nears completion, a seventh GP-35R (107) will be added to the roster. In addition to a complete rewiring, rebuilt brake system, and new seats and windows, the rebuilding project will equip the GP-35Rs with Positive Train Control apparatus, cab air conditioning, automatic engine start technology that will reduce idling times, an automated e-mailing system that communicates fault indications to Mechanical Department supervisors, and a "battery jog" that will permit the engine to switch over to battery power when entering or leaving the confines of the shop. They are rated at 2,000 HP. Listed below is the Metro-North Railroad roster of GP-35Rs:

MNR 101, built as Reading 3641

MNR 102, built as Pennsylvania 2271
 MNR 103, built as Pennsylvania 2310
 MNR 104, built as Pennsylvania 2250
 MNR 105, built as Reading 3637
 MNR 106, built as Pennsylvania 2274
 MNR 107, built as Soo Line 728 (new unit to be added to the MNR stable of work locomotives)
 (Al Holtz, October 29)

Metro-North issued a new set of timetables effective November 16. On the New Haven Line, the temporary station named Devon Transfer was closed and connections between mainline services and the Waterbury Branch shuttle trains were returned to their usual location, the Bridgeport station. The transfer location had been changed to the temporary station located on the west leg of the wye where the Waterbury Branch split away from the mainline to facilitate repairs to the northernmost track of the mainline. On the Hudson Line, the new timetable ended a temporary construction schedule that had been in effect on weekends requiring passengers on select trains to transfer at Marble Hill for service to Manhattan so that CP6, an interlocking just south of the Yankees-E. 153rd Street station, could be rebuilt as quickly as possible. On November 8, a new timetable was issued for the Port Jervis and Pascack Valley Lines of MNR's west-of-Hudson services in conjunction with the new schedules issued by NJ Transit. (Metro-North website, November 6)

NJ TRANSIT

NJ Transit issued new timetables for the Atlantic City, Main-Bergen County, Montclair-Boonton, Morris & Essex (M&E), Northeast Corridor (NEC), North Jersey Coast, Pascack Valley, and Raritan Valley Lines effective November 8. Most notable was the restoration of two late night service trains to the M&E Lines, Train #6601 departing New York's Penn Station at 12:56 AM and arriving in Dover at 2:30 AM and Train #684 departing Dover at 11:30 PM making all stops to Summit and then operating express to Newark Broad Street and Hoboken, arriving at the terminal at 12:40 AM. These trains had been cut from the M&E Lines as part of the September, 2015 service reductions that were vehemently protested by transit advocates and local politicians. Other service changes on the M&E Lines were: Train #453 departs Hoboken 8 minutes later at 11:52 PM, arriving at Summit at 12:42 AM and connects with Train #6683 to Gladstone arriving there at 1:35 AM; Train #438 departs Gladstone 45 minutes earlier at 9:01 pm and arrives in Hoboken at 10:36 PM. Raritan Valley Line Train #5504 operates 10 minutes earlier out of Raritan at 4:31 AM and arrives at Newark at 5:29 AM. Montclair-Boonton Line train #6201 operates 6 minutes earlier, leaving New York at 12:34 AM. NEC Line train #7846 leaves Trenton 6 minutes earlier at 3:22 PM and makes

(Continued on page 9)

Commuter and Transit Notes*(Continued from page 8)*

stops up to 8 minutes earlier all the way to New York. Finally, there are some minor service adjustments to and from New York during the morning peak period. (NJ Transit website, November 3)

President Obama signed an executive order on November 12, creating a Second Presidential Emergency Board (PEB) to help resolve an ongoing dispute between NJ Transit and the labor organizations representing the rank and file employees. The first PEB formed in July was not successful at resolving the dispute. The second PEB will have 60 days to evaluate the case from both sides and select a recommended offer that would be the most fair and equitable for both sides. However, while the side whose offer is rejected by the PEB can lose certain benefits if a strike does occur, the recommendations are not binding on either party. *(Editor's Note by Ron Yee: If no settlement is attained by the second PEB, the labor organizations are free to call a strike unless a presidential emergency order is issued for a maximum of 30 days.)* (**Railway Age**, November 13)

Repairs to the former Pennsylvania Railroad tunnels under the Hudson and East Rivers now used by Amtrak, NJ Transit, and the Long Island Rail Road apparently will not begin until around 2020. The engineering and planning effort to stage the repairs are only about 30% complete and it is hoped that the planned Gateway Tunnels will be open before the reconstruction efforts for the Hudson River Tunnels requires one of them to be shut down one at a time for around one year. Closing one of the four East River Tunnels would reduce the capacity under the river from 48 trains per hour to 35 while the shutdown of one of the two Hudson River Tunnels would reduce the number of trains from 24 down to just 6 per hour. Federal officials have committed to funding at least 50% of the cost of constructing the two Gateway Tunnels, the balance will be funded by Amtrak and the states of New Jersey and New York. The Gateway Development Corporation, a concept first proposed by New York State Senator Charles Schumer, will be created under the Port Authority of New York & New Jersey to oversee the entire project. (**Star-Ledger**, November 5 and 12)

AMTRAK

The current 100+-year-old route of Amtrak's *Southwest Chief* through New Mexico and Kansas will be retained, thanks to the collaborative efforts by three major towns along the line; Trinidad and Dodge City, Kansas and Lamy, New Mexico, to raise over \$50 million in federal and matching state and local grants to fund capital expenditures to perform repairs to the track to allow it to support passenger train speeds. Host railroad BNSF has agreed to cover most of the future maintenance costs of the line, which no longer carries much freight, most of it now operating over its primary transcontinental mainline south of this historic line, mostly parallel to Interstate 40. The towns of La Junta and Lamar are seriously considering making investments toward infra-

structure such as a \$1.5 million station to serve the *Southwest Chief* as an acknowledgement of the line's permanency. (**Denver Post**, November 8)

