

The Bulletin



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CONTRACT 4 SUBWAY CONTROVERSY **by Bernard Linder** **(Continued from January, 2016 issue)**

In 1913, the City and Brooklyn Rapid Transit signed Contract 4, which provided for the construction of certain lines and their operation as a unified system. Eleven years later, most of the construction was completed, but the City failed to build the Nassau Street Line. After the Board of Transportation replaced the Transit Commission on June 1, 1924, BMT's Chairman, Gerhard Dahl, sent the Board a letter requesting that the City complete construction of the items in Contract 4 in accordance with the terms of the contract.

Following are excerpts from Mr. Dahl's letter dated July 12, 1924:

"This company, as the present contracting party with the City of New York under Rapid Transit Contract 4 and related certificates, desires to call certain matters to your attention in view of the jurisdiction conferred upon your Board by Chapter 573 of the Laws of 1924. It is assumed that, because of public need, you will take under early consideration possible additional transit facilities. There has already been very considerable public discussion of possible new routes. In addition this Company has pointed out to your predecessor, the Transit Commission, the need of completing the lines contemplated under Contract 4. It is hoped, therefore, that it will not be regarded as out of place if this Company now indicates to you its position on various transit questions so that you may have them before you in an early consideration of transit problems.

"These obligations are the completion of the 14th Street Line, the construction of the Nassau-Broad Street connection, the construction of shops and yards and the length-

ening of station platforms."

During the last two years of the Hylan Administration, Mr. Dahl was persistent, but he was unable to persuade the City to build the Nassau Street Line. Fortunately, James J. Walker succeeded John F. Hylan on January 1, 1926. About two years later, contracts for construction of the line were awarded to Marcus Contracting Company for the portion north of Liberty Street and to Moranti and Raymond for the remaining portion. Work was to be completed in 39 months and was 60 percent complete in March, 1929.

Underpinning of the buildings was one of the biggest jobs ever undertaken in subway construction. Because Nassau Street is only 34 feet wide and the subway floor is only 20 feet below the building foundations, 89 buildings were underpinned. During excavation, massive jacks supported 25 columns supporting Third Avenue Elevated's City Hall station. Eventually the station was supported on other beams. Another interesting job was the excavation alongside and 20 feet below the Lexington Avenue Subway while trains were running. Between John Street and Broad Street, the excavation revealed a quicksand area with water seeping through the ground from a spring that used to bubble in Maiden Lane.

Because the employees in the Financial District objected to loud noises during working hours, construction was done at night. In the daytime the excavation was decked over. This 0.9-mile extension cost \$10 million, \$2,068 a foot, more than three times the average cost of building subway lines.

On May 30, 1931, trains started running on

(Continued on page 4)

NEXT TRIP: GRAND CENTRAL TOUR — SATURDAY, MARCH 19

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

by George Chiasson
(Continued from January, 2016 issue)

THE PENNSY'S FIRST NEW ENGLAND GATEWAY

The inward portion of the virgin railroad did not retain its bucolic character for very long, for during the next year (1874) the Westchester County townships of Morrisania and West Farms were ceded to New York City, then immediately transformed into Manhattan's 23rd and 24th Wards. Just as eagerly, the Parks Department, as official holders of the non-deeded properties therein, transferred large plots of captured land between the Harlem and Bronx Rivers into private hands. Meanwhile an immense grid-work of streets was slowly designed and constructed (a process that ultimately continued well into the 1890s), upon which to support the resultant residential and commercial development. The fates and fortunes of nature shone upon the Harlem River Branch during February of 1875, when an extended cold snap iced over Long Island Sound and brought maritime shipping in the area to a virtual standstill. With the new railroad in place to provide a ready alternative, carload freight from around the waterfront was diverted from its usual transport by steamship to the Harlem River Terminal and on to the New Haven's rails. Much of this business remained after the waters thawed and during succeeding months the terminal was expanded for additional capacity, adding a new yard between Willis and Brook Avenues and pontoon-type (tide-sensitive) car floats that would allow it to receive entire railway cars, contents and all, for furtherance to anywhere the New Haven could reach. These qualities were given a rigorous test during 1876 as they enabled the mass movement of supplies in support of Philadelphia's Centennial Exposition, and were magnified all the more by the startup of through passenger service in cooperation with the Pennsylvania Railroad. Specifically, a premium *Boston Express* was inaugurated on April 17, 1876, also in concert with the Centennial commemoration, which used PRR rolling stock and was provided with "home" crews as it traveled. This train operated along the Pennsylvania's (Northeast Corridor) main line between Washington and Jersey City, was transferred around the length of Manhattan to and from the Harlem River Terminal by the PRR-owned steamship *Maryland*, and concluded its journey with a trip along the New Haven's "Shore Line" route to Boston. Two more such trains were instituted on August 1, a *Night Express* between Philadelphia and Boston that had through cars from Washington, and another "day" train (the *Philadelphia & Boston* or *Boston & Philadelphia Express*) serving the same two points. At that time the Pennsylvania's station in Washington was at the "B&P" depot, situated on 6th

Street at B Street North; its Philadelphia terminal was then the brand-new "Centennial Station," located on Market Street between 32nd and 33rd Streets; and the New York, New Haven & Hartford was serving the Massachusetts capital through its Boston & Providence affiliate, with a depot located at Park Square. On June 25, 1877 these through trains were joined by a *Washington & Boston* or *Boston & Washington Night Express* (depending on the direction of travel) and with a total of four through trips, the Pennsylvania's initial gateway to New England became institutionalized.

In 1878, the Union Star Freight Line (a relatively young fast freight company that was a "dark holding" of the Pennsylvania Railroad) codified a haulage agreement with the New Haven for the movement of carload freight through the Harlem River Terminal, and in so doing established a formal rate. Nevertheless, Union Star was merely a forwarding company with no transportation assets of its own, so it was not until 1883 that the New Haven commenced its first true railway interchange through that facility, contracting with the Baltimore & Ohio's syndicate (in the form of the Central Railroad of New Jersey and the Philadelphia & Reading) for through, direct carload freight movement between western points, New England, and even eastern Canada via the car floats at the Harlem River Terminal and the New Haven system. Within a decade, by 1892, this initial pair of interchange partners was joined by a score more, including such luminary carriers as the Delaware, Lackawanna & Western; Erie; Lehigh Valley; Atlantic Coast Line; the still-forming "Seaboard" consortium; the New York Central (in the form of its New York, West Shore & Buffalo affiliate); and, last but not least, the Pennsylvania Railroad itself. Needless to state, this combination of traffic commitment and the volume it generated served to keep the Harlem River Terminal and the New Haven quite busy, prosperous, and contented over the longer term. It was not too long afterward that the original handling yard on the banks of the Harlem River proved to be inadequate, and by 1896 the railroad added an "outbound" classification facility near the Van Nest station in the far-flung and still lightly-populated "annexed district" of what would become the Bronx. This was matched within two more years by an equivalent "inbound" facility that was coined Westchester Yard, and situated near that passenger station. All in all, by the turn of the 20th century the Harlem River Branch had become a key component of a freight main line that was second to none in the Northeast.

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From Recognition to Dominance

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On May 31, 1880 the Pennsylvania Railroad began using its New Haven gateway to forward passenger cars from southern points to New England for the first time. Referenced as originating in "Richmond," they may have actually begun their trips from cities as far away as New Orleans, being carried north on the Pennsy's newly-minted *Southern & Boston Express*. Return carriage was then provided by the *Fast Mail*, both in place of the former *Night* and *Philadelphia & Boston Express* trains that had only traveled a portion of the corridor. A true southbound counterpart, simply known as the *Boston & Southern Express*, was not started until January 18, 1892. Interestingly, this particular train initially made a somewhat convoluted routing while on the New Haven system, from Providence to Hartford, Connecticut by way of the Providence, Hartford & Fishkill Railroad (better known as the New York & New England), then as far as Waterbury before passing onto the New York & New Haven main line at Bridgeport for its trip to the Harlem River car float via New Rochelle. It was modified to a more conventional course that subscribed to the Shore Line via New London and New Haven on January 24, 1893 and both services stayed in effect (though not always under the same names) through the first years of the 20th century. As part of the same service strategy, the existing *Fast Mail* was re-branded as the *Southern Fast Mail* in early 1892, then again reverted to its original title on May 21, 1893. It was then interrupted for various periods in 1894, 1895, and 1896 before staying put for several years prior to its "final" discontinuance on May 26, 1901. As the *Boston & Washington Night Express* was eliminated on July 1, 1884 (its successor serving Jersey City only) there remained but two PRR trains running each way to Boston, with no more added again until the *Pennsylvania & Shore Line Express* was inaugurated on May 11, 1890. This was another "day" train via the Harlem River Terminal that covered the Northeast Corridor between Philadelphia and Boston until it was extended to Washington as the *Colonial Express* on January 18, 1892. A fourth round trip was finally added back on June 3, 1900 in the form of the *Federal Express*, and so the basic schedule of New Haven passenger trains using the Harlem River Branch remained through 1904. As might be deduced, the quantity of such service varied over time as traffic volumes rose and fell, a phenomenon that probably had some relationship to the seasons and the degree of novelty associated with public travel from time to time. Nevertheless, the mere ability that the Pennsylvania had attained in being able to go around the omnipresent New York Central for direct access to New England, be it to the benefit of shippers or passengers, gave it a paramount advantage over most of its competitors and was of topmost importance to its overall enterprise.

