

# The Bulletin



**Electric Railroaders' Association, Incorporated**

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## The Bulletin

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Hurricane Sandy



## “SUPERSTORM” SANDY DEVASTATES EAST COAST — ALL RAIL LINES FROM VIRGINIA TO BOSTON SHUT DOWN



Member Todd Glickman, who has been a meteorologist for WCBS Newsradio 880 for over 33 years, was on-air for 26 hours from Sunday through Tuesday, October 28-30, 2012. He comments: "While Sandy was forming, we noticed nearly a week in advance a developing upper-air trough (low pressure area) that looked like it might interact with the path of Sandy. About five days in advance, the computer model simulations were in general agreement that the upper level low would pick up Sandy, and transform her into a non-tropical low, akin to a nor'easter. It should be noted that if Sandy were not in the picture, a 'run-of-the-mill' rain and windstorm would still have formed. However, with the interaction between the two separate weather systems, the surface low 'Hurricane Sandy' did indeed begin a transformation and made a well-forecasted turn to the northwest, rapidly growing in size and strength. 36 hours in advance, we were forecasting a possible storm surge of up to 11 feet that would be created by a prolonged fetch of very high winds off the ocean. This resulted in the most extreme set of warnings I've made in my career, especially for coastal flooding from Long Island Sound south to New York Harbor and the Jersey Shore. We predicted that the 11-foot storm surge would combine with high tide to create unprecedented flooding and coastal destruction. The Battery recorded a high water level of 13.88', a new record. The good news is that the long lead time and accurate warnings probably saved thousands of lives. But the destructive winds and flooding could not save the infra-

structure in the bulls-eye of the storm. In particular, the flooding of NYC's subway and auto tunnels and severe damage to rail infrastructure was inevitable from this storm, but the wise decisions to halt service well in advance protected property and lives."

On Monday, October 22, what would become Hurricane Sandy became Tropical Depression #18 in the Caribbean Sea. Six hours later, she attained tropical storm status and became an "official" hurricane at midday Tuesday the 23<sup>rd</sup>. After storming through Jamaica and Cuba, where 67 people died, she continued on a path taking dead aim at the mid-Atlantic and areas north and east. Meteorologists were describing the to-be formed storm as a hybrid, because it would join with another storm. News reports described Sandy as the first of a kind, and some even went so far as to describe her as a "Frankenstorm", "perfect storm" or "superstorm." During the overnight of October 26-27, Sandy briefly was downgraded to a tropical storm, but quickly regained hurricane status. 65 million people live in the 1,000-mile area that would be impacted, and 10 states would be under a state of emergency.

The Governors of New York, New Jersey, and Connecticut all declared "States of Emergency" on Saturday the 28<sup>th</sup>. Evacuations were optional in some areas but mandatory in others. Some of the elected officials warned that Sandy could be far worse in every sense of the word. On Sunday evening, Connecticut Governor Dannel P. Malloy said: "We still appear to be headed for what is po-

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**DEVELOPMENT OF LIRR IN THE ROCKAWAYS SERIES CONTINUES IN JANUARY**

**Superstorm Sandy Devastates East Coast**

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tentially the most serious storm any of us in the State of Connecticut has experienced. The last time we saw anything like this was never."

New York City Mayor Michael Bloomberg ordered an unprecedented mandatory evacuation of areas described as "Zone A," some of which included Coney Island, Brighton Beach, Manhattan Beach, the Rockaways (including Hamilton Beach and Broad Channel), almost all of the Staten Island coastline, City Island, a portion of Throggs Neck, Battery Park City, and parts of the West Side waterfront and of the Lower East Side and East Village. Evacuation centers were set up to take care of those residents forced to move. New York City schools were closed for Monday, and later for the rest of the week. How each transit system handled the storm is described below.

**METROPOLITAN TRANSPORTATION AUTHORITY**

On Friday, October 26, plans were being prepared to operate service in most of the underground portions of the subway. Saturday, Governor Andrew M. Cuomo directed the Metropolitan Transportation Authority (MTA) to begin planning for an orderly suspension of all subway, bus, and commuter rail service if Sandy continued to bear down on the metropolitan area. A final decision on whether to suspend service was not made until Sunday, and it went this way: Subways, the Long Island Rail Road, and Metro-North suspended service at 7 PM that evening, and buses at 9 PM. Subways had employee-only trains after the last revenue trains. However according to BusChatters who were monitoring BusTime, Bus Operators were allowed to finish their runs, but the hawks (overnight buses) did not leave the depots.

Because Staten Island Ferry service was continued until 9 PM, Staten Island Railway service also ended at that time.

The MTA Hurricane Plan is designed to secure equipment and protect employees before dangerous sustained winds of 39 mph or higher and extreme storm surges reach the area. In August, 2011, when Tropical Storm Irene passed through the area, the subway system was shut down for the first time ever, and this would be the second time.

**MTA Long ISLAND RAIL ROAD**

There was an additional responsibility: Because of the large number of grade crossings, 690 at 295 locations, the process of removing gates began on Saturday east of Ronkonkoma, where weekend service does not operate at this time of year. This work on the Montauk Branch east of Speonk began on Sunday. As a result, LIRR train service east of Speonk was replaced with buses starting at 9 AM and continuing until 7 PM, when the service shutdown began. Equipment had to be moved to non-flood-prone locations. The table below

shows the last trains to operate over each line.