Amtrak's *Silver Star* (Trains #91 and 92) will operate without a dining car through April 30, 2016, a three-month extension of the original pilot program coupling an offering of only a basic level of food service on the train in the form of a café car with a reduction in sleeping car accommodation rates. As of press time, no indications of the program's success or unpopularity based on bookings and food sales volumes have been released. Ostensibly, Amtrak is claiming that withholding the 4 dining cars normally assigned to the *Silver Star* is providing much-needed relief for a fleet of heritage dining cars that are desperate need of replacement. New Viewliner II dining cars are currently being built by CAF at its factory in Elmira, New York and are expected to begin revenue service testing during Spring, 2016. (Amtrak.com, November 18)

MISCELLANEOUS

President Obama signed legislation extending the deadline for Positive Train Control (PTC) to December 31, 2018, a three-year extension that will avert a disruptive shutdown of the nation's passenger train services as well as transport of hazardous material by the freight-carrying railroads. BNSF and NS had already gone on record as refusing to carry hazmat cars over their lines if the PTC deadline were not extended and Amtrak, VRE, and Metra had also stated that they would be forced to suspend all passenger services. While all railroad operations receive a three-year reprieve, this legislation also has provisions mandating that all railroads file a credible plan of action to bring themselves into full compliance with the PTC requirements within 90 days and file an annual update on PTC progress beginning in March, 2016. This legislation will also provide railroads unable to meet the new deadline the ability to apply for an extension of up to two additional years. Amtrak issued a statement that it is still on schedule to have a fully operational PTC system protecting all of the sections of the Northeast Corridor that it owns and operates. Thus far, the railroads have spent \$6 billion on PTC and expect to spend another \$4 billion to reach full operational status nationwide, where required. (**Metro Magazine**, October 29)

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

A contest was held during October by which MBTA would get a firm indication of rider preferences regarding the exterior paint schemes of the next generation of rapid transit railcars and light rail vehicles on the Red, Orange, and Green Lines. Respondents would choose among three distinct paint schemes for each line, giving riders a voice in how their future rail vehicles will look from the outside. Upon conclusion of the survey on November 2, the votes were tallied and some obvious anomalies with voting patterns were detected. The survey results were carefully reviewed and it was determined that a few computers had been programmed to

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Commuter and Transit Notes*(Continued from page 9)*

generate thousands of votes. One single computer had been programmed to submit hundreds of votes, skewing the raw results. Working with SurveyMonkey, the website that had hosted the survey, the votes were reviewed and invalid or suspicious one removed. The vote total was reduced from 177,000 raw votes to just 25,000 valid and verifiable votes and while the results remained the same for the Orange Line, the choices for the Red and Green Lines were changed.

In summary, both the Red Line and Orange Line trains will have the bottom one-third of the carbody side stretching from a few inches below the side windows to the bottom of the carbody sill with the cab end having a bonnet-band of the same color framing the black carbody end. A “T” symbol of the same color is applied just forward of the first passenger side door. On the Green Line LRV, a simpler color scheme was selected, a gray carbody with a light green band running along the sides to match the levels of the side windows and a small trapezoidal patch of green between the headlight and marker light panels below the Operator’s window. **(Boston Globe, November 12)**

PHILADELPHIA, PENNSYLVANIA

SEPTA’s Route 101 and 102/Media and Sharon Hill (light rail) Lines will be equipped with Communication-Based Train Control (CBTC) supplied by Ansaldo STS, a Hitachi group, which was awarded a \$53.2 million contract. In addition to the increased safety the system will offer, it will enable a central dispatching center to better control line operations, adjusting schedules as needed to meet changing situations. *(Editor’s Note by Ron Yee: While some may view CBTC as overkill for what is often seen as a streetcar line, both lines do have long sections of reserved rights-of-way, often operating at upwards of 50 mph on a curving track with limited sight lines, protected only by wayside signals with no on-board systems to override an errant Operator. Along this path of reasoning, Route 100/Norristown Line, operating at even higher speeds on an exclusive right-of-way, will also need to be equipped with some form of Positive Train Control as well.) (Railway Age, November 13)*

FLORIDA

U.S. Representative John Mica suggested that Daytona Beach in Volusia County be a candidate for an expansion of the All Aboard Florida passenger rail service along existing Florida East Coast Railway (FEC) tracks. This is not a new idea, as there were proposals and plans 15 year ago and earnest efforts starting in 2009 to bring Amtrak service onto the FEC, linking Jacksonville and Miami with eight station stops: St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Port Pierce, and Stuart, restoring passenger service not seen since the 1960s. The station site at Magnolia Avenue near Daytona Beach’s City Hall would be restored. However, despite \$118 million in state funding allocated to the initial stages of establishing that service and available until 2013, federal funding was not forthcoming

and that opportunity slipped away. Other local politicians mention the building of an intermodal transportation center at the Daytona Beach International Airport for this proposed service as well as a long-range proposal to bring SunRail commuter rail service to Daytona, linking it with Orlando. Currently, All Aboard Florida is on schedule to begin service in 2017, linking Miami and Orlando International Airport with two intermediate station stops at Fort Lauderdale and West Palm Beach. **(Daytona Beach News-Journal, November 2)**

SunRail’s proposed Orlando Airport connection has been moved into “Project Development” status by the Federal Transit Administration. While funding is not yet identified or in place, this stage will initiate the planning process of selecting options such as light rail diesel multiple-unit shuttle trains operating over an airport spur line that would connect the new All Aboard Florida Orlando International Airport terminal to the SunRail (former CSX) mainline or heavy rail diesel push-pull commuter rail trains directly serving the airport station. This spur line currently carries coal trains serving the Cutis Station power plant east of the airport. It would not be difficult to secure the right-of-way connecting that spur to the \$213 million All Aboard Florida rail terminal that is being built at the airport, due to open in 2017. Cost estimates for this extension range from \$100-225 million. If such a service were established, SunRail would change from its current weekdays only, primarily peak hour service into a daily operation of at least 18-20 hours per day, requiring adding equipment to its current fleet of ten trainsets, crews, and expenditures such as fuel. **(Orlando Sentinel, October 30)**

“Brightline” will be the name of the high-speed rail service operated by All Aboard Florida between Miami and Orlando International Airport. The brightly colored consists will be built by Siemens at its plant in Sacramento, California and powered by Siemens “Charger” locomotives, similar to the ones already on order by California for the *Pacific Surfliner*, Missouri, Washington, Illinois (Metra), and Maryland (MARC) **(Railway Age, November 9)**

MILWAUKEE, WISCONSIN

The City of Milwaukee agreed on terms with rolling stock manufacturer Brookville Equipment Corp on November 13 for the supply of four Liberty Modern Streetcars to operate its starter line. The \$18.6 million contract includes options for up to 20 more vehicles.