URBANIZATION, THE HARLEM RIVER BRANCH, AND THE NEW HAVEN'S "RAPID TRANSIT" SERVICE

Just as it grew into its role as a prolific freight-hauling corridor, the Harlem River Branch was also constantly being redefined by urban and suburban development in its earliest years, as a reflection of the changing needs of its surrounding populace. Four more stations were added to the line during its first two decades, three of them for use by the New Haven's locals between New Rochelle and the Harlem River. About 1880 or 1881 (certainly by the end of the latter), one new stop was established on the former Bartow Mansion property at Milepost 3.3, which was contained entirely in what is now Pelham Bay Park. It originally carried the host family's name, but later on, as that area became more open to public access, was re-christened "City Island" to advertise its "closeness" (perhaps 2 miles) to this popular summertime beach area. Secondly, after the actual "Baychester" section had finally materialized in the same time period, another new station holding that name was laid at the newly-created crossing of St. Mary's Avenue at Milepost 4.3 (a site presently entangled beneath the New England Thruway). This resulted in the line briefly having two stops with identical names, a dilemma that was instantly cured by referring to the existing station at Milepost 5.7 as "The Old Depot." Language strictures being what they were in those times soon dictated that the previous version of "Baychester" be renamed "Westchester" (probably by the end of 1882), as that older community was also continuing to spread rapidly through the former countryside. The third and final new station on the Harlem River Branch was added during the "four-tracking" project carried out on the New Haven's main line between 1890 and 1894. Named "Woodside" for an emerging neighborhood along the Old Boston Post Road in the westerly sector of New Rochelle (now off I-95 at Kings Highway), it was positioned at Milepost 0.7. This new stop was present sometime by 1893, during which time the Harlem River Branch also received quadruple trackage from New Rochelle Junction (Signal Station 22) to the Pelham Manor station, which incorporated the line's first two overpasses at Webster Avenue and the Old Boston Post Road.

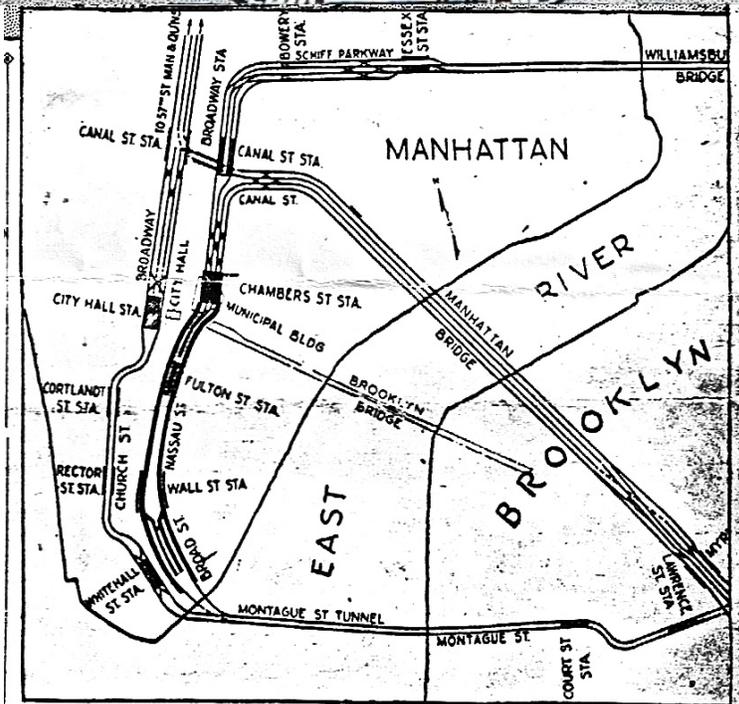
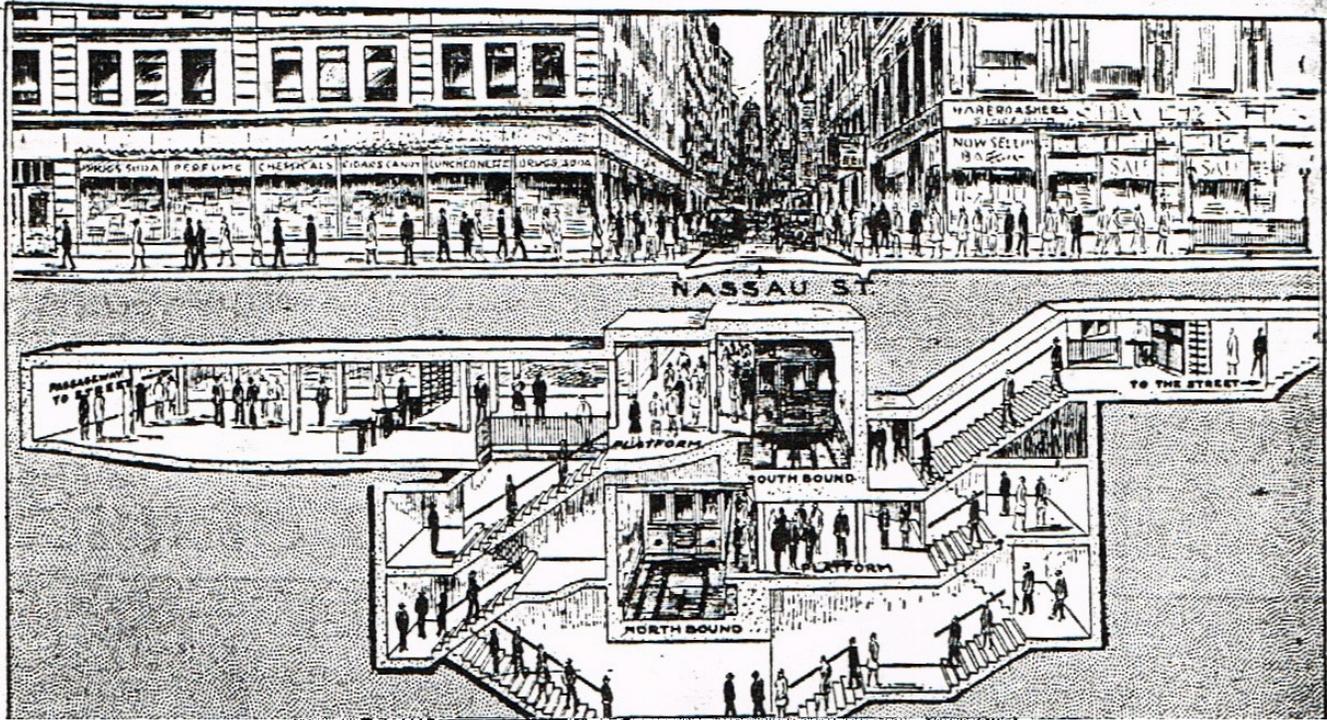
Another station (of a sort) was added on August 20, 1889 in the form of a short spur, with attendant platforms, at Milepost 6.1 (currently approximate to Bronxdale Avenue). It was intended to serve the Morris Park Racecourse, a new horse-racing venue that opened for business the very same day, and as such the railway station was aimed at the high-spirited and oft-exclusive seasonal and group activities that took place at the track itself as opposed to the line's overall work-cultured, regimented ridership, whose needs were centered around Manhattan commuting. Morris Park Racecourse lasted for 15 years and hosted such prestigious meets as the Preakness and Belmont Stakes during its time, the latter until August Belmont II opened

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Contract 4 Subway Construction Controversy

(Continued from page 1)

Nassau St. Subway, Opened Today, Has Cost the City Just \$2,068 a Foot



Map showing new subway line under Nassau and Broad Sts. and, above, diagram of the Fulton St. station of the line.

Editor's Note: This track plan is probably a proposed layout, including crossovers never installed.

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Contract 4 Subway Construction Controversy

(Continued from page 4)



Broad Street-Nassau Street station, October 29, 1968.
Bernard Linder photograph



Fulton Street-Nassau Street station, October 29, 1968.
Bernard Linder photograph



Williamsburg Bridge, approaching portal in 1969.
Larry Linder photograph



Williamsburg Bridge in 1969.
Larry Linder photograph



Williamsburg Bridge in 1969.
Larry Linder photograph



Williamsburg Bridge approach in 1969.
Larry Linder photograph

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Contract 4 Subway Construction Controversy

(Continued from page 5)

Nassau Street and a short extension on 14th Street from Sixth Avenue to Eighth Avenue, completing construction of lines under Contract 4, which was signed in 1913. The Fulton Street station is an unusual station, whose cross-section is shown on page 4. At the present time, there are three levels; **A** **C** trains cross at right angles on the lowest level.