LINE/ BRANCH	LAST WESTBOUND TRAIN	LAST EASTBOUND TRAIN
Port Washington	#6477 – 6:18 Port Washington to New York Penn	#6474 – 6:18 PM New York Penn to Port Washington
Port Jefferson	#6657 – 5:42 PM Port Jefferson to Huntington	#6658 – 5:36 PM Huntington to Port Jefferson
Huntington	#7727 – 6:36 PM Huntington to New York Penn	#7728 – 6:51 PM New York Penn to Huntington
Ronkonkoma	#8063 – 6:40 PM Ronkonkoma to New York Penn	#8062 – 6:15 New York Penn to Ronkonkoma
Oyster Bay	#6561 – 6:20 PM Oyster Bay to Jamaica	#6556 – 6:52 PM Jamaica to Oyster Bay
Hempstead	#6763 – 6:19 PM Hempstead to Atlantic Terminal	#6762 – 6:42 PM Atlantic Terminal to Hempstead
Far Rockaway	#8863 – 6:50 PM Far Rockaway to Atlantic Terminal	#8862 – 6:12 PM Atlantic Terminal to Far Rockaway
Babylon	#6133 – 6:58 PM Babylon to New York Penn	#6128 – 6:40 PM New York Penn to Babylon
Long Beach	#6867 – 6:26 PM Long Beach to New York Penn	#6862 – 6:45 PM New York Penn to Long Beach
West Hempstead	No Weekend Service	No Weekend Service
Montauk	#8709 – 6:43 PM Speonk to Jamaica	#8770 – 5:41 PM Jamaica to Patchogue

**MTA METRO-NORTH RAILROAD (EAST)**

As with the Long Island Rail Road, grade crossings also had to be disabled. Equipment also had to be moved to secure higher-level locations. The table below shows the last trains to operate over each line.

LINE	LAST INBOUND TRAIN	LAST OUTBOUND TRAIN
Hudson	#8856 – 6:35 PM Poughkeepsie to Grand Central Terminal #8754 – 7:00 PM Croton-Harmon to Grand Central Terminal	#8851 – 6:50 PM to Poughkeepsie #8753 – 6:59 PM to Croton-Harmon (making all local stops)
Harlem	#9960 – 6:55 PM Wassaic to Southeast #9658 – 7:13 PM Southeast to Grand Central Terminal #9554 – 7:06 PM North White Plains to Grand Central Terminal	#9655 – 6:48 PM to Southeast #9557 – 6:55 PM to North White Plains (Normally a Saturday train)
New Haven	#6557 – 6:53 PM New Haven to Grand Central Terminal #6353 – 7:03 PM Stamford to Grand Central Terminal	#6554 – 7:07 PM to New Haven #6356 – 7:10 PM to Stamford

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LINE	LAST INBOUND TRAIN	LAST OUTBOUND TRAIN
New Canaan	#6753 – 6:27 PM New Canaan to Stamford	#6750 – 6:57 PM Stamford to New Canaan
Danbury	#6849 – 4:43 PM Danbury to South Norwalk	#6846 – 6:11 PM South Norwalk to Danbury
Waterbury	#6949 – 4:15 PM Waterbury to Bridgeport	#6946 – 6:37 PM Bridgeport to Waterbury
Port Jervis	#80 – 5:27 PM Port Jervis to Hoboken	#79 – 6:15 PM Hoboken to Port Jervis

**MTA METRO-NORTH RAILROAD (WEST)**

Service shutdown is covered under Metro-North (East) and NJ Transit.

**MTA NEW YORK CITY TRANSIT**

All lines began shutting down at 7 PM.

**NJ TRANSIT**

Email alerts were sent early Saturday afternoon that NJ Transit would offer full system-wide cross-honoring starting at 12:01 AM on Monday, and continuing through 6 AM Wednesday. During a Saturday afternoon press conference, Governor Chris Christie and NJ Transit officials announced that preparations were underway for a potential shutdown of NJ Transit bus, rail, light rail, and Access Link service beginning on Monday. “The safety of our customers, employees, and the public-at-large is paramount,” said NJDOT Commissioner James Simpson. Twelve hours would be required to accomplish this. The shutdown became official on Sunday afternoon and the table below shows the last trains to operate over each line.

LINE	LAST INBOUND TRAIN	LAST OUTBOUND TRAIN
Atlantic City	#4678 – 2:43 PM Atlantic City to 30 <sup>th</sup> Street	#4677 – 1:43 PM to Atlantic City #4679 – 2:38 PM to Absecon
Bergen	#1786 – 11:56 PM Suffern to Hoboken	#1787 – 10:30 PM Hoboken to Suffern
Main	#1732 – 9:10 PM Suffern to Hoboken	#1739 – 11:33 PM Hoboken to Suffern
Montclair-Boonton	#538 – 9 PM Bay St. to Hoboken	#545 – 11:08 PM Hoboken to Bay St.
M&E (Gladstone)	#742 – 9:52 PM Gladstone to Summit	#745 – 12:14 AM Summit to Gladstone
M&E (Morristown)	#6942 – 10:06 PM Dover to New York Penn	#6945 – 11:11 PM New York Penn to Dover
Northeast Corridor	#7876 – 10:59 PM Trenton to New York Penn	#7885 – 11:14 PM New York Penn to Trenton

LINE	LAST IN-BOUND TRAIN	LAST OUTBOUND TRAIN
Northeast Corridor	#7876 – 10:59 PM Trenton to New York Penn	#7885 – 11:14 PM New York Penn to Trenton
North Jersey Coast	#4772 – 9:21 PM Bay Head to Long Branch #7272 – 10:06 PM Long Branch to New York Penn	#7285 – 11:07 PM New York Penn to Long Branch #4785 – 12:46 AM Long Branch to Bay Head
Pascack Valley	#2126 – 8:10 PM Spring Valley to Hoboken	#2133 – 11:22 PM Hoboken to Spring Valley
Raritan Valley	#5538 – 10:18 PM Raritan to Newark Penn Station	#5543 – 11:38 PM Newark Penn Station to Raritan

Bus service to/from Atlantic City ended at midnight. All other bus service was suspended at 2 AM Monday. However, buses still on the road at that time did complete their trips. Newark Light Rail, Hudson-Bergen Light Rail, and the *RiverLine* all shut down at 2 AM.