The three-section bidirectional trams will be 20.4 meters long and 2,600 millimeters wide with capacity for 150 passengers. There will be 32 seats, including four tip-up seats, and two doors per side. The trams will be equipped with bicycle racks and air conditioning, and will be powered by four 99 kW a.c. traction motors. They will be “majority low-floor,” with floors to be supplied by Milwaukee Composites.

Deliveries are scheduled to take place between late 2017 and early 2018. The order is funded from federal grants, which means that the vehicles are mandated to meet Buy America requirements specifying at least 60%

(Continued on page 11)

Commuter and Transit Notes*(Continued from page 10)*

U.S. content and final assembly in the United States.

The trams will run in mixed traffic on the 3.4-route-kilometer standard gauge route between Burns Commons and Clybourne Street.

The city's Joint Committee on Downtown Streetcar Implementation has also authorized the Department of Public Works to exercise an option for a fifth vehicle, which will be required for the 1.2-kilometer Lakefront Line branch. In October the Department of Transportation announced that Milwaukee is to receive a \$14.2 million TIGER grant for construction of this extension. (*Railway Gazette*, November 16)

CHICAGO, ILLINOIS

Metra placed the first of three F-59PH locomotives in service on November 6. Metra is the third operator of these EMD units, built in 1988 for GO Transit, the Toronto area's commuter rail system, and later sold to Montreal's commuter rail system. The newly acquired units, numbered 97, 98, and 99, will be assigned to trains operating on the Milwaukee North, Milwaukee West, and North Central Lines. (Metra website, November 10)

Five months after an accident at the construction site for a water reclamation plant at McCormick Boulevard caused an embankment supporting the tracks of the CTA's Yellow line (formerly known as the Skokie Swift) to collapse, resulting in the immediate suspension of service, the line was reopened on October 30. CTA offered free rides during the first week of operation. (*Chicago Tribune*, October 30)

CLEVELAND, OHIO

The Greater Cleveland Regional Transit Authority (GCRTA) is seeking federal and state assistance in funding a new fleet of rail vehicles to replace its current fleet, most of which are about 30 years old. The timeframe GCRTA is looking at to replace 65-70 aging railcars by is 2025 at an estimated expense of \$280 million. (*Metro Magazine*, November 3)

KANSAS CITY, MISSOURI

Kansas City welcomed its first streetcar vehicle to town on November 2, transported from a manufacturing facility in Elmira, New York.

A crowd of about 75 to 100 people were on hand for the arrival. The vehicle arrived about 9:30 AM, even a little earlier than expected.

The vehicle traveled more than 1,000 miles and arrived with no incidents along the way. By 10:20 AM, it was being eased onto the tracks at Second Avenue and Grand Boulevard, from where it was to be towed to the Singleton Yard maintenance facility.

It will be examined for any maintenance issues and actual testing on the route was expected to begin early on the morning of November 6.

This is part of the \$100 million, two-mile route from the River Market to close to Union Station.

It's the first streetcar in Kansas City since the old system shut down in June, 1957. It's been assigned No.

801, picking up from numbering where it left off nearly 60 years ago, with streetcar series 725-799.

This is not your father's streetcar. It is a sleek, modern, bi-directional vehicle assembled in New York from components fashioned in Spain. It is climate-controlled and Wi-Fi enabled. It is approximately 77 feet long, weighs 78,000 pounds, and can carry a maximum of 150 passengers, most of them standing.

But it will not be carrying any passengers for some time. The city purchased four CAF USA vehicles, which must undergo extensive testing before the line opens to the public, which city officials hope will be in time for the Big 12 basketball tournament in March, 2016.

Kansas City officials are still clarifying the prospective arrival times of the remaining three streetcar vehicles. (*Kansas City Star*, November 2)

El Paso, Texas

Camino Real Regional Mobility Authority has awarded Brookville Equipment Corporation an \$18.8 million contract to overhaul and modernize six PCC streetcars dating from 1937 for use on the future 7.7-kilometer El Paso Streetcar Project in Texas. Brookville said the aim would be to provide "a modern transit solution wrapped in a nostalgic, historical package."

The trams were manufactured by the St. Louis Car Company for the San Diego Electric Railway, and later sold to El Paso, where they ran to Ciudad Juárez in Mexico until being stored in 1974.

Refurbishment will involve stripping down the vehicles, repairing and replacing structural carbody components, and undertaking complete rewiring. Trucks are to be remanufactured, doors upgraded, and modern equipment installed including air conditioning, a wheelchair lift, Wi-Fi, cycle racks, and fareboxes. The vehicles will be repainted in heritage liveries.

Brookville is currently undertaking a PCC rebuilding project for San Francisco Municipal Transportation Authority, and including the El Paso project will have worked on 56 PCC and 32 other heritage streetcars. (*Railway Gazette*, October 28)

DENVER, COLORADO

Wabtec Corporation has signed a \$27 million contract with Regional Rail Partners to provide Phase I signaling and communications systems, including Positive Train Control (PTC) equipment, for the new North Metro Rail Line in Denver, the company announced November 9. The line will eventually be integrated into Regional Transit District (RTD) commuter rail services.

In 2011, Wabtec was awarded a \$63 million contract with Denver Transit Partners to provide PTC equipment and services, a dispatch office system, wayside signaling and communications systems, and related integration and project management services for three other commuter rail lines that are part of the overall project. In 2012, Wabtec was awarded a \$25 million contract to provide brakes, couplers, PTC equipment, event recorders, and doors for 50 new transit cars for the system.