For the first time, Culver subway passengers enjoyed a one-seat ride to Lower Manhattan. During mild and cold weather, rush hour trains from Kings Highway op-

erated via bridge and Nassau Street, returning via tunnel to Brooklyn. Trains made express stops on Fourth Avenue and bypassed DeKalb Avenue and Myrtle Avenue. Non-rush hour trains operating via tunnel between Chambers Street and Coney Island made all local stops. Culver elevated trains ran from Sands Street to 9th Avenue in non-rush hours and Coney Island in rush hours with trains making express stops from Atlantic Avenue to 9th Street to 36th Street. Rush hour West End Locals from Bay Parkway or 62nd Street operated in the reverse direction on Nassau Street and made all stops. This loop operation was the most unusual service operated on the transit system.



Brooklyn end of Williamsburg Bridge, looking west, April 1, 1969. Larry Linder photograph

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From Recognition to Dominance

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his own facility at the Queens-Nassau border in 1905. This was apparently a delayed progression, as until his death in 1890 Belmont's father, August Belmont, Sr., had co-owned the Jerome Park Racetrack, located in the northwestern part of what is now the Fordham section of the Bronx (and was then part of Fordham Township in Westchester County). The Belmont Stakes were initiated there in 1867 and staged each year through 1889, when the race was first relocated to Morris Park. This was part of an overall effort to phase the Jerome Park track out of existence, as finally executed in 1894, so the land could ultimately be used to install the Jerome Park Reservoir. With the inevitable opening of Bel-

mont Park sure to draw away the remaining privileged, wagering clientele that the Morris Park facility preferred but had been seeing in reduced quantity, its last races were run on October 15, 1904. Both the site and the railway station then remained for use during special events that continued to take place on its grounds, lasting until September, 1909, when it was all turned over to the city for redevelopment. Certain events continued to find the otherwise abandoned station in use afterward, with another version of the Morris Park station re-emerging several years later as part of the line's massive reconfiguration to accommodate the Hell Gate Bridge. In that time frame (approximately 1914), a pair of new platforms were laid alongside the "local" tracks (3 and 4) near Bronxdale Avenue to create the latter-day commuter station at Morris Park. *(Continued next issue)*

Around New York's Transit System

(Continued from page 20)

as Williamsburg, that are now densely populated, are few. One of the options (besides a long term total closure) being considered by NYCT is to keep one of the two tubes open and operate a limited service. However, the total time to complete the necessary repair and upgrading work would be significantly lengthened. A total

closure would expedite the work but could still take up to 40 months to complete. Any option taken by NYCT will definitely require added service on **M**, adding two cars to every **G** train to lengthen them to six cars, as well as providing a fleet of shuttle buses to handle the displaced riders. With the work slated to commence by late 2017, NYCT has around a year or so to make its selection and announce it to the public.

Contract 4 Subway Construction Controversy

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Kent Avenue station, Broadway "L."
Bernard Linder collection



Train leaving Williamsburg Bridge, September 13, 1989.
Bernard Linder collection



Marcy Avenue station, Broadway "L."
Bernard Linder collection



**Third-tracking the Broadway "L" at Montrose Street (Avenue),
January 26, 1916.**
Bernard Linder collection



Flushing Avenue station, Broadway "L," looking east in 1969.
Larry Linder photograph



Myrtle Avenue station, Broadway "L," looking west.
Bernard Linder collection

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Commuter and Transit Notes

No. 327

by Ronald Yee and Alexander Ivanoff

MTA LONG ISLAND RAIL ROAD

Charles “Chuck” Hoppe, President of LIRR from 1990 to mid-1994, passed away on December 29, 2015 at the age of 80 after a series of strokes. A life-long railfan, he grew up in Rocky River, a suburb of Cleveland, Ohio, where he fell in love with the sights and sounds of the New York Central and Nickel Plate trains roaring by. He is best known for overseeing the replacement of the 50-year-old converted EMU diesel-hauled coaches and 1970s-vintage locomotives with a fleet of new bi-level push-pull coaches powered by 46 new locomotives, half of which were dual-mode, permitting through service into Penn Station from non-electrified territories. He also improved LIRR’s on-time performance and equipment reliability and is credited with having successfully fought to save the now 181-year-old LIRR name in the face of pressure from MTA to re-name it Metro-East. He started the marketing strategy of calling the riders customers as a means to put more emphasis on the service aspect of the railroad to the riding public. (*Newsday*, December 25, 2015)

New York State Governor Andrew Cuomo announced an ambitious plan for the state to expand and improve 9.8 miles of the LIRR mainline between Floral Park and Hicksville, notably adding a third track along this busy corridor, which would finally permit the operation of reverse-peak commuter rail service. Currently, due to heavy rail traffic, the two-track mainline on this corridor is “fleeted” for over 90 minutes in the peak direction, with both tracks set only for westward moves in the morning and eastward moves in the evening. The third track would also provide much greater operational flexibility in the event of a disabled train. Unique in this plan would be the financial protections LIRR would offer the 50 property owners (20 residential, 30 commercial) who would be impacted by the construction of the third track. In most cases just a five foot wide strip of land would need to be acquired. The railroad would offer compensation for the strip of land or a full buyout if the property owner so chooses. LIRR would compensate commercial property owners and offer assistance from Empire State Development so their businesses could remain in their current community. With two out of every five LIRR riders using this corridor and an anticipated significant ridership increase when East Side Access opens under Grand Central Terminal, this project would help LIRR meet the needs in the years beyond 2022.

The Governor also announced a \$3 billion plan to totally revamp and upgrade Penn Station to better meet the needs of the 650,000 daily commuters and Amtrak riders currently passing through its underground labyrinths. The original Pennsylvania Station was designed for just 200,000 passengers per day, hence the congested pedestrian flow within the station today. The new rail station complex would encompass the current Penn

Station complex as well as the James A. Farley Post Office building and increase the overall size of the station by 50%. A new 210,000 square foot train hall—approximately the same size as the main room at Grand Central Terminal, would be constructed at the Farley Post Office building and would serve Amtrak, LIRR, and NJ Transit customers as well as the new AirTrain to LaGuardia Airport. It would be linked by wide passageways under Eighth Avenue (construction of these passageways is nearing completion) to the existing Penn Station, which would be reconfigured with a vastly improved pedestrian circulation, new upscale retail, and eatery venues. Wi-Fi would be available throughout the complex with digital as well as standard ticketing facilities, 30 new escalators, elevators, and stairways providing a smooth pedestrian flow and access to the Eighth Avenue and Seventh Avenue subway lines. Artist renditions show a complex that would be reminiscent of the grandeur of the arching glass skylight ceilings of the old Pennsylvania Station but with a 21st Century flair, functionality, and an environmentally efficient design that would serve New York City rail users well into this century.

An unprecedented public-private partnership is envisioned to accomplish this monumental task and expedite its completion. It is expected that significant portions of the major construction work for this complex would be completed within the next three years. In return for its investment, the private entities involved would have interests in the long-term revenue streams from commercial and retail rental income. Upon completion of this ambitious project, the Governor announced, the entire complex would be renamed Empire Station. Also mentioned in this announcement was New York’s participation in a study of the future rail connections between Long Island and the Bronx, Westchester, or Connecticut as potential options to possibly relocate Amtrak’s Northeast Corridor (NEC) along such an alignment to reduce travel times to Boston by bypassing a large portion of the current routing of the NEC that must negotiate the 50 MPH Hell Gate Bridge and viaduct and a shoreline route with many speed inhibiting curves. (New York State Governor’s Office, January 5, 2016)



Built to Lead

NJ TRANSIT

A West Side Avenue-bound Hudson-Bergen Light Rail (HBLRT) train collided with the back end of a small box truck at a grade crossing near the Newport Mall in downtown Jersey City on Monday, January 18, 2016. Six people of the 38 passengers sustained minor inju-

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

ries. The HBLRT train had the right-of-way and the truck driver was issued several traffic citations by the police. Service was briefly suspended until the accident scene was cleared and investigators had completed their work. *(Editor's Note by Ron Yee: No word on the LRVs involved or the extent of damage they may have sustained.) (The Jersey Journal, January 18, 2016)*

NJ Transit is planning to replace the 107-year-old Raritan Bay Bridge, which was severely damaged by the floods of Hurricane Sandy and errant boats and ships striking it during the storm. It took three weeks to repair the damage, which included misaligned tracks, damaged bridge piers and spans, and destroyed transformer and electrical components. NJT has identified \$446 million in Federal Transit Administration Sandy relief aid funds to pay for the new bridge. The current bridge is a swing span that is increasingly unreliable, getting stuck in the open position and delaying up to 10,000 daily riders on the North Jersey Coast Line. No sketches of what the new bridge will look like, but one of the objectives is to construct a bridge that will be able to withstand future storms and not sustain damage. *(Asbury Park Press, January 14, 2016)*

PORT AUTHORITY TRANS-HUDSON RAILROAD

The Port Authority of New York & New Jersey announced that the World Trade Center Transportation Hub Oculus will open to the public during the first week of March, 2016. The soaring wing-themed design Oculus will provide a climate controlled station that will connect PATH's 100,000 daily commuters almost seamlessly with 11 NYCT subway lines, east side ferries, and access to the Wall Street area. Within the World Trade Center complex, the transportation hub will also serve to link One World Trade Center as well as Towers 3 and 4 and the future Tower 2, the WTC Memorial Site, and Brookfield Place as well as the Westfield Mall, a massive shopping mall complex that will be located adjacent to the WTC site. While work continues on constructing PATH Platform B, when completed, the WTC Transportation Hub will be New York City's third largest transportation center serving around 250,000 daily commuters and visitors. *(Port Authority of New York & New Jersey press release, January 19, 2016)*