**PORT AUTHORITY TRANS-HUDSON RAILROAD**

At 12:09 PM Sunday, the Port Authority announced that PATH service would be suspended effective 12:01 AM Monday, until further notice. A photo taken later that day at Hoboken, circulating on the Internet and on TV, showed water pouring into the station via an elevator shaft into the fare control area adjacent to the bumper blocks.

**AMTRAK**

All service north and east of New York was suspended at 7 PM Sunday. There were exceptions: *The Maple Leaf* (Trains #63/64) operated between Toronto and Albany-Rensselaer; *The Carolinian* (Trains #79/80) operated between Charlotte and Raleigh; and *The Silver Star* (Trains #91/92) operated between Jacksonville, Tampa and Miami. Running wholly within the state of North Carolina, *The Piedmonts* (Trains #73-76) were unaffected.

**MISCELLANEOUS**

Nassau County’s NICE Bus shutdown on Monday. NY Waterway operated four of its routes as scheduled, altered two others, and suspended service on seven routes. Tolls were suspended westbound on the Atlantic City Expressway and northbound on the Garden State Parkway on Sunday. The Brooklyn-Battery (Hugh L. Carey) Tunnel was operated with one tube until 2 PM, when that tube was closed. At the same time, the Holland Tunnel was closed. Governor Cuomo ordered that the Tappan Zee Bridge be closed at 4 PM Monday. The remaining Port Authority and all MTA bridges as well as the Queensboro (Edward I. Koch), Manhattan, and Brooklyn Bridges were closed at 7 PM. The Triborough (Robert F. Kennedy) Bridge closed after 7:30 PM, leav-

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ing only the Lincoln Tunnel open. It is very likely that this is the first time that access to/from Manhattan had been this restricted since the World Trade Center attacks of September 11, 2001. La Guardia Airport closed Monday evening and JFK and Newark the next day. Westchester County’s Bee Line suspended bus service Sunday night.

**OTHER TRANSIT SYSTEMS**

**BOSTON, MASSACHUSETTS**

On Sunday afternoon, MBTA announced that it would operate normal subway, bus, commuter rail, and RIDE service Monday morning and for as long as it was safe to do so during the storm. Customers were told to be prepared for delays and disruptions as conditions change, and to check the MBTA website before going out. And conditions did change, because at 10:47 AM, an email advisory reported that all MBTA modes of service would be suspended as of 2 PM Monday.

**PHILADELPHIA, PENNSYLVANIA**

PATCO service ended on Monday morning with the completion of the westbound 2:15 AM and eastbound 2:50 AM runs. Previously, on Friday, it was announced that parking lots at Ferry Avenue would be blocked off starting Sunday due to being prone to flooding. On Monday afternoon, the suspension was extended through the Tuesday AM rush hour.

SEPTA service was shut down at 12:30 AM Monday.

**BALTIMORE, MARYLAND**

All MTA Maryland service was suspended for Monday.

**WASHINGTON, D.C. AREA**

On Friday afternoon, a statement on MARC’s website reported MTA was monitoring the pending storm as it approached and updates would be provided. On Sunday, MARC reported: “We have made the decision not to operate any MARC train service on Monday.”

Although D.C. Metro initially said it intended to operate on Monday and would make operation decisions as conditions allowed, in the end, service was suspended on Metrorail, Metrobus, and MetroAccess.

On Friday, VRE announced that it planned to run a normal schedule for the following week. Passengers were reminded to prepare for possible impacts to service. That changed on Sunday evening, when an email alert was sent that service would not operate on Monday. As for Tuesday, a decision would be made on Monday afternoon, and it was the same – suspended.

**AFTER SANDY – THE SLOW RECOVERY**

After making landfall near Atlantic City on Monday evening, the storm left more than six million homes and businesses without power, and at least 110 people were killed. Property damage was estimated to be in the range of \$30-50 billion, the second most expensive storm after Hurricane Katrina. At one time, 8.5 million

people and business were without power, and the barometric pressure was 946 millibars, second only to the 1938 hurricane that struck Long Island.

**METROPOLITAN TRANSPORTATION AUTHORITY**

MTA Chairman Joe Lhota made a statement on Tuesday, parts of which were: “The New York City subway system is 108 years old, but it has never faced a disaster as devastating as what we experienced last night. Hurricane Sandy wreaked havoc on our entire transportation system, in every borough and county of the region. It has brought down trees, ripped out power, and inundated tunnels, rail yards, and bus depots. We are assessing the extent of the damage and beginning the process of recovery. Our employees have shown remarkable dedication over the past few days, and I thank them on behalf of every New Yorker. In 108 years, our employees have never faced a challenge like the one that confronts us now. All of us at the MTA are committed to restoring the system as quickly as we can to help bring New York back to normal.” Until Friday, November 9, the usual MTA website was replaced by one called “MTA Service Advisory.” Below is how the service restorations took place.

**MTA NEW YORK CITY TRANSIT (SUBWAY)**

Monday, October 29: As of 9 AM the Clark Street (23), Montague Street (NR), Steinway (7), Cranberry Street (AC), and Rutgers Street (F) Tubes were under water. In addition, 148<sup>th</sup> Street and 207<sup>th</sup> Street Yards were still experiencing flood conditions. At the (new) South Ferry (1) station, water was reportedly up to the ceiling, and crews were working to pump out the Joralemon Street Tubes, served by 45.