The Denver North Metro train control system will meet the requirements of the U.S. Rail Safety Improvement

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

Act of 2008, and will use PTC products that Wabtec is providing to freight railroads and other transit systems. (*Railway Age*, November 9)

SAN FRANCISCO, CALIFORNIA

The first car of Bay Area Rapid Transit's order of new railcars (3001) is scheduled to be shipped from Bombardier's manufacturing plant in Plattsburgh, New York by the end of December. Three cars have been built and will be sent to BART's test track in Hayward, California, the location of its main shop and repair facility. The cars must pass a rigorous testing program that is expected to take most of 2016 with an anticipated service inauguration date of around December, 2016. The new cars are being touted as being a vast improvement over the current fleet of cars, many dating back to the system's opening in 1972. They will be quieter, with the use of micro-plug doors (three doors per side, which will reduce station dwell times), cooler for all passengers by having conditioned air sent directly to ceiling vents to improve air circulation (especially for standees), comfortable and clean with padded seats covered with wipe-able fabric to ease cleaning, and the destination signs will be color-coded to match the color of each line in the system, with automated announcements and digital information screens. If BART is able to fund and purchase the 1,081 railcars it wants, all trains should be able to operate with ten-car consists, increasing total seating capacity by up to 49%. (BART website, November 16)

On the topic of common sense prevailing over lunacy, a plan to temporarily remove the overhead trolley wires on Market Street to accommodate the vertical clearance needs of the Super Bowl City festival being held during the run-up to the 50th Anniversary Super Bowl was nixed. The venue's organizers, Super Bowl 50, met with MUNI officials who had been bombarded with e-mails and calls protesting the draconian plans that had recently come to light, which would have caused severe disruption to the Market Street F Line and trolley coach operations on Market Street for at least two weeks. Various options were discussed and in the end, an agreement was reached that would reconfigure many of the venues to stay below the wires and for those venues not capable of being "lowered," those would be relocated a short distance off Market Street. Had the original plan gone through, MUNI riders would have had weeks of inconvenience and service diversions with many trolley coach lines having to be converted to motor coaches and the suspension of the F Line streetcar service, a vital link from downtown to the Embarcadero that serves as a relief line for the overburdened cable car system. Removing and then restoring the overhead wires could ultimately require more than the stated two weeks of service disruptions to accommodate this weeklong event celebrating a Super Bowl that is not even being held in San Francisco, but rather many

miles to the south in Santa Clara, which the San Francisco 49ers football team now calls home. (*San Francisco Examiner*, November 19)

NOVA SCOTIA, CANADA

VIA Rail could start operating a smaller regional passenger rail service within Nova Scotia and New Brunswick as early as next Spring. The regional service would run between Campbellton in New Brunswick and Halifax. It would be in addition to VIA's much longer *Ocean* run, which is three times weekly between Halifax and Montreal. It is all part of a plan by VIA to attract more passengers, a service which is highly subsidized.

For the holiday period, VIA will increase the frequency of the *Ocean* service, with the hope of drawing more customers to the train in this region. Normally, VIA operates the Halifax-Montreal train only three times a week in each direction. That is going up to six times a week in each direction during the period of December 19, 2015 to January 3, 2016. By doubling the number of runs, VIA will be adding a total of about 2,000 spaces. A bit more than half will be beds and the remainder will be seats. Part of the market trying to be captured includes millennials, who are more interested in being connected online than owning a car. (*The Chronicle-Herald* [Halifax], November 9)

FRANCE

Opening of the 106-kilometer second section of LGV Est-Européenne between Baudrecourt and Vendenheim for commercial services is likely to be delayed, following the high speed derailment of a TGV test train on November 14.

Instrumented TGV 2N2 EuroDuplex set 744, which had been undertaking commissioning tests on the new line since September, left the tracks at high speed on a curve near Eckwersheim, shortly before the junction at Vendenheim about 12 kilometers north of Strasbourg. Around 50 people were thought to be on board, of whom 11 are confirmed killed and 37 injured, including 12 seriously hurt. The train was reported to be carrying unauthorized guests including children, who were understood to be family and friends of the test team.

Around 3:10 PM, the TGV had been traveling towards Strasbourg on the southern track, which will mainly be used by westbound service. It overturned on a curved embankment before striking the parapet of a bridge over the Marne-Rhine Canal. The vehicles were flung into adjacent farmland and the rear power car ended up in the water. Three inquiries are in progress to determine the cause of the derailment.

Dominique-Nicolas Jane, Head of the Cabinet Office of the Alsace Préfet, said the train had "derailed because of excessive speed." The commissioning program for the new line includes 200 overspeed test runs at 10% above the 320 kilometers per hour line speed, which is a standard procedure. The accident mars the excellent safety record of the TGV, which stretches back to the launch of commercial service on LGV Sud-Est in 1981. (*Railway Gazette*, November 16)

FROM RECOGNITION TO DOMINANCE: THE NEW YORK CONNECTING RAILROAD (BRIDGING THE BAY AND CONNECTING THE PIECES)

by George Chiasson

Editor's Note: Because of a production error, last month's installment was cut off in the middle. Here is the remainder:

...until 1866 that the first "pontoon" type car floats were placed in service by the Central Railroad of New Jersey at its terminal in Jersey City. It was quickly joined there by the Pennsylvania Railroad and for the very first time it became possible for a railroad car to get beyond the physical end of its track, though there were likely few off-line "landing" places for them to go in either Manhattan or Long Island. The car float concept truly gained acceptance nine years later upon the addition of a pontoon-type installation at the Harlem River Terminal of the New York, New Haven & Hartford. Coupled with the Pennsylvania's like modification of its Paulus Hook terminal and its deployment of the famed steam ferry *Maryland* in 1876, as well as the 1873 addition of Harsimus Cove Yard, the first New York area infrastructure intended for the physical transfer of carload freight from one railroad to another by water was now in place. The *Maryland* was not new to this role; it had been freed up by the bridging of the Susquehanna River at Havre de Grace in 1866, and its presence bestowed a new capability upon the Pennsylvania to move both goods and passengers between New Jersey and New England points in partnership with the "New Haven." Though it was in the freight-handling business from its beginning, Austin Corbin's New York & Manhattan Beach Railroad could not provide a suitable basis for freight car interchange until June of 1883, owing to its standing differences in both purpose and track gauge. By the time that its earliest, standard gauge freight facilities were established at the erstwhile "65th Street Ferry" in Bay Ridge terminal, Corbin was in command of LIRR itself and that company's yard expansions focused on the Long Island City waterfront. Meanwhile, more advanced car floating technologies continued to evolve, with the Pennsylvania introducing the rugged "Overhead Suspension" (Cable Gantry) car floating system at its Harsimus Cove terminal in 1888.