AMTRAK

The *Texas Eagle* will be rerouted in February, 2016 from the Union Pacific (UP) tracks it currently operates over between Dallas and Fort Worth to the former Rock Island tracks utilized by Trinity Railway Express (TRE) commuter trains. The new routing will enable this train to avoid the constant level of delays, some upwards of one hour, resulting from it having to compete with the numerous freight trains plying the UP route. This rerouting had been approved by the Dallas Rapid Transit Board after \$7.2 million in federal funding had been spent to upgrade the line and double-track it, allowing Amtrak to operate over the TRE route without encountering the rampant single-tracking delays that it had been plagued

with on the UP line. The Fort Worth Transportation Authority would underwrite the \$1.07 million per year premium of a \$21 million liability insurance policy to cover the *Texas Eagle's* operation over the TRE line through September, 2025. This all came about as a result of Fort Worth's plans to operate a new 27.2-mile Tex-Rail commuter rail line linking Fort Worth with Grapevine as well as Terminal B (offering connections to DART's Orange Line light rail) via the north entrance of the Dallas-Fort Worth Airport. As this line would need to operate over a two-mile stretch of UP tracks out of downtown Fort Worth, UP demanded that in return for the trackage rights, the *Texas Eagle* be rerouted off its heavily utilized freight line. If federal funding can be secured, the Tex-Rail commuter rail line could open as early as 2018 using eight Diesel Multiple Unit (DMU) rail cars built by Stadler Bussnang, AG, likely to be very similar to the cars used on the Denton County A-Line and the Austin Capital Light Rail. See map on next page. *(Star-Telegram, December 14, 2015)*

Amtrak completed the activation process of its Positive Train Control (PTC) on the Northeast Corridor (NEC) when the final stretch spanning Philadelphia to New York City was "cut-in" over the weekend of December 19-20, 2015. PTC had been activated one week earlier between Washington, D.C. and Philadelphia and had already been activated between New Haven and Boston. The stretch owned and controlled by Metro-North Railroad between New Rochelle and New Haven is expected to have PTC by 2018. No word on the status of PTC over the Hell Gate Line between New York's Penn Station and New Rochelle, but it can be assumed that PTC will be activated for that section of the NEC by the 2018 deadline. *(philly.com, December 21, 2015)*

Amtrak service between St. Louis and Kansas City was resumed on January 3, 2016, four days after being suspended due to near record-setting flooding on the Mississippi River caused by over 10 inches of rain during a three-day period beginning on Christmas Day. The high waters covered the tracks at some locations, forcing the shutdown. *(Quad-City Times, January 4, 2016)*

MUSEUMS

For over ten years, PATH PA-1 class "C" car 143 had been stored inside of Hangar 17 at JFK Airport, where artifacts from the old World Trade Center (WTC) were stored after their recovery following the September 11 attacks in 2001. This car was part of the train that was abandoned and trapped under the WTC when the twin towers collapsed. On Tuesday, December 15, 2015, it was moved by truck to its new home on static display at the Kingston Trolley Museum located in upstate New York, arriving the next day, Wednesday, December 16, 2015. Car 143 joins PA-3 car 745, which was sent to the Shore Line Trolley Museum as part of its September 11-themed displays. *(The New York Times, December 17, 2015)*

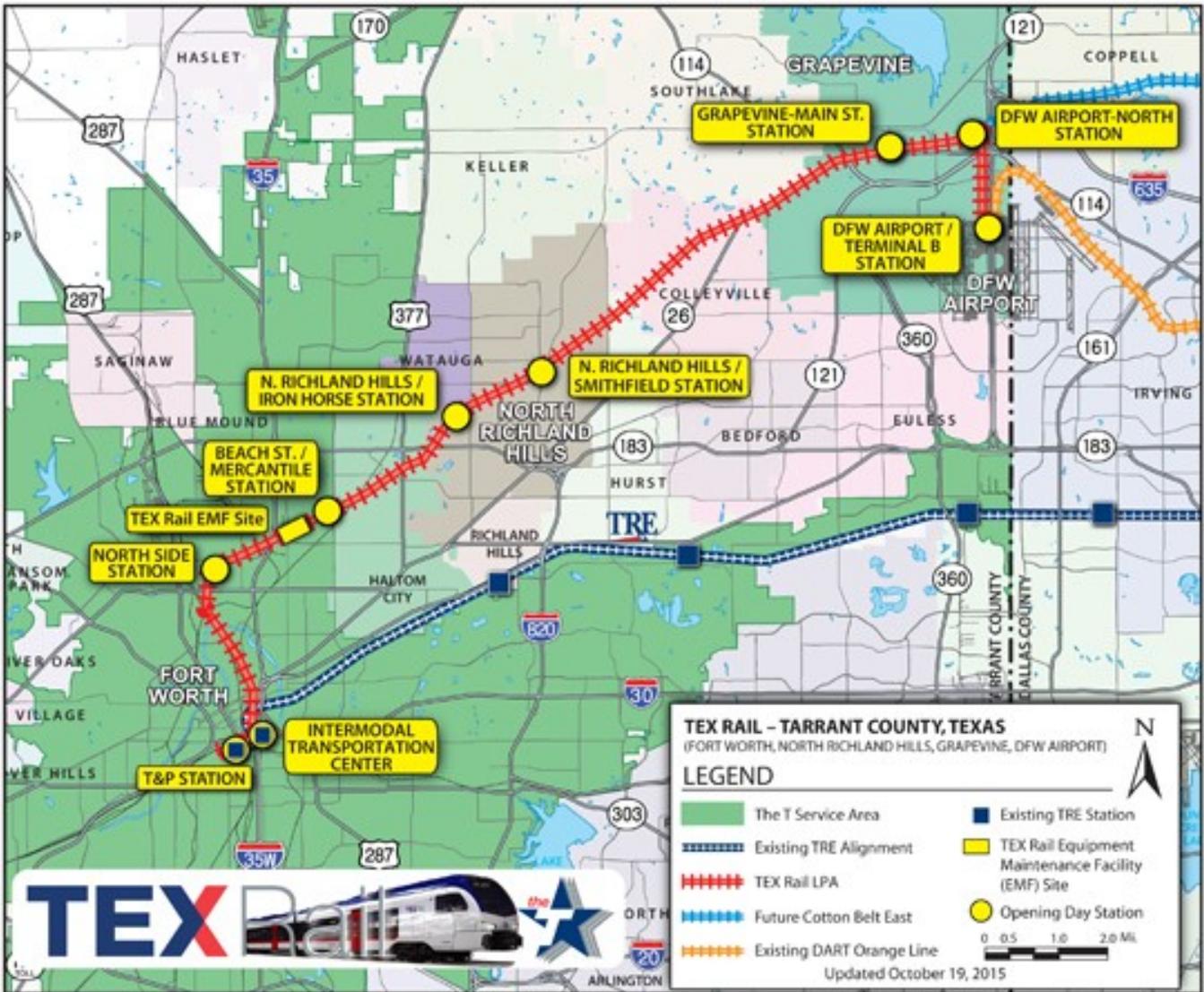
MISCELLANEOUS

Congress approved a bill that would provide commuters on public transit, the ability to set aside up to \$255

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Commuter and Transit Notes

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per month of their income tax free for 2016 if they work for an employer with more than 20 employees. This would match the tax benefit with those who drive to and from work and use it to pay for fuel, tolls, and parking. The transit tax benefit had been limited to just \$130 for 2015. (*Star-Ledger*, December 18, 2015)

OTHER TRANSIT SYSTEMS
BOSTON, MASSACHUSETTS

Citing significant safety and procedural rule violations, MBTA fired the Train Operator who was involved in the runaway train incident out of the Braintree terminal on the Red Line. He is expected to appeal the action through his union. (*Metro*, December 16, 2015)

After months of preparation for winter extremes during the summer and autumn months of 2015, MBTA passed its first test in the snow. Among the improvements made were ten miles of new third rail on the Red Line and third rail heaters on the Orange Line. A new de-icing

spray is now being used on the Blue, Orange, and Red Lines to make their third rail more resistant to freezing over. On the commuter lines, 40 new locomotives not available last winter have replaced the oldest and most unreliable engines. (7 News Boston, December 29, 2015)

PHILADELPHIA, PENNSYLVANIA

Closely following Amtrak's full activation of Positive Train Control (PTC) on its Northeast Corridor (NEC) between Washington, D.C. and New York City, SEPTA Regional's commuter trains were expected to have operational PTC not just on the NEC but system-wide by the end of January, 2016. The on-board equipment and wayside line equipment already installed and tested on SEPTA's non-NEC lines needs to be certified by the Federal Railroad Administration before it can be implemented. (philly.com, December 21, 2015)