Tuesday, October 30: Mayor Bloomberg said that subway service would probably not resume for 4-5 days.

Wednesday, October 31: Tuesday’s statement changed, as can be seen in the table below, when this initial service plan was announced:

LINE	NORTH TERMINAL	SOUTH TERMINAL
1	242 <sup>nd</sup> Street	42 <sup>nd</sup> Street-Times Square (Changed to 34 <sup>th</sup> Street-Penn Station)
2	241 <sup>st</sup> Street	
4	Woodlawn Borough Hall	42 <sup>nd</sup> Street-Grand Central New Lots Avenue
5	Atlantic Avenue/Barclays Center	Flatbush Avenue
6	Pelham Bay Park	42 <sup>nd</sup> Street-Grand Central
S	42 <sup>nd</sup> Street-Times Square	42 <sup>nd</sup> Street-Grand Central
A	168 <sup>th</sup> Street Jay Street-Metro Tech	34 <sup>th</sup> Street-Penn Station Lefferts Boulevard

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LINE	NORTH TERMINAL	SOUTH TERMINAL
D	205 <sup>th</sup> Street Atlantic Avenue/Barclays Center	34 <sup>th</sup> Street-Herald Square Bay Parkway
F	179 <sup>th</sup> Street Jay Street-Metro Tech	34 <sup>th</sup> Street-Herald Square Avenue X
J	Jamaica Center	Hewes Street
L	Broadway Junction	Rockaway Parkway
M	Metropolitan Avenue	Myrtle Avenue-Broadway
N	Ditmars Boulevard	34 <sup>th</sup> Street – Herald Square
R	Jay Street-Metro Tech	95 <sup>th</sup> Street

Thursday, November 1: At 6 AM, service began with **3 7 B C E G Q** and the Franklin Avenue and Rockaway Park Shuttles being suspended, and **4 A D F** and **R** split. A special map showing this service was available on the Internet. It would be updated numerous times in the coming days.

Fare collection was suspended on all MTA services through 11:59 PM Friday, November 2 in order to encourage the use of mass transit.

Also on November 1, a special “Bus Bridge” using 330 buses from almost every NYCT and MTA Bus depot, as well as every model including ex-Bee Line Orions, but no express buses, began running to E. 57<sup>th</sup> Street and Lexington Avenue, northbound on 3<sup>rd</sup> Avenue and southbound on Lexington Avenue as follows:

- Atlantic Avenue-Barclays Center via the Manhattan Bridge
- Jay Street-Metro Tech via the Manhattan Bridge
- Hewes Street via the Williamsburg Bridge

News and first-hand reports told of overcrowded conditions and an insufficient number of buses. Buses mostly displayed SUBWAY SHUTTLE signs and various combinations of subway signs. This service ended on Sunday, November 4.

In the subsequent days, service was restored to other lines as follows:

On Friday morning, November 2, **5** between Dyre Ave. and E. 180<sup>th</sup> Street and a second section of **M** between 71<sup>st</sup> Avenue-Forest Hills and 34<sup>th</sup> Street-Herald Square were restored.

On Saturday, November 3, **4 5 6 7** were fully restored in the morning and **J** was extended to Essex Street, while **1** was extended to 14<sup>th</sup> Street. Governor Cuomo declared 80% of subway service restored.

On Sunday, November 4, **2 3** resumed their full routes. Governor Cuomo reported that arrangements

were being made to flatbed 20 subway cars for service between Rockaway Park and Far Rockaway. At 10 AM, **Q** service began between Kings Highway and Atlantic Avenue-Barclays Center. At 7 PM, through service from Kings Highway to Ditmars Boulevard began. **D** was extended from 34<sup>th</sup> St-Herald Square to Bay Parkway and **F** was extended from 34<sup>th</sup> Street-Herald Square to Avenue X. At 7 PM, **M** service between Jamaica Center/Parsons-Archer and Metropolitan Avenue was added. At 9 PM, **N** service was extended from 34<sup>th</sup> Street-Herald Square to 59<sup>th</sup> Street-4<sup>th</sup> Avenue.

On Monday, November 5, **A** was extended to Lefferts Boulevard, **M** service was cut back to Forest Hills/71<sup>st</sup> Avenue, and **E** service resumed from Jamaica Center/Parsons-Archer to World Trade Center. **1** service was extended to Chambers Street, where passengers were discharged and the trains ran light around the old South Ferry station with an absolute block because of a lack of signals in the South Ferry Loop. A second section of **R** was initiated from 34<sup>th</sup> Street-Herald Square to Forest Hills/71<sup>st</sup> Avenue.

On Tuesday, November 6, **A** service was extended to 207<sup>th</sup> Street, **B** service was restored from Bedford Park to Kings Highway, **C** operated from 168<sup>th</sup> Street to Euclid Avenue, and **Q** service was restored to Brighton Beach. A crane was used to begin the process of removing 20 R-32s from the right-of-way south of Rockaway Boulevard and placing them on flatbeds for the trip to Rockaway Park. MTA Flickr had a series of photos showing the process, with 3407 as the “star.”

At about 8 AM on Wednesday, November 7, the full **G** was resumed, using 8-car trains on what were described as long headways. That was followed by extension of **D F Q** to Stillwell Avenue at 1 PM. Shortly before 4 PM, **E** was extended to Brighton Beach.

On Thursday, November 8, **L** service was extended from Broadway Junction to 8<sup>th</sup> Avenue.

On Friday, November 9, the front page of *The New York Times* featured a story on the restoration of service. Also, N service was extended from 59<sup>th</sup> Street to Stillwell Avenue.