Whereas a clearly defined and seemingly permanent pattern of cooperative intra-harbor freight handling had emerged between the Pennsylvania and the New York, New Haven & Hartford by the mid-1880s, for the latter this represented but one of many interchange points around the compass at which its geographically-compressed and industry-laden system interacted. For their part, neither the Pennsylvania nor the Long Island then had other options available to reach the rails of New England. The former's indirect "Northern Division" (a 1955 term) routing from Harrisburg to Wilkes-Barre, which in turn accessed the New Haven's gateway at Maybrook, New York and the Poughkeepsie Bridge to Danbury, Connecticut, would not materialize

until 1889, while simple geography gave LIRR no choice but to remain a water-locked "terminal" road that was itself of little value for through traffic. This dilemma eventually spurred some initial planning to create an alternative system of lines that would enable both the competing Pennsylvania and New York Central to interject assets in this growing corridor, thereby to maintain a balance of pricing. Indeed, the Pennsy and New Haven had already been entertaining the concept of a physical connection between the Harlem River Branch in New York and the Long Island Rail Road's lines in Queens, though the bigger company did not as yet have direct corporate control of its potential bridge line. One end result was the incorporation of the "New York Connecting Railroad," in its first form, on April 21, 1892 at the behest of one Oliver W. Barnes, a noted civil engineer of the day who was allied with the Pennsylvania Railroad. Conceived purely as a means of "connecting" the four component railroads together, the two-track route as initially drawn up escaped LIRR's lines radiating from Brooklyn and Queens by way of a bridge across the notorious "Hell's Gate" channel (more or less as it was actually built in time), but did so to join both the New Haven's yard at Oak Point (as built) and the New York Central's Harlem Division at Williams Bridge, which it would have reached by continuing along the Bronx River basin, similar in manner to the alignment later attained by the Bronx River Parkway. Granted, these traits were all then very subjective points on a map, being vulnerable to great revision when meshed with the ever-shifting engineering and municipal realities that would surely emerge. It should also be noted that in 1892 the New York Central's Harlem and Hudson Lines were still legally contained within Westchester County as far as that very point; only the Bronx's western and southern portions (originally pieces of Westchester) had been ceded to New York City in 1874 while those lands in the "annexed district" (east and north of the Bronx River) did not follow suit until 1895. Though by appearances this distinction was minor, its legal ramifications were significant in terms of creating and operating any railroad, as it could serve to expand the jurisdiction of municipal governing authorities, along with their sometimes-inherently-corrupt policies. Given that consolidation of the entire "borough" of the Bronx was formally instituted just three years later, following a long period of anticipation, this might explain the evident repudiation of the New York Connecting proposal on the part of the New York Central system. As events soon transpired, this might have been a prescient decision on their part, at least in the short term.

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Rails Under the River Revisited

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In the early 1890s there were a half-dozen or so key maritime interchange points dotting the map around New York, with innumerable variations in utility that kept both the Hudson and East Rivers, as well as New York Bay itself, churning with liter vessels of every size and type, all day and night. Such remained the case as Samuel Rea undertook his detailed study of the Pennsylvania's Manhattan terminal potential at that time, with the possibilities for improving the movement of goods around the area considered as one of the many factors in his overall undertaking. Unfortunately, this and all other aspects associated with the Pennsy's desired extension into Manhattan were soon swept away in the greater economic tides that resulted from the Panic of 1893, the same forces that ultimately brought down Gustav Lindenthal's prized Hudson River Bridge proposal. It is probable that the Pennsylvania's hierarchy

was able to cage its own "educated guess" as to an optimal outcome for the ongoing issue of moving rail freight into, out of, and through New York City in an efficient, timely manner. Unfortunately, the effecting of such a great scheme was to be put off for another day and resumed after the complexities of birthing a terminal for its passenger trains could be addressed, which gives strong indication of the company's principal business orientation at that time. In the meanwhile, the Pennsy would have to be content with its rapidly swelling network of busy freight yards on the New Jersey side (by then expanded to include the Meadows, Waldo Avenue, and Waverly facilities); the marine and transfer services associated with its Exchange Place and Harsimus Cove terminals; and its big Manhattan pier at W. 37th Street. Then there was the easy access it enjoyed through its firmly-rooted, albeit water-bound exchange partners to the east of the city: the New York, New Haven & Hartford via the Harlem River terminal and the Long Island Rail Road through its huge Long Island City terminal and somewhat diminutive Bay Ridge quay in Brooklyn.

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Around New York's Transit System

(Continued from page 20)

Hudson Yards. She assumes the position of NYCT President on December 28.

Train of Many Colors Operates for World Series

The Train of Many Colors, a vintage consist of subway cars built between 1962-3, operated for a second weekend in commemoration of the New York Mets baseball team competing in the World Series. It had operated on 7 over the weekend of October 17-18 for the National League Championship Series and the same consist (see the November, 2015 *Bulletin*) operated for World Series Games 4 and 5 on October 31 and November 1, running from the new terminus at 34th Street-Hudson Yards to Main Street-Flushing, making all express stops, including Mets-Willets Point. The vintage consist departed 7 and returned to 207th Street Yard on November 4. R-33 9306 (and R-16 6387) was returned to the Transit Museum in Brooklyn on November 15.

Holiday Train to be Operated

The NYCT Holiday Train is operating on Sundays from November 29-December 27. The train will likely operate on the same schedule as the last few holiday seasons, following the route of M departing Second Avenue at 10:05 AM, 11:33 AM, 1:03 PM, 2:33 PM, and 4:03 PM, and departing Queens Plaza at 10:44 AM, 12:14 PM, 1:44 PM, 3:14 PM, and 4:44 PM. Sources close to the museum train operations have hinted that operational conditions permitting, the usual Holiday Train consist of R-1 to R-9 equipment may be joined by a D-Type triplex that would be operated with the train to and from 207th Street Yard and positioned on one of the express tracks at Second Avenue to assume the role of mobile Transit Museum annex on static display. The coupler at one end of a D-type triplex was modified this past summer to enable it to operate with the R-1 to R-9 consist during the Transit Museum's summer excursion train to Coney Island.