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

SEPTA is expected to roll out its Key Card beginning in March, 2016, a smartcard fare media that will replace the current systems of tokens and cash. Utilizing smartcard chip technology, users will be able to simply tap and go on all buses, trolleys, and subways using scanning readers at the farebox or turnstile. The cards will come in several forms, ranging from single ride to weekly and monthly passes, and personalized versions will be automatically refilled from a registered bank card with the ability to freeze the card and get replacements if the original should be lost or stolen. This project has been delayed by three years owing to technical issues associated with its implementation, both software and hardware, but SEPTA officials are confident the current timetable for implementation will be met. The SEPTA Key will also be used for rides on its regional rail system at some point in the not-too-distant future. This project was launched in 2011 with the signing of a \$129.5 million contract between SEPTA and ACS Transport Solutions, a division of the Xerox Corporation, with costs increasing by over \$4.7 million stemming from 10 change orders to accommodate changing needs and the need to address unforeseen issues during development and testing. (philly.com, December 29, 2015)

PATCO restored its full schedule of train operations on January 2, 2016, following the completion of a \$103 million, 18-month-long track rehabilitation project under which all track as well as power, signal, and communications cables across the Ben Franklin Bridge were replaced and structural repairs were made where needed. Track and rails were replaced where necessary in the tunnels under Franklin Square in Philadelphia and Martin Luther King Boulevard in Camden, New Jersey. Service will return to 4-minute headways during the peak periods and headway intervals will decrease from 15 minutes down to every 12 minutes during the weekday off-peak periods. On Saturdays, trains will operate every 25 minutes instead of half-hourly. *(Editor's Note by Ron Yee: That Saturday service "improvement" will likely result in a schedule few customers will be able to easily remember. They would be better off going to a 20-minute headway for three trains per hour in each direction or just staying with a 30-minute headway. The train schedule would then have a pattern that would definitely be easier to remember.)* (PATCO, December 30, 2015)

ATLANTA, GEORGIA

The Atlanta Streetcar began charging fares on its 2.7-mile, \$98 million line on January 1, 2016. While it had been free for its first year of operation, the fare structure is now \$1 per ride or \$3 for a one-day pass. Ridership in 2015 was estimated at 900,000, short of the 1.1 million rider goal. While a hit with tourists and visitors to the city, residents have soured on the streetcars, which they claim are obstructions to traffic flow on the congested streets of downtown Atlanta. Proponents have stated that ridership will grow as the system is expanded but recently, the City Council removed streetcar plans for

Peachtree Road in the popular retail and dining Buckhead district. The \$1.5 billion in economic benefits to the City of Atlanta generated by the streetcar system could end up being overstated. It remains to be seen if the end of the free-fare introductory trial period will depress ridership numbers. *(Editor's Note by Ron Yee: Various reports from railfans who rode the line in 2015 indicated that the streetcars had become havens for some of Atlanta's homeless population, discouraging people from riding the streetcars. With the charging of fares, the streetcar agency will likely have greater authority to order the police to legally remove such persons from the streetcars.)* (**The New York Times**, January 1, 2016)

MIAMI, FLORIDA

French transportation consortium Alstom made an unsolicited bid to take the lead in constructing a light rail line referred to as "Bay Link," linking Miami with Miami Beach via the MacArthur Causeway across Biscayne Bay. Miami Beach had been seeking a means by which to jump-start the effort to build a light rail line that would ply the streets of South Beach. The proposed 14-mile, two-line system could run from Miami across the causeway to 5th Street, up Washington Avenue to Dade Boulevard, and along Alton Road south to 1st Street and north to 17th Street with five stops in the South Beach entertainment district. Trolleys last operated on the streets of Miami in 1939 and the proposed Bay Link is envisioned to be a wireless system. Miami Beach would foot about \$148 million or around 28% of the \$532 million cost to build the system using funds from a half-penny transit sales tax approved by Miami-Dade voters back in 2002. Alstom and its partners have proposed financing the construction costs up front and recouping their investment by operating the system for 35 years. Funds from the transit tax and other sources would fund the capital and operational expenses. The Bay Link LRT would be a welcome alternative to the traffic-clogged MacArthur Causeway for residents, employees, and tourists alike. (**Miami Herald**, December 23, 2015)

MetroDade County Transit operated two limited-stop express trains on its Metro Rail line during both the morning and afternoon peak periods as an experiment to improve service for its customers. The pilot program ran from December 7 thru December 30, 2015. (**Progressive Railroading**, December 30, 2015)

CHICAGO, ILLINOIS

The Chicago Transit Authority (CTA) announced that the project to provide seamless 4G Wi-Fi service within CTA's subway tunnels promised to commuters by Mayor Rahm Emanuel was completed and placed into service on December 28, 2015. The \$32 million project partnered with Verizon, T-Mobile, Sprint, and AT&T Wireless to design and install antenna systems that would be totally compatible with today's 4G wireless phones and other mobile devices. A total of 22 miles of subway tunnels (13 miles on the Blue Line and 9 miles on the Red Line) were equipped with the new infrastructure and systems. (CTA, December 29, 2015)

(Continued on page 12)

Commuter and Transit Notes*(Continued from page 11)***HOUSTON, TEXAS**

14 of the 39 CAF light rail vehicles (LRVs) have been removed from passenger service due to a wheel issue with the new cars. The wheels are apparently working their way loose from where they are pressed onto the axles. The wheel separation issue was first discovered during a routine inspection on December 10, 2015 and a fleet-wide inspection has identified 14 cars with this defect. As a result, the entire Metro system is experiencing a car shortage, causing overcrowding during the peak periods. Engineering staff from CAF are working with Metro to resolve this issue and get the cars back on the road as quickly as possible. (*Houston Chronicle*, December 18, 2015)

DENVER, COLORADO

New fare rates were put into effect for 2016 for the local as well as regional services of the Denver RTD, which will see the first of the new electrified commuter rail lines open on April 22, 2016, linking downtown Denver with the city's airport. By the summer of 2016, additional commuter rail lines will open. The basic fare structure is \$2.60 per ride or \$5.20 for a day pass covering the light rail and city buses, or \$4.50 per ride or \$9.00 for a day pass that is valid over the entire regional system. Seniors get a 50% discount on all ticket types. Also, the new Rotem EMU commuter cars are now undergoing testing on the A-Line and have been approved for a maximum speed of 79 mph. (Denver RTD Website, January 1, 2016)

SALT LAKE CITY, UTAH

A fast-moving car crashed into a TRAX train with such force on January 4 that the impact knocked the train off its tracks and left it teetering on the North Temple overpass, killing an Ogden man and injuring 18 others.

The driver, Jose Delrio Cabral, did not slow as he barreled through the railroad crossing arms and slammed into the train. A warrant was issued for Cabral's arrest Monday just a few hours after the victim died, according to court records. Police say Cabral was also involved in a separate accident shortly before the crash.

Detectives believe the car was traveling at a high rate of speed.

On board the train, at least 18 people were injured. Seven, including the Operator, were transported to local hospitals. Nine people were treated at the scene and then released. Two others initially refused transportation to the hospital but later drove themselves there. All injuries to people on the train were minor, most suffering from cuts and bruises.

Four people were briefly trapped inside the front of the train after a pole fell onto the train, preventing the train doors from opening.

A warrant for Cabral's arrest was issued in 3rd District Court after 3 PM January 4, according to court records. Cabral had failed to pay restitution after pleading guilty to assault against a Police Officer, a class A misdemeanor. Additional charges of failure to stop at the com-

mand of law enforcement and interference with an arresting officer were dismissed in exchange for the plea.

Cabral was arrested in North Salt Lake in April after police found him walking on top of concrete dividers separating U.S. 89 from the frontage road. He ran from an officer and began swinging his arms at oncoming traffic on an I-15 on-ramp and resisted arrest, charging documents state.

In 2015, Cabral pleaded guilty in two separate cases to reduced charges of attempted possession of a controlled substance. He pleaded guilty in 2014 to criminal mischief.

The Utah Transit Authority set up a bus bridge to connect passengers from the Arena and Fairpark TRAX stations, later adjusting it to run instead from Salt Lake Central to the Fairpark. Officials hoped the Green Line would start running again that evening, but a bus bridge remained in place throughout the night. Officials did not immediately say when full service would resume.

The last case of a TRAX derailment occurred in March, 2015, when a switching error led to a slow-speed crash between two trains. (*Deseret News*, January 4, 2016)

SEATTLE, WASHINGTON

The Seattle-Tacoma region's Sound Transit has selected the route, stations, and expanded operation and maintenance facility for its Tacoma Link Expansion light rail extension project.

The 2.4-mile Tacoma Link Expansion will serve riders traveling between Tacoma's Theater District and Stadium and Hilltop neighborhoods. It will run primarily in-street along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way, and will include one relocated station in the Theater District and six new stations. The existing 1.6-mile light rail line serves six stations between the Theater District and the Tacoma Dome. Trains run every 12 minutes and provide nearly one million rides per year.

During the next two years, Sound Transit staff will advance engineering work on the \$175 million expansion. Assuming all project funding is secured, construction would begin in 2018. To date, the city has secured \$33 million in federal and state grants toward the expansion and has committed to identifying an additional \$7 million to complete its \$40 million contribution to the project.