On Saturday, November 10, NYCT announced that service to the Rockaways could be out for six months. According to NYCT: “The scope of the destruction was stunning. The North Channel Bridge, which connects Howard Beach and Broad Channel over Jamaica Bay, as well as a section of Broad Channel known as ‘The Flats,’ sustained a tremendous amount of damage. Hundreds of feet of track were destroyed on the bridge and the line segment that runs through the Jamaica Bay Wildlife Refuge. There is no working signal system, the rails are twisted, and in some areas, the supporting roadbed is completely washed away. The Broad Channel station was filled with debris, including a jet ski and

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a speedboat.”

On Sunday, November 11, to provide some service, starting at 8 AM, **A** was extended from Rockaway Boulevard to Howard Beach, where riders boarded buses that were routed completely around JFK Airport via express to the Far Rockaway-Mott Avenue station. (At 4 AM on Tuesday, November 20, **H** train service between B. 90<sup>th</sup> Street and Far Rockaway using 20 R-32s that were transported via flatbed began). Travel options from there included:

- Regular route limited-stop bus service to/from Rockaway Park, Beach 116<sup>th</sup> Street on Q53, as well as to/from Arverne, Beach 69<sup>th</sup> Street on Q52
- At the Brooklyn College/Flatbush Avenue station on **2 5**, there is regular route bus service on Q35 to Rockaway Park, Beach 116<sup>th</sup> Street
- From the Jamaica Center/Parsons-Archer station in Jamaica on **E J Z**, there is regular local and limited service on Q113 to/from Far Rockaway-Mott Avenue and to Seagirt Boulevard.

On Monday, November 12, **1** service was extended from Chambers Street to Rector Street.

**MTA NEW YORK CITY TRANSIT (BUS) /MTA BUS COMPANY**

On Monday, October 29, eight NYCT/MTA Bus garages had to be evacuated and two on Staten Island were under water. However, no buses were lost. Employees were transferring equipment to their respective garages.

On Tuesday, October 30, A limited amount of bus service was resumed at 5 PM. Fares were not charged through Friday, November 2.

**MTA STATEN ISLAND RAILWAY**

As of Wednesday, October 31, there was no timetable for service restoration. Sandy knocked out power to the entire railway, and restoring that service was the responsibility of Con Edison. However, on Saturday, November 3, hourly service was restored.

As of Wednesday, November 7, there were 15-minute headways, but no express service.

On Monday, November 12, full service was resumed. However, on Thursday, November 15, the MTA website reported that due to extensive damage to the St. George signal system, service had to be reduced to 15 minutes during the peak hour and every 30 minutes in the off-peak.

**MTA LONG ISLAND RAIL ROAD**

LIRR crews worked tirelessly to restore service.

As of 9 AM Tuesday, October 30, the railroad was experiencing widespread outages and Lines 1 and 2 under the East River had flooding, thereby cutting capacity by half.

At 2 PM Wednesday, October 31, hourly train service commenced between Jamaica and Atlantic Terminal/

Brooklyn (Please see NYCT above).

On Thursday, November 1, customers were able to connect to shuttle buses from Barclays Center to Manhattan. Off-peak fares were in effect on trains until full service was restored and no onboard penalty fees were charged. Hourly shuttle service began between New York Penn and Jamaica. The Port Washington and Ronkonkoma Branches had hourly service beginning Thursday morning from Great Neck and Ronkonkoma, respectively.

On Monday, November 5, modified service operated on all branches except for Long Beach, east of Ronkonkoma, and east of Speonk. The schedules posted on the Internet showed that the regular weekend schedule was operating. In later days, as more lines were returned to service, on the Port Washington, Port Jefferson, Babylon, and Montauk (from Speonk) Branches, a few extra trains were run. Since June, 2010, there has not been weekend service on the West Hempstead Branch; however, the schedule had 11 westbound and 10 eastbound trains. “Hard” copies of the Port Washington, Ronkonkoma, Hempstead, and Babylon Branches were available at the Customer Service Office. It was strange to see the timetable racks filled with the current edition, which was set to expire on November 11, and is temporarily suspended. Noticeably absent were the departure times for trains for the station board above the ticket windows.

On Tuesday, November 6, another set of timetables was available on the Internet. Service was restored: Ronkonkoma to Riverhead, with bus service from Riverhead to Greenport; Montauk to Speonk; bus service between Island Park, Oceanside, East Rockaway, Centre Avenue, and Lynbrook. There was additional service to Hunterspoint Avenue and Freeport/Atlantic Terminal service.

As if the railroad did not have enough problems, a Nor’easter struck the metropolitan area on November 7 and the evening commute became a disaster. With 60 mph winds and 4-6 inches of snow, it did not take long for heavy snow-laden trees to fall and affect service. It started with signal problems in the only two tunnels available under the East River, followed by downed trees at various locations. Service had to be suspended twice. At about 7:30 PM, some service resumed east of Jamaica, and the New York Penn and Atlantic Terminal resumed at about 8 PM.

On Thursday, November 8, revised schedules were posted. However, only the November 5 edition was available at New York Penn Station.

On Friday, November 9, the November 5 editions were available at several locations in New York Penn Station, joined by one for the Montauk Branch.

On Monday, November 12, with the return of the remaining two East River Tunnels, normal weekday service was resumed on all branches except for Long

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Beach, although with 19 of the 143 peak hour trains being canceled and 23 PM trains canceled. The list is lengthy and the specific details are being omitted. A handout with details was published.