Sixth Avenue Subway Opened 75 Years Ago

(Continued from page 5)

Samuel Rosoff was an immigrant who rose from rags to riches. This 12-year-old Russian boy traveled alone and arrived in New York in 1894. At first he found shelter in the Newsboy's Home behind the World Building. He paid 8 cents for a bed and a clean night sheet, followed by oatmeal, coffee, and a roll for breakfast. If he was still hungry, he could order beef stew, which cost 3 cents. He sold newspapers under the Brooklyn Bridge and then sold candy on the Albany train. Advancing rapidly, he became a millionaire at age 30 and was building highways in the mid-1920s. Rosoff said, "Work is the only way to enjoy yourself." He had no formal education, but was a Practical Engineer. When he was award-

ed the contract for building the Eighth Avenue Subway, he admitted that he knew absolutely nothing about subway engineering. He did not need a college education because he was able to hire college graduates.

Rosoff was a shrewd businessman who was able to make a profit after subway construction ceased during World War II. He bought two Manhattan bus companies, East Side Omnibus Corporation and Comprehensive Omnibus Corporation, and operated them until he was no longer able to make a profit on a five-cent fare. After the Board of Transportation acquired the buses in 1948, Sam Rosoff was quietly forgotten. But the Sixth and Eighth Avenue Subways built by his corporation have furnished regular service for more than half a century and should continue for the foreseeable future.

TOUR OF TURKEY

by Jack May

(Continued from November, 2015 issue)
(Photographs by the author)

Sunday morning dawned dull and dark, but at least the rain had stopped. As the day wore on it got brighter, although we never saw the sun. The hotel's buffet breakfast was excellent and we soon began our day's activities. Samsun is some 400 miles east of Istanbul (as the crow flies) with a population of about a half million. With a shallow harbor, it is a busy Black Sea port, served by good highways and a major branch of the Turkish Railways (TCDD). Because it is surrounded by fertile ground it is a center for the shipment of agricultural products, but it also has a base of light industry. Samsun is most famous for having been the headquarters of Mustafa Kemal Ataturk's Turkish liberation movement. The father of modern Turkey (which is what the name Ataturk means) began the Turkish War of Independence in Samsun on May 19, 1919. The city is not very large and we didn't see any poverty or poor housing. The downtown area was quiet on this Sunday morning.

Samsun's 10-mile standard-gauge light rail line had been opened only a few months earlier, and it was already quite busy, with a Sunday schedule calling for 10-minute headways. Ansaldo Breda constructed 10 Sirio 100-percent low-floor vehicles for the tramway, similar to the ones operating in Athens, Milan, Goteborg, and various other cities. The red-and-white 5-section modernistic-looking double-ended units are stylish, and contain 68 seats. The entire line is on paved reservation, much in cobblestones, but also with some raw concrete. It is almost entirely fenced off to discourage trespassers, using either bushes or attractive low decorative railings in the city center, but more traditional wire fences beyond. There are 21 stations, all equipped with turnstiles that accept passes and *jetons* (tokens). They are sold from manned booths, although a few of the lightly-used stations had no kiosks. The cars accelerate quickly, and run from 35 to 40 mph between stops.

The inner terminal is Gar, the railroad station, where a small outdoor museum featuring a steam locomotive is located. The outer terminal is Universite, an important traffic generator. Both are double track stations with crossovers and long lay-up tracks extending beyond the platforms to bumper blocks. At both stations security personnel indicated that photos were not permitted (after I had taken some), but I was not bothered anywhere else, including the busiest station, Cumhuriyet Meydani, a block from our hotel.

I would characterize the line as an economic engine for the city. Brand new high-rise housing developments are being built shoulder to shoulder along its outer sections. Grade crossings are few and far between, with most located at stations where LRVs run slowly anyway.

Traffic policemen are present at these crossings — perhaps because the line is so new. In the new high-rise neighborhoods pedestrian overpasses have been erected to allow the public to access stations and cross from one side of the line to the other. Billboards erected alongside the tracks speak to safety awareness and also advertise the new apartments.

Samsun's light rail line has been implemented in an intelligent manner, and I believe it will be very successful.

Clare spent the day visiting the history and archaeological museums, as well as the Sunday market. Our guidebook suggested a restaurant located above a fish store, and we were rewarded with one of the best dinners of our trip.

After a good breakfast the next morning, we checked out of the hotel and headed to the Gar for our 8:20 train. The day did not actually work out the way we planned — right from the start. In the first instance, we could have easily rolled our luggage to the light rail station and ridden one stop to the end of the line, but since the weather looked threatening we decided to take a taxi to the nearby railroad station. But it turned out we had a communication problem with the driver, as while we headed in the correct direction at first, we then turned north toward the sea, crossing the railroad tracks and began working our way back toward the hotel. Of course it eventually became clear we were not being delivered to the station, and we finally got the driver to go back. Apparently (although we will never be sure), the driver thought we said "Pier" instead of "Gar." But it turned out only to be a short scare and we eventually alit at the station in plenty of time for the train — or as we soon found out, more than plenty of time.

I had wandered into the station building on the previous day but did not notice the large signs posted on the entrance door and on the ticket window that indicated beginning a few months earlier the train had been rescheduled to leave at 9:20, an hour later than we expected. Since we had a 2¾-hour connection at the end of the branch line at Sivas, we decided that this would probably not be a problem (although had we known we could have had a more leisurely breakfast). I had double-checked the schedule on the TCDD website from home less than a week earlier and confirmed that our schedule would be:

Lv Samsun 8:20	Lv Sivas 19:49
Ar Sivas 17:04	240 miles Ar Kayseri 23:45
140 miles	

Nobody at the station spoke English, and when I showed the agent this schedule he sold us tickets, but

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Tour of Turkey

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they were for a train leaving Sivas at 23:05, which would not arrive at our destination, Kayseri, until 2:30 the following morning. With no good way to communicate we decided we would worry about our connection when we got to Sivas, as the projected 2:30 arrival in Kayseri was clearly not to our liking. So while riding I thought about buses or even hiring a taxi once we arrived at Sivas, rather than waiting around doing nothing for five hours.