The Sound Transit Board unanimously selected former Federal Transit Administrator Peter Rogoff as the agency's new CEO. Rogoff will start in January 2016 following board confirmation of contract details in December. Current Sound Transit CEO Joni Earl, who has been on medical leave, will retire in March following the opening of the University Link LRT line. Deputy CEO Mike Harbour, who did not apply for the CEO position, will continue to serve as the agency's acting CEO until Rogoff's arrival. (*Railway Age*, November 25, 2015)

LOS ANGELES, CALIFORNIA

An initial report from the ongoing investigation of the February 24, 2015 fatal crash involving a Metrolink train and a pick-up truck and trailer that strayed onto the

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Commuter and Transit Notes

(Continued from page 12)

tracks indicates that the cowcatcher as well as two couplers failed during the collision, causing three cars to break away from one another. The cowcatcher, the purpose of which is to deflect away debris and prevent it from working its way under the wheels of the train, was supposed to be designed to withstand at least 100,000 pounds of force before failing. It did not and the pickup truck became lodged under the front wheelset of the train, causing it to derail and begin to depart on a side-ward direction from the tracks. The couplers were discovered to have had metallurgical issues stemming from manufacturing defects in the form of cavities left behind by bubbles that formed during the casting process. As a result, they broke, enabling the individual rail cars to separate and re-collide with each other, worsening the overall collision forces on the occupants of the train. In June, 2013, Rotem had completed delivery of 137 bi-level commuter coaches for \$263.3 million, 57 of which were cab cars. All of the cars were designed with the latest in safety features, including energy-absorbing crumple zones at the cab end, breakaway tables, fire-retardant materials, and improved emergency egress points. As an interim measure to further improve safety until the final results of the investigation are released, Metrolink will be placing its newer safety cab cars behind leased locomotives from BNSF at the cost of \$23.9 million. As of press time, these former freight locomotives were undergoing testing to verify compatibility with commuter rail passenger coaches and their operating needs. (*Los Angeles Times*, December 16, 2015)

The Los Angeles County Metropolitan Transportation Authority has awarded Ansaldo STS a \$31.5 million contract to supply signalling and train control equipment for the first phase of the Purple Line extension. Ansaldo STS is to supply signalling with ATP, ATO, and ATS functionalities, as well as train-to-wayside systems.

Due to open in 2023, the 3.9-mile first phase will extend the Purple Line west from Wilshire/Western to La Cienega Boulevard, with two intermediate stations. Construction of the underground route is being undertaken by a joint venture of Skanska, Traylor, and Shea, and began in November, 2014.

Two further phases would extend the route by a total of 5.5 miles to Westwood by 2035. (*Railway Gazette*, January 5, 2016)

TORONTO, ONTARIO, CANADA

The Toronto Transit Commission (TTC) placed the 13th Bombardier Flexity Light Rail Vehicle (LRV) into service on its Route 510/Spadina light rail line. Bombardier and TTC have been embroiled in a long-running dispute over the excessive lateness in the delivery of the 204 LRVs in the total order. A modified delivery schedule for the remaining LRVs was agreed upon after the labor disputes at Bombardier's Thunder Bay, Ontario manufacturing plant and car body shell manufacturing plant in Mexico. However, due to pre-delivery quality control issues, that schedule, which had called for 23 new

LRVs to be plying the streets of Toronto by the end of 2015, could not be met. (*Editor's Note by Ron Yee: The original schedule had called for 67 LRVs to be in service by the end of December, 2015.*) (*Transit Toronto*, January 1, 2016)

On January 3, 2016, TTC began providing an improved level of service on its Route 501/Queen streetcar line. Headways will be 10 minutes or less over the entire route stretching from Neville Park to Long Branch. This will be achieved by splitting the line at Humber Loop and assigning the articulated ALRV to the Neville Park Humber Loop portion and operating only CLRVs on the Humber Loop to Long Branch section of the line between the hours of 5 AM and 10 PM on weekdays. Between 10 PM and 2 AM, streetcars will operate over the entire route (with some short-turns at Humber Loop), one of the longest streetcar routes in North America. (cbcnews, December 31, 2015)

GEORGETOWN, ONTARIO, CANADA

VIA Rail on November 14, 2015 commissioned CTC (centralized traffic control) on its entire North Mainline (Guelph Subdivision) between Georgetown and London, Ontario.

In conjunction with the Genesee & Wyoming's Goderich-Exeter Railway, which leases the right-of-way from CN for freight service, and GO Transit/Metrolinx, which recently purchased the Kitchener-Georgetown section of the line from CN, VIA Rail fully funded the C\$25 million upgrade program. PNR Railworks contracted to perform the work.

The CTC project includes new wayside signals; new crossing protection (conforming to Transport Canada regulations), upgrading all crossings to automatic warning devices; automatic remotely controlled switches; and switch heaters at three passing sidings (Kellys, Stratford, and Kitchener). Railterm will continue to dispatch the line.

CTC is expected to increase capacity on the line, allowing VIA and Metrolinx to increase train frequencies. Metrolinx plans to add two more departures to/from Kitchener by 2016 or 2017. VIA Rail initially planned to add up to three departures when the project was planned some 8 years ago, but delays due to disagreements with freight operator Goderich-Exeter, and the recent addition of GO Transit departures out of Kitchener may curtail VIA's plans.

CTC also has the potential to increase safety. In 1999, a deadly accident caused by a misaligned switch occurred at Thamesville, Ontario, in what was then dark territory on the CN Chatham Subdivision. As a result, upgrades to busy passenger lines in Ontario were quickly completed to avoid a repeat, but the North Mainline remained dark territory. In 2006, two near misses, both involving freight and passenger trains, occurred on the North Mainline. They are the likely catalyst to finalize funding and construction of this project. (*Railway Age*, November 20, 2015)

MEXICO

The Jalisco state government has selected Bom-

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Commuter and Transit Notes*(Continued from page 5)*

bardier as preferred bidder for a contract to supply 12 two-car trainsets for Line 1 of the Guadalajara light rail system operated by SITEUR. According to the state government, 13 companies responded to the call for tenders where the winning bid of 752.2 million pesos represents a saving of 24% on the expected cost. With deliveries due to commence in 2017, the new trains are expected to increase peak capacity by 50% on Line 1. They will be compatible with the existing fleet and will enable trains to carry up to 900 passengers.

Platform extensions had been completed at five stations on the central underground section of Line 1, at Washington, Mexicaltzingo, Juárez, El Refugio, and Mezquitán, with work nearing completion at Ávila Camacho and División del Norte. The tunnel that will extend Line 1 from Periférico Norte to Auditorio was 89% complete, and work at Auditorio, including new stabling facilities, 86% complete. (*Railway Gazette*, January 5, 2016)

ENGLAND

A card reader fault that affected buses and Tube stations on January 2, 2016 had passengers on London's transport network traveling for free after a technical glitch left people unable to use their Oyster cards. Passengers were waved through barriers free of charge by Transport for London (TfL) staff.

The failure, linked to a fare increase, did not prevent people using the Tube, bus, and rail networks. TfL said it was the first such problem with the card readers in 10 years.

About 100,000 free journeys are believed to have been made between 4 and 10 AM, which TfL estimated to be worth about £250,000 in lost revenue.

People using pay-as-you-go Oyster cards were able to travel for free while the card readers were down as the machines were unable to deduct the correct fare from the pre-paid cards.

Season ticket Oyster card users were unaffected as travel is not paid per journey. (BBC News, January 2, 2016)

FRANCE

On behalf of Paris regional transport authority STIF, SNCF has ordered a further 15 Citadis Dualis tram-train vehicles from Alstom. The order announced on January 5, 2016 is worth €75 million and forms the second option on a framework contract signed in 2007.

The vehicles are to be delivered starting in October, 2017, with entry into revenue service planned for 2019 on the extension of Route T4 from Gargan to Montfermeil.

The tram-trains are to be manufactured at Alstom's Valenciennes site, where the supplier is currently building 15 Citadis Dualis vehicles for STIF. They will feature traction motors supplied by the Alstom plant at Ornans, trucks from Le Creusot, other traction equipment from Tarbes, and passenger information systems from Villeurbanne. (*Railway Age*, January 5, 2016)

LUXEMBOURG

A full-sized mock-up of the tram that CAF is to supply to Luxembourg City went on display on December 7, 2015. It was to remain in the Kirchberg district for public viewing until January 31, 2016.

At 15 meters the model is one-third of the length of the 21 Urbos trams that CAF will supply under an €83 million contract signed earlier this year. The trams will be 2,650 millimeters wide and 3.6 meters high, with capacity for 450 passengers. Styling has been undertaken by Avant Première.

Production of rolling stock is due to begin next year, along with construction of the line. The first vehicles are scheduled for delivery in early 2017, ahead of commissioning of the initial section of the route in the second half of that year.

No catenary is envisaged on the 3.6 kilometers between Pont Rouge and the main line station, so the trams will be equipped to operate using CAF's ACR Freedrive ground-level charging system on this section.