On Wednesday, November 14, limited service was restored to the Long Beach Branch using diesel shuttle trains on weekdays. The bus shuttles continued over the weekend. This is the first time since the line was electrified that non-electric equipment has been used. During the peak hours in the peak direction, there was hourly service, with service every two hours off-peak, between Long Beach and Lynbrook, where riders had to change to Babylon Branch trains. Trains were composed of four bi-levels with a pair of DE-30s, one on each end. LIRR President Helena Williams announced that service limitations in the four East River Tunnels could continue into the new year until all signal repairs are completed.

**MTA METRO-NORTH RAILROAD (EAST)**

Until conditions became dangerous, diesel-powered patrol trains were operating throughout the system. One train was stuck at Purdys when a tree fell across the tracks and could not be removed. The crew had to be rescued by a truck. As will be seen below, Metro-North crews worked tirelessly and around the clock to clear thousands of downed trees and rebuild the infrastructure that was destroyed by Sandy.

As of 9 AM Tuesday, October 30, only the Harlem Line had power; however, Brewster was flooded. Power was out on the Hudson Line from 59<sup>th</sup> Street to Croton-Harmon and on the entire New Haven Line. Stamford was flooded. There were photos of a boat that wound up on the tracks near Ossining.

Starting at 2 PM Wednesday, October 31, hourly local service was restored on the Harlem Line between North White Plains and Grand Central Terminal. It was also announced that riders should hold onto their October monthly and weekly tickets; they would be valid for travel through Monday, November 5.

On Thursday, November 1, morning commuters found close to regularly scheduled service on the Harlem Line between Mount Kisco and Grand Central Terminal and on the New Haven Line between Stamford and Grand Central Terminal. In the afternoon, Harlem Line service was extended to Southeast.

On Friday, November 2, Hudson Line service was extended to Croton-Harmon.

On Saturday, November 3, there was the completion of the Hudson Line from Croton-Harmon to Poughkeepsie. October tickets were extended until the close of business November 6.

On Monday, November 5, the Wassaic, Danbury, and Waterbury Branches got their train service, making all three main lines complete. However, bus service was

operated on the New Canaan Branch (due to severe catenary damage) with buses departing each station 15 minutes prior to the normal train time. On Sunday, November 11, Classic buses from CT Transit were used. Rail service returned on Tuesday, November 13, completing Metro-North's rail system.

**MTA METRO-NORTH RAILROAD (WEST)**

On Sunday, November 4, AM Peak and PM Peak service only was restored on the Port Jervis and NJ Transit Main Line to Secaucus Junction with four round-trips from/to Port Jervis and three round-trips from/to Suffern.

On Monday, November 5, the Haverstraw-Ossining and Newburgh-Beacon Ferries resumed.

On Tuesday, November 6, Port Jervis Line trains operated to/from Hoboken, bypassing Secaucus Junction. Transfers were available to at Hoboken to/from ferry service to Lower Manhattan or NJ Transit bus service to the Port Authority Bus Terminal.

On Wednesday, November 7, midday bus service from Middletown to Beacon and Harriman to Tarrytown started.

On Monday, November 12, Pascack Valley Line service was restored using a modified weekend schedule. Port Jervis got all-day local service (9 trains) and the midday busing was ended. Secaucus Junction was being bypassed due to no power.

On Saturday, November 17, regular weekend Pascack Valley Line service returned, with trains stopping at Secaucus Junction.

**NJ TRANSIT**

On Tuesday, October 30, an announcement was made on that all bus, rail, light rail, and Access Link service would be suspended until further notice. Cross-honoring was extended until 11:59 PM Friday. Spokesman John Durso, Jr. told WCBS-880 News that every rail line sustained some type of damage. There is currently no estimated time for resumption of service." The following reasons were given:

- The NJ Transit Rail Operations Center was engulfed in water, which damaged backup power supply systems, the emergency generator, and the computer system that controls the movement of trains and power supply
- Numerous downed trees across the rail system caused damage to overhead and signal wires
- There were rail washouts across the system, including the North Jersey Coast (NJCL) and Atlantic City (ACL) Lines
- Several rail stations are flooded, including Hoboken Terminal
- Morgan Drawbridge on the NJCL in South Amboy sustained damage from boats and a trailer that collided into the bridge

An email from one of the New Jersey newspapers reported that at least 65 locomotives and 257 rail cars were submerged in water during the storm. There were

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**“Superstorm” Sandy Devastates East Coast***(Continued from page 7)*

no further details as to which type(s) or the location(s). On November 2, Transportation Secretary Ray LaHood promised Governor Christie that the federal government would provide replacement cars. Not stated was from where these cars would be obtained.

On Thursday, November 1, most bus lines resumed, some with detours and other restrictions.

On Friday, November 2, very limited service was restored on the Northeast Corridor Line (NECL) between Trenton and on the NJCL between Woodbridge and Newark Penn Station. A 9:06 PM alert advised that all trains would operate to New York Penn. (A news report on Friday, November 9 reported that Amtrak was expecting to restore the second of its North River tunnels to service soon.) Friday morning, NJCL service was suspended due to power problems at the NJ Transit Operations Center. The NECL was not affected. The NJCL service that was restored temporarily, served only the Woodbridge station, not Avenel.

On Saturday, November 3, the validity of October passes was extended through November 9. Executive Director James Weinstein acknowledged that NJ Transit would not be able to resume normal rail operations for at least four weeks, and possibly much longer. 23% of its rail rolling stock, and 34% of its locomotives, had been damaged or rendered unusable by storm damage.

On Sunday, November 4, NJ Transit borrowed 30 buses from SEPTA, which, upon delivery, were used by Suburban Transit in New Brunswick for service into New York City. SEPTA's website showed 5946 and 8312, both New Flyers. Separately, 20 buses from DART were also loaned to NJ Transit. Partial service resumed for the second time on the NJCL. Meadowlands rail service for the New York Jets game did not operate; instead, there was bus service from the Port Authority Bus Terminal.