The train pulled up to the platform about 15 minutes before departure time, with a diesel locomotive followed by 5 cars. Three contained 10 compartments with 6 seats each, and two were open “saloon” coaches with 20 rows of 2-and-1 reclining seats, all facing in the proper direction. It surprised me that first-class rolling stock was being used on this branch line train, but we were very pleased with the comfort (and the second class fare). The day was grey, and the scenery a mix of hills and flatlands, with a short mountainous section. We arrived at Amasya, 84 miles from Samsun, about 10 minutes late (based on the “new” schedule), but paused there for an extra 20 minutes waiting for a northbound diesel railcar, a freight train and our opposite number to pass. I was able to take photos while our train was halted. Thus we were now about 1½ hours off our initial schedule. Despite being denoted as an express, 40 intermediate stations were shown in the timetable, but some must have been flag stops that we skipped. We certainly stopped at many stations, but not 40. There was a large amount of on-and-off traffic, mostly people dressed like peasants carrying goods in canvas bags. Our train is the only one carded to cover the entire branch, but a few short distance diesel railcars are also operated.

There must have been some make-up time in the schedule as we picked up 21 minutes into Sivas and

arrived at 18:13 (17:04). Upon walking into the station building we saw the arrival and departure board, which indicated that our connecting train, the Guney Express, was not scheduled for 19:49 as we originally anticipated, but instead for 23:42. So the agent in Samsun was correct, and we saw the next train out would be a secondary train at 23:05. A woman and a man occupied the two-window ticket booth and we went up to the lady, trying to find out if there was a bus that we could take to Kayseri. She spoke no English and was singularly unhelpful. However, when we tried to explain our plight to the other agent, he indicated that the Dogu Express, which was scheduled for a 16:57 departure, was running two hours late. He happily exchanged our tickets for ones on the Dogu, and we breathed major sighs of relief. Having found such a sympathetic agent, I had him sell us the tickets for our April 27 journey over the new high-speed line from Ankara to Eskisehir and then on to Istanbul for later in the same afternoon.

At 18:48 (16:48) the Dogu pulled in and we boarded. It pulled away at 19:05 (16:57), and further serendipity — it had a diner. We had not eaten anything but snacks all day, and now ended up with excellent dinners of lamb and chicken shish kabob, with salads of eggplant and peppers. In addition to the diner, which was manned by a crew of 3, there were 4 first class coaches and 2 sleeping cars. (See <http://www.tcdd.gov.tr/home/detail/?id=495> for photos of the equipment on the Dogu Express.) As it turned out we sat across from two teachers whose English was very good, and so had an enjoyable conversation all the way to Kayseri, where we arrived at 22:59 (20:33). This turned out to almost an hour earlier than we had originally planned, so we were quite pleased. Google had indicated that our hotel was three blocks down the main street leading from the station, but the walk turned out to be extensive, as the blocks were long and interrupted by a number of driveways that interfered with the smooth rolling of our luggage. But we were in bed before midnight.



Our first glimpse of Samsun’s new Light Rail system was from the window of our room at the Otel Yafeya. A portion of the harbor leading to the Black Sea is in the background.



Ansaldobreda Sirio tram 3 lays up at the bumper block just beyond the Gar terminal. Gar means railway station, but the letters, SBB, painted on the car does not refer to the Swiss Federal Railway.

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Tour of Turkey

(Continued from page 16)



A steam locomotive is usually part of the furniture at major railway stations in Turkey, but in Samsun the engine is attached to a few cars housing railroad artifacts that serve as a museum.



19 Mayıs Blv is one of the city's principal streets, but has been blocked off since the advent of Samsun's tramway, thereby converting the area along the Black Sea into pedestrian-friendly territory. Flower boxes line both sides of the tracks, improving the appearance of both the barriers and tramline. The view is just west of the city's principal downtown station, Cumhuriyet Meydanı.



Two views of the tramway from just east of the Baruthane station. The entire right-of-way is paved, using a pleasant mixture of materials. Cable cars rise from the station to reach the hills above the city and some archaeological digs.



The light rail line crosses Ataturk Blv on an attractive overpass, and then runs parallel to the arterial road.



Makromarket is a store serving the new dwelling units along the tramway. It was also a good place to pick up a snack for lunch.

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NJ Transit to Extend LRVs

(Continued from page 7)



Two views of 2054 northbound heading to Tonnelle Avenue, along Port Imperial Boulevard in Weehawken, between the line's Liberty Harbor and Port Imperial stations. These views were specifically chosen to highlight the positioning and length of the car's five sections. The orange building in the photo on the right houses some Port Authority of New York & New Jersey personnel and also serves as an air shaft for the Lincoln Tunnel.



Five-section car 2054 heads southbound toward the Baldwin Avenue overpass. The busy thoroughfare, which starts under the Lincoln Tunnel access helix, links automobile traffic from Route 495 with the many high-rise apartments, town houses, and commercial developments along the Hudson River waterfront that came as a result of the construction of the light rail line. The land directly above the "Bergen Shield" or Palisades in this view was the dueling ground made famous by Aaron Burr and Alexander Hamilton.



The northbound Tonnelle Avenue-bound unit is actually running eastward toward the Hudson River in this view from the Hoboken end of the Willow Avenue viaduct, which connects that city with Weehawken near the mouth of the Lincoln Tunnel.



A Bayonne-bound 2054 is shown operating southward from Newport-Pavonia station to Harsimus Cove. The parking structure in the background serves Newport Centre Mall, one of the major traffic generators on the Hudson-Bergen light rail system.

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NJ Transit to Extend LRVs

(Continued from page 7)

One might wonder why the Hudson-Bergen Light Rail Line has a car numbered as high as 2054 if it has a fleet of only 52 cars. That is simple, as the numbers are not continuous. Kinkisharyo built 55 cars for the system, but 3 of them were later transferred to the Newark Light Rail (Newark City Subway) Line to provide the necessary capacity resulting from the addition of its Broad Street Branch.