Total cost of the project is expected to be €345.78 million. The first section will link Pont Rouge and Luxexpo. Extensions at both ends, from Luxexpo to the airport and Pont Rouge to Cloche d'Or, are envisaged to open in 2020-1, taking the line to 16.2 kilometers. (*Railway Gazette*, December 7, 2015)

GERMANY

"The ICE 4 will launch a new era for inter-city travel," said Deutsche Bahn CEO Rüdiger Grube on December 4, 2015, at a ceremony at Berlin Südkreuz to unveil the first pre-series ICx trainset. He was joined by Federal Transport Minister Alexander Dobrindt and Siemens Mobility CEO Dr. Jochen Eickholt to "baptize" the ICx, which has been rebranded as ICE 4 and designated Class 412.

Ordered in 2011 under a framework contract for up to 130 trains, two pre-series units are currently undergoing commissioning trials on the national network; they are due to start a 14-month testing phase in the Fall of 2016, including 12 months carrying passengers. The first seven series-built trains are expected to arrive in Fall, 2017 and enter revenue service with the timetable change in December of that year.

According to DB AG Board Member, Traffic, Berthold Huber, the modular ICE 4 trainsets, with their "platform concept and flexible application," are intended to form the backbone of DB's future long-distance fleet. Under its customer offensive launched last March, DB expects to increase its long-distance operations by 25%, providing more frequent and faster trips to connect regions and cities across the country. As well as replacing loco-hauled Intercity stock, the new trains will gradually replace the ICE 1 and ICE 2 sets. With each motored car electrically independent, the units are designed for easy reconfiguration to suit changing market requirements.

Designed for operation at up to 250 kilometers per hour, the 12-car trainsets are 346 meters long, with 205 first- and 625 second-class seats. Each unit has two driving cars and eight intermediate vehicles plus a res-

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TOUR OF TURKEY

by Jack May

(Continued from January, 2016 issue)
(Photographs by the author)

We arose quite early on this sunny morning and “opened” the breakfast room prior to checking out of our hotel. This time we made the hotel-to-station trip by taxi instead of walking. When we arrived in Kayseri on Monday night we had not seen the plinthead steam locomotive in the station forecourt, but this morning I was able to record the 0-8-0 for posterity along with the attractive building’s façade.

We quickly bought tickets and found the train waiting as we reached the platform at about 7:20. Its consist was a diesel locomotive and 4 air-conditioned reclining-seat picture window coaches with 2-and-1 seating, virtually identical to the coaches we had ridden on the previous two trains (although I believe the one from Samsun to Sivas may not have been air conditioned, as its windows could be easily raised and lowered). Almost immediately after our 7:41 (7:40) departure, we started descending through grasslands surrounded by snow-covered mountain peaks. The weather would change quite often as we made our way from the Anatolian Plateau to sea level. Kayseri is at an altitude of about 3,500 feet and Adana is at sea level. We were traversing the steppes of Asia Minor, viewing rocks of every dimension along with some interesting scenery. The landscape changed from arid to tropical as we wound our way for 200 miles through some heavy grades. Just outside of Kayseri we paused almost 15 minutes for a freight train to pass, but thereafter there was little interruption. But we did stay almost a quarter-hour late at every station along our route. Many of the freights consisted almost exclusively of containers, the majority lettered “Hamburg Sud.”

Although the line was single track, most of the stations had at least two tracks and platforms, but we always stopped adjacent to the station building. Our train, the *Erciyes Express*, like the others we had ridden, remained clean throughout the journey, helped by on-board custodians. We arrived in Adana at 13:29 (13:16).

A taxi dropped us at the hotel and we freshened up quickly, as we had only a few hours to ride and photograph Adana’s new light Metro. The 8.4-mile long line in this city of 1.6 million opened in 2009 and circumscribes the downtown area in a subway tunnel. Our map showed it running reasonably close to our hotel, but when we asked about walking to the nearest station, we

were discouraged from doing so by confusion about where it was. So we ended up taking a taxi, which turned out for the best, as the route it traversed was complicated and the station was somewhat camouflaged — I do not know if we would have been able to identify the entrance on our own.

Clare accompanied me for a round trip on the longer leg of the line, bailing out when we arrived back at our boarding station, while I went on to find some good locations for photography. The sky was a mixture of clouds and sun, and with a 15-minute headway, I had to wait awhile between photos. Ridership was not very high, even as the rush hour approached, probably because the line really doesn’t serve the heart of the city. The light Metro sports high platforms, with 3 of its 13 stations located underground. The 36 Hyundai Rotem cars serving the line reminded me of the equipment running on the T4 route in Istanbul. The articulated units have slanted

(Continued on page 16)



A westbound train exits one of Adana’s subway portals prior to entering the Hastane terminal. All of the rolling stock was built by Siemens.



A portion of Adana’s Metro runs in the center of Alparslan Turkes Blv. This view is near Anadolu Lisesi station in a residential neighborhood.

Tour of Turkey

(Continued from page 15)



A train of Adana Metro cars on the elevated structure near the Koçavezir station.



The scene at Kayseri's railroad station, with a plinthed steam locomotive,...



a beautiful façade,...



and the diesel locomotive of our TCDD train.



The view out of one of our train's picture windows. First snow on the mountains and eventually rugged features with warm weather.



(Continued on page 17)

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

restaurant car and a service car with crew compartment, wheelchair spaces, and a family area. With an empty weight of 670 tonnes, the ICE 4 is expected to achieve a 22% reduction in energy consumption per seat compared to a refurbished ICE 1 formed of 12 coaches and two power cars. (*Railway Gazette*, December 7, 2015)

ROMANIA

The European Commission has confirmed that it is to provide funding towards the modernization of infrastructure and rolling stock on metro Line M2 in Bucharest.

The modernization is being carried out in two phases. The first phase covers the procurement of 24 new trainsets. The Commission is contributing €95.5 million of the €112.3 million cost; its share is being backdated to the 2007-13 budget. The procurement includes the 16 six-car CAF trainsets ordered by operator Metrorex in November, 2011 for €97 million, which started to enter service in July, 2014.

The second phase covers modernization of infrastructure on the 18.6-kilometer north-south line. The cost has not been announced, but EU's contribution is to come from its 2014-20 budget. (*Railway Gazette*, January 5, 2016)

SAUDI ARABIA

President of Saudi Railways Organization Mohammed bin Khalid Al-Suwaiket attended a ceremony in Dammam on December 7, 2015 to mark the start of faster passenger services to Riyadh using four push-pull trainsets supplied by CAF of Spain. Designed for a maximum speed of 200 kilometers per hour, the trains will operate at up to 180 kilometers per hour, "even during extreme weather conditions," according to SRO.

Designed to meet a demanding performance specification, each train has 274 seats in two classes spread over five cars with stainless steel body shells, the sixth vehicle being a diesel power car. Passengers have ac-

cess to Wi-Fi and video and audio entertainment channels, and a dedicated area is provided for passengers with reduced mobility. The trains are fitted with ERTMS (European Railway Traffic Management System), event recorders, and smoke detectors.

The trains are entering service following completion of SRO's project to double-track the 449-kilometer Dammam-Riyadh main line, which will allow an increase in the number of trips from the previous five daily return workings plus additional trains at weekends. (*Railway Gazette*, December 7, 2015)

AUSTRALIA

New South Wales Premier Mike Baird, Minister for Transport and Infrastructure Andrew Constance, and Minister for Planning Rob Stokes announced the preferred route for the Parramatta Light Rail project on December 8, 2015.

The 22-kilometer line in the western suburbs of Sydney is intended to connect Westmead and Strathfield via the Parramatta business district and Sydney Olympic Park. The 7-kilometer Clyde-Carlingford Branch, now operated by Sydney Trains as Line T6, would be converted to light rail. A frequent tram service would replace the current half-hourly shuttle using a four-car electric multiple-unit.

In October, 2014 the NSW government announced a shortlist of four routes, and the preferred alignment combines two of these.

Work will now begin on a final business case and assessment, which will include detailed design and the final cost.

The NSW government has committed A\$1 billion to the project, and is to discuss funding contributions with the federal and local governments. It will also consult on a dedicated levy, expected to be around A\$200 per square meter of gross floor area of new residential developments, to fund the light rail network and associated infrastructure. (*Railway Gazette*, December 8, 2015)

Tour of Turkey*(Continued from page 16)*

ends and are painted traction orange. Unlike the T4, however, the line is entirely grade separated, with portions on elevated structures as well as at grade. From an infrastructure point of view, the line is a heavy metro.