On Monday, November 5, the rail service into New York Penn was reported as being just 13 peak hour trains of a normally scheduled 63. Riders were urged to ride outside of peak hours. Free bus services were established from Bridgewater, Woodbridge, Wayne, Ramsey/Route 17, Holmdel (PNC Arts Center), Elizabeth/Newark Airport, and Jersey City/Liberty State Park to Hoboken, Weehawken, Midtown Manhattan, and Lower Manhattan. A colleague who rode a bus from the PNC Arts Center told me that the trip to the Port Authority Bus Terminal went very well, especially the price – FREE. NJCL service was suspended again due to heavy riding. Passengers were directed to Metropark. The Princeton “Dinky” was replaced by buses until further notice. Two extra westbound trains were scheduled, departing at 4:04 and 7:53 PM, operating via express from Newark Penn Station to Metropark, then all local stops to Trenton. For the reasons stipulated below,

the Montclair-Boonton (significant damage to catenary on the Montclair Branch), Morris & Essex (significant damage to catenary, especially between Summit and Milburn), Bergen County, and Pascack Valley (continued power outages affecting the operation of rail signals, switches and crossing gates) remained suspended. On my way to gas up my car, I saw a crew working at a grade crossing between Nanuet and Spring Valley on the Pascack Valley Line.

On Tuesday, November 6, Main and Port Jervis Line trains operated to/from Hoboken without stopping at Secaucus Junction. Transfers were available at Hoboken to/from ferry service to Lower Manhattan or NJ Transit bus service to the Port Authority Bus Terminal. Passengers with Hoboken monthly tickets were permitted to use them to New York Penn Station. In fact, passengers bound for Newark Penn Station were told to go into New York Penn and take a westbound train to Newark. The Federal Transit Administration, the Federal Emergency Management Agency, and the U.S. General Services Administration worked together to provide 350 buses to supplement routes that were overwhelmed by commuters who ordinarily ride NJ Transit and PATH.

On Wednesday, November 7, to increase trans-Hudson capacity, a free bus/ferry service from Liberty State Park to Battery Park, with free parking at the HBLR station thrown in, began; operating 6-10 AM, 1-2 PM, and 4-8 PM. Statute Cruises was the operator.

On Thursday, November 8, another free bus/ferry service, from MetLife Stadium to Weehawken to Pier 79 on the West Side of Manhattan, began. NY Waterway was the operator. The Princeton “Dinky” resumed service.

On Friday, November 9, cross-honoring was extended until further notice. Additional free bus services were instituted on the Morris & Essex, Montclair-Boonton, North Jersey Coast, and Northeast Corridor Lines. Hours of operation were 6-10 AM (inbound) and 4-9 PM (outbound).

- Morristown to Weehawken
- Convent, Madison and Chatham to Weehawken
- Maplewood to Liberty State Park
- Bay Street, Glen Ridge and Bloomfield to Weehawken
- Aberdeen-Matawan to Liberty State Park
- Metropark to Liberty State Park

NJ Transit added a map showing its service, which was updated in similar fashion to NYC Transit, as service returned to the various lines.

On Saturday, November 10, system-wide cross-honoring for November monthly passes and tickets in effect for NJT bus, rail, and light rail until further notice.

On Monday, November 12, Bergen County Line service was restored and, along with the Main and Pascack Valley Lines, all-day service operated on a modified schedule. Secaucus Junction was bypassed. Raritan Valley service was extended from Raritan to High

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**“Superstorm” Sandy Devastates East Coast***(Continued from page 8)*

Bridge. Also restored was *Midtown Direct* service from Dover and Summit. Repairs were being made to the Gladstone Branch, which had fallen trees, damaged signal wires, and broken wood catenary poles.

On Tuesday, November 13, I asked a friend who commutes to Newark from Metropark why Hoboken Division trains had to bypass Secaucus. Here is his answer: “At Newark, NJ Transit police have set up barricades to keep order and there are lines in the morning from the platform all the way to the main hall/information booth and wrapping around several times in the main hall. All these people are just trying to get on (a) NEC train! A co-worker who works (in) our New York office stands in this line every morning (and) told me that it takes 45 minutes just from the time that she gets in line...until she is able to get on a NEC train bound for Penn Station, New York. That’s why they do not stop Main/Bergen/Pascack Valley trains—so that you guys do not get off at Secaucus and try to get into a train that is worse than the ones in Tokyo (no joke).”

On Wednesday, November 14, starting at 6 AM, the Montclair-Boonton Line resumed with limited, hourly service from Hackettstown (3) and Mt. Olive (1), between 5 and 8 AM. When service from Montclair State University is added, there are a combined eight peak period inbound trains. Eight additional inbound trains are scheduled between 10:48 AM and 11:16 PM. There is a similar pattern for outbound service. Free shuttle bus service from Bay Street, Glen Ridge and Bloomfield to Weehawken was continued.

Due to power limitations caused by damage to Amtrak’s Kearny Substation #41, peak hour service was just 37 of 63 normally scheduled trains. Amtrak announced that repairs would be completed by Friday, November 16. NJ Transit Executive Director James Weinstein said that this would enable nearly 80% of regular train service to be operated. However, on the North Jersey Coast Line, there were several key pieces of the infrastructure where work was underway, including the Raritan Bay Drawbridge, which was under water and hit by two tugboats during the storm. Repairs also had to be undertaken at the Morgan Drawbridge, which is located between South Amboy and Aberdeen-Matawan. The tracks had to be realigned and salt water had to be pumped out of the pumpers and electrical systems that allow the bridge to open and close, he said. Outside contractors and experts worked with NJ Transit on the bridge. Test trains operated on Friday, November 16, and if repairs could be made by the weekend (November 17-18), then service would be restored November 19.