But why are the cars numbered in the 2000 series? That is also simple if you know Al Fazio, who had a major role in the design of the final HBLRT system and its rolling stock. He is a student and admirer of New York City's BMT Subway and as a Professional Engineer, has written extensively about the advanced-for-its-time technology of some of its infrastructure and rolling stock. Thus he was in a position to have certain aspects of BMT referenced to corresponding facets of HBLRT. For example, the junction of the lines from Tonnelle Avenue, Hoboken, and Liberty State Park is called DeKalb Interlocking after BMT's DeKalb Avenue station. But probably more significant, one of the primary features of BMT was its first steel subway cars, which were considered by many as a marvel of their times. So why not number the Hudson-Bergen cars in the 2000 series? Done, although Al claims it was "coincidental," and wrote that the numbering "was recognized later as an auspicious sign of the new railway's success." In Newark similar cars are numbered in the 100 series.

Car 2054 was part of the initial fleet of the BMT sub-

way in 1915 (called BRT at that time). The 10-foot wide, 67-foot long units have been referred to as BMT Standards and B-types over the years (and by many other names by subway passengers, that are not being repeated here to avoid an X-rating). I rode in these cars often while growing up in the Bronx as I was a Brooklyn Dodgers baseball fan and headed out to Ebbets Field on many occasions.

The number 2054 also reminds me of a PCC purchased by the Philadelphia Transportation Company in 1940. Having attended college in the City of Brotherly Love, where these air-electric streamliners crossed the campus and connected with other trolley lines, I am sure I rode it on many occasions. In those days it was painted in the standard PTC green and cream color scheme in which it was delivered, but later, during a period in the early 1990s when SEPTA recognized the historical aspects of streetcars and their value as a tourist attraction, it was restored to resemble the colors of the original 20 PCCs that came from St. Louis Car in 1938. SEPTA operated special services in that all-too-brief period, such as the Chestnut Hill Trolley and the Holiday Trolley, and even held weekend Trolley Fests. In addition to 2054, it painted other PCCs into PTC green and cream, as well as a pseudo-Red Arrow livery. Many fantrips were operated in those days, including some with traditional Peter Witt-type 8534. I rode several of them and took many slides, but I have not digitized them, so I found this Barry Moore photo on the Internet. 2054 is now preserved at the Electric City Trolley museum at Steamtown in Scranton, Pa.



Sea Beach Line at Kings Highway, Brooklyn on June 11, 1915, showing BMT A/B-Type Standard car 2054 operating as a single unit prior to the start of through service to Manhattan via the Fourth Avenue Subway. The Sea Beach Line was the first BMT route to use the fleet of steel cars.

Edward B. Watson collection, later the Arthur Lonto collection and then the Frank Pfuhrer collection, via nycsubway.org



PTC (later SEPTA) PCC 2054.

Barry Moore photograph



Around New York's Transit System

Subway Service Will Be Increased in June

In 2014, New York City's subway system transported nearly 5.6 million passengers and it expects to exceed this record in 2015. To provide additional service, NYC Transit will add 31 weekday and 3 Sunday round trips on the following routes in June, 2016: The biggest increase is scheduled for **S**/42nd Street Shuttle on weekdays between 9:30 and 11:30 PM. Frequency will be increased from 10 to 5 minutes. On **C**, frequency will be increased from 17.3 to 12 minutes from 8 to 10 AM Sunday. Weekday evening service will be increased slightly on **1 2 3 4 5 6 E** and **J**. These schedule changes will cost \$5.8 million annually.

MTA Passes Capital Program—What About Second Avenue Subway?

MTA's recent passage of its five-year capital program may result in yet another delay in the construction of the Second Avenue Subway. With an original goal of around \$32 billion, half of which had been unfunded until New York City and New York State came to an agreement on a funding plan of around \$29 billion, the "slight" reduction may directly impact the progress at which the Second Avenue Subway will be extended north of the initial section terminating at 96th Street when it opens in late 2016. While initially supportive of the capital plan when the agreement was reached with the state, Mayor DeBlasio expressed surprise when hearing of the \$1 billion cut to the funding for this project. MTA responded to intense criticism by stating that the money allocated to the line extension project must be spent on required planning and design, environmental reviews, property acquisition, and relocation of utility lines and infrastructure before tunneling can even begin. Local politicians are accusing MTA and Chairman

Tom Prendergast of being anti-New York City as billions of dollars are still being allocated to LIRR's East Side Access project while the Second Avenue Subway languishes, with a mere \$335 million over the next four years devoted to extending the line initially serving Second Avenue at 72nd, 86th, and 96th Streets by three stations at 106th and 116th streets on the way to its planned northern terminus at 125th Street and Park Avenue, connecting with Metro-North Railroad's station there. Accusations of MTA being racially biased were flung about as the opening of the section into East Harlem could be postponed until 2025 or possibly 2030 while the relatively wealthy Upper East Side south of 96th Street would receive its long-awaited subway line next year. Even so, late 2016 would still be almost 100 years after the Second Avenue Subway was first envisioned in the 1920s as a six-track -replacement for the original elevated line, which eventually morphed into the current two-track line with station spacing of 10 blocks or more.

NYC Transit Has a New President

Veronique Hakim, the Executive Director of the New Jersey Turnpike Authority from 2010-4 and appointed as Executive Director of NJ Transit in March, 2014, just over a year and a half later has been appointed the eighth President of MTA New York City Transit (NYCT), overseeing the city's subways, buses, paratransit service, and the Staten Island Railway by MTA Chairman Tom Prendergast. She returns to MTA, where she served 23 years as Special Counsel at NYCT and Executive Vice President and General Counsel at MTA Capital Construction, providing policy and legal advice on projects such as the Second Avenue Subway, LIRR East Side Access and the extension of **7** to 34th Street-

(Continued on page 14)

Tour of Turkey

(Continued from page 17)



The tramway has been a driving force behind the creation of brand new residential neighborhoods in the northwestern portion of Samsun. A sign advertising new opportunities for housing is followed by a close-up view of one of the apartment houses and the right-of-way through the neighborhood.

While our southbound train to Sivas paused at Amasaya, a DMU rolled by heading back toward the Black Sea. 30 of these self-propelled units were built by Fiat in 1993.

(Continued next month)