Photos are not allowed, as per pictograms posted in stations depicting a camera overprinted by a big red diagonal stripe. And security personnel were all over the place. Film photography from the platforms would have been tricky anyway, as the stations are somewhat dark. Just for the heck of it I approached one of the guards

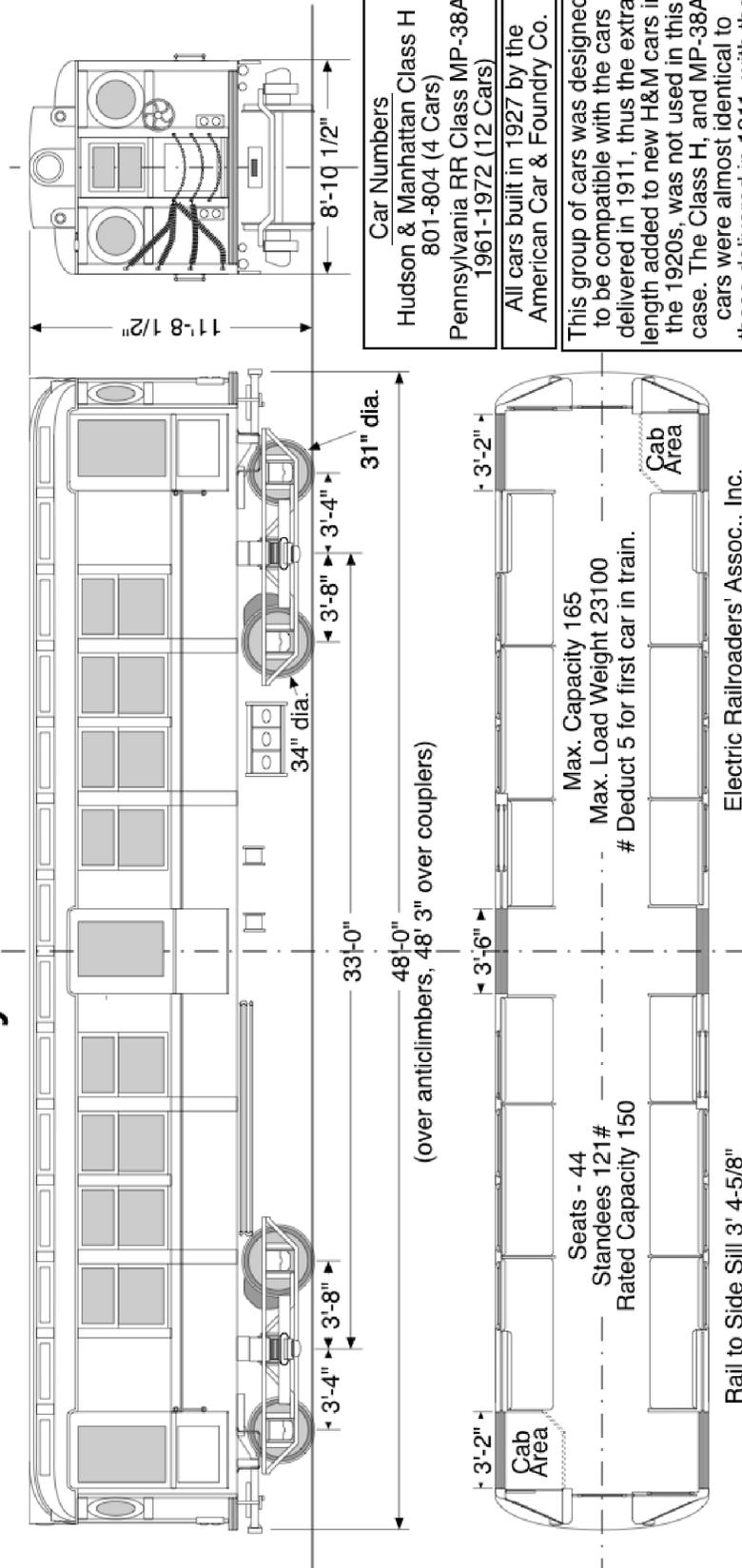
and pointed to my camera and the tracks, and he gave an unmistakable signal, waving and crossing his arms, signifying no! But I was able to get photos very easily from the street, and since the line is a bit boring I did not need many pictures to illustrate it.

We ate an acceptable dinner at a kebob house across the street from the hotel. One item quite prevalent on Turkish menus, including those here in the U.S., is Adana Kebob. Thus we tried the dish, which is fashioned from spicy ground lamb, in its namesake city, but did not notice any real difference between the local version and the one served by our local Turkish establishment.

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Rails Under the River Revisited
 (Continued from page 18)

**7 Hudson & Manhattan RR Cars 801-804
 Pennsylvania RR Cars 1961-1972**



<p>Car Numbers Hudson & Manhattan Class H 801-804 (4 Cars) Pennsylvania RR Class MP-38A 1961-1972 (12 Cars)</p>	<p>All cars built in 1927 by the American Car & Foundry Co.</p>
<p>This group of cars was designed to be compatible with the cars delivered in 1911, thus the extra length added to new H&M cars in the 1920s, was not used in this case. The Class H, and MP-38A cars were almost identical to those delivered in 1911, with the exception that the end door pockets did not contain any glass. The center door pockets were not changed, but the platform equipment was upgraded to current standards.</p>	
<p>All cars were replaced by H & M K-class and PRR MP-51 in 1958-59 and scrapped.</p>	

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

Around New York's Transit System

7 Service Changes Announced

NYC Transit announced the specific dates of eight planned service outages between Queensboro Plaza and Times Square for 2016. The weekends are: January 22-25, March 18-21, April 1-4 and 15-18, October 21-24 and 28-31, and November 11-14 and 18-21. A limited shuttle service will operate between Times Square and 34th Street-Hudson Yards during these weekends. There will not be any 7 closures during the regular baseball season when the New York Mets baseball team is scheduled to play at Citi Field, the U.S. Open Tennis tournament is being held around the Labor Day weekend, and the Asian Lunar New Year celebratory periods during the month of February. The service disruptions are required to complete repairs to the Steinway Tunnel, which were damaged by flooding from Hurricane Sandy. The replacement of the deteriorated duct bank and bench walls, which needed replacement prior to being flooded by Sandy, will be completed along with new discharge lines and elevated pump rooms, raised drains, as well as waterproofing and making flood-resistant vital components of the tunnel. After this work is completed at the end of 2016, the need to suspend service through the Steinway Tunnel for non-Communications Based Train Control (CBTC) work will become far less frequent. The work in 2016 will also complete the installation and testing of CBTC in preparation for the new signal and control system to be activated in 2017. CBTC would not only permit an increase in the maximum number of trains per hour during the rush hours, but also increase safety and system reliability, replacing 50-90-year-old signal systems. CBTC will also provide the background database upon which countdown clocks can be installed at all 7 stations, keeping passengers at every station informed as to when the next train would arrive. The track work program for 2016 will focus on track panel replacements between 46th Street and 52nd Street and the tracks west of the tunnel portal leading to Main Street, Flushing. At both locations, three tracks will permit service to operate through the work area and not require a partial line closure.

Avenue X Station Rehabilitation

The Manhattan-bound platform at the Avenue X station on F reopened to the public at 5 AM Monday, December 28, 2015. The platform had been closed for six months since June 29 for a total rehabilitation of the station. Work included new pre-cast concrete platform panels with edging and tactile warning strips; new wind-screen panels, windows, doors, stairways, railings, and light fixtures; and re-painting. Concurrently, the Brooklyn-bound platforms were closed at the 80th Street and 111th Street stations on A to permit an overhaul effort identical to that completed on the Lefferts Boulevard-bound platforms, which had been reopened on December 12, 2015.

Holiday Train a Big Hit

NYC Transit reported that the annual Holiday Train, often referred to as the Shopper's Special, carried over 100,000 people during the four Sundays that it operated on the Sixth Avenue Line between Second Avenue and Queens Plaza. While it was estimated that 25,000 rode it on the first three Sundays, the final Sunday recorded over 30,000 riders, with many of the nostalgic trips carrying over 1,000 each. The train became so crowded that some people had to ride regular service trains to reach Second Avenue or Queens Plaza in order to guarantee a ride on the eight-car 1930s-vintage R-1 to R-9 consist at its origination point. The train attracted crowds akin to the throngs packing aboard the famed cable cars of San Francisco. Business was also reported to be brisk at the Transit Museum Annex store that was housed in a D-Type subway car parked at the south end of the northbound express track at Second Avenue, from which the holiday train operated.

Sea Beach Line Station Rehabilitation Begins

The \$395.7 million project to reconstruct the nine 100-year-old stations along the Sea Beach Line (N) began on Monday, January 18, 2016 with the full-time closings of the northbound or Manhattan-bound platforms at Fort Hamilton Parkway, New Utrecht Avenue, 18th Avenue, 20th Avenue, Kings Highway, Avenue U, and 86th Street. Manhattan-bound trains will operate over the northbound express track and stop at the temporary platforms located at 8th Avenue and Bay Parkway to provide a ride-back capability for passengers at bypassed stations. The scope of work will include the installation of ADA elevators at 8th Avenue and New Utrecht Avenue, new platform stairways, lighting, signage, communications and security systems, canopies and columns, improved fare collection areas, and a fresh coat of paint. This is expected to take around 14 months, and after a brief preparation period, the southbound platforms will undergo a similar rebuild. The project, which will also restore the historic station head-houses at street level, is expected to take a total of four years.

Canarsie Line Tube Rehabilitation Coming

Efforts to repair the Hurricane Sandy flood-damaged 14th Street-Canarsie Tubes carrying the Canarsie Line (L) under the East River may involve a total shutdown of the line between the First Avenue station in Manhattan and the Bedford Avenue station in Brooklyn. Unfortunately, the long-term damage to the tunnel's infrastructure will require a level of repair similar to what had to be done to the Montague St tunnel carrying R trains from Brooklyn to lower Manhattan, which was closed for one year with R split into two sections. However, there were several alternative subway lines riders could use to get across the East River. In the case of L, alternative travel options for the closer-in neighborhoods such

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