On Saturday and Sunday, November 17 and 18, “near normal” service operated on the Northeast Corridor Line, with the exception of 7600-series trains on Sun-

day. Normal weekend service also operated on the Montclair-Boonton, Morris & Essex, and *Midtown Direct* Lines, except for the Gladstone Branch. Main/Bergen and Pascack Valley Line trains stopped at Secaucus Junction using the regular weekend schedules. It had been planned to use a modified schedule on the Pascack Valley Line, but that was changed.

On Monday, November 19, regular weekday service was restored to all lines, with exceptions:

- Northeast Corridor: Certain westbound evening trains making stops between Rahway and New York were canceled
- North Jersey Coast Line: Eastbound trains departed stations from Long Branch to Avanel five minutes earlier. Certain reverse-peak trains either dropped stops or were canceled. Bay Head-Long Branch shuttle service operated once an hour during peak periods and 1-3 hours during off-peak periods. Bay Head-Long Branch shuttle service ended earlier. 2300-series trains to Hoboken were canceled
- Raritan Valley: Train #5503, the last train of the night, resumed its normal schedule
- Montclair-Boonton: Limited shuttle service between Hackettstown and Hoboken, with a special schedule
- Morris & Essex: Regular except for Gladstone Branch. With the Gladstone Branch still out, free shuttle buses operated from all branch stations except for Stirling to either Summit, Liberty State Park, or Weehawken. On that day, the previous bus routes were discontinued
- Main/Bergen/Port Jervis: Certain peak hour trains were combined or canceled
- Pascack Valley: Two trains were canceled in the AM and PM

*NEWARK LIGHT RAIL*

On Thursday, November 8, Grove Street and Newark Penn Station service was restored with service operating every 15 minutes.

On Tuesday, November 13, Broad Street to Newark Penn Station service resumed with 20-minute headways.

*HUDSON-BERGEN LIGHT RAIL*

On Saturday, November 3, after test cars were operated, 20-minute headways were operated between Tonnel Avenue and Hoboken, and shuttle bus service between Hoboken and Marin Boulevard.

On Monday, November 5, a limited amount of service ran between Tonnel Avenue and Hoboken Terminal, 20 minute headways starting at 6 AM, and a shuttle service from Hoboken Terminal south to Marin Boulevard.

On Friday, November 9, service operated with 20-minute headways on all branches.

*RIVERLINE*

On Thursday, November 1, the first northbound revenue train departed Walter Rand Transportation Center

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**“Superstorm” Sandy Devastates East Coast***(Continued from page 9)*

at 4:15 PM with 30-minute headways. On Friday, November 2, a weekend schedule was operated. On Thursday, November 8, regular service resumed.

**PORT AUTHORITY TRANS-HUDSON RAILROAD**

Starting Tuesday, November 6, between 5 AM and 10 AM, partial service was operated between Journal Square and 33<sup>rd</sup> Street; however, trains bypassed the Christopher Street and 9<sup>th</sup> Street stations. According to the Port Authority, approximately 84,000 passengers were carried that day.

On Monday, November 12, service was extended to Harrison and Newark starting at 6 AM and ending at 10 PM each day. *The Hudsonreport.com* reported that service would not be restored to Hoboken, Exchange Place, and World Trade Center for several weeks due to significant damage caused by flooding.

On Tuesday, November 13, the 9<sup>th</sup> Street station was opened for exit only, between the hours of 5 AM and 9:30 AM. From 9:30 AM to 10 PM, passengers were able to both enter and exit the station.

On Thursday, November 15, Port Authority of New York & New Jersey Executive Director Patrick Foye told Newsradio WCBS-880 anchor Wayne Cabot that PATH service would resume by the end of November and Hoboken “after that.”

On Friday, November 16, the Port Authority released a video that showed the flooding of the Hoboken station. It was announced that passengers with 7-day or 30-day unlimited SmartLink passes would be able to get credit for the days they did not use them by calling (800) 234-7284, option 4, or via email to [smartlinkservice@panynj.gov](mailto:smartlinkservice@panynj.gov).

On Saturday, November 17, trains began stopping at Christopher Street but only on weekends, 5 AM-10 PM.



PATH train at Journal Square, May 11, 1979.  
Bernard Linder photograph

**AMTRAK**

On Thursday, November 1, some Northeast Regional service resumed to Newark Penn Station. Limited additional service was restored Friday through New York Penn Station.

On Friday, November 9, an announcement was made that the two remaining East River Tunnels (Lines 1 and 2) and the other north tube of the North (Hudson) River Tunnel would re-open by the end of the day. These restorations would greatly improve commuting options in and out of New York Penn Station.

**MISCELLANEOUS**

The Tappan Zee Bridge re-opened at 9 AM on Tuesday, October 30. Most other bridges re-opened at noon. The Brooklyn-Battery (Hugh L. Carey), Queens-Midtown, and Holland Tunnels did not re-open at that time. The Holland re-opened at 5 AM Wednesday, November 7. Only the Lincoln Tunnel remained open during the entire period, although after Sandy it was just two of the three tubes.

Westchester County's Bee Line bus service resumed on Wednesday, October 31. Transport of Rockland suspended service until Wednesday, October 31, when a Saturday schedule was operated for Routes 59, 91, 92, 93, and 94, Loop 3, and the Tappan Zee Express (TZx). Route 97 operated on a weekday schedule. No service on Loops 1 and 2, and Route 95 until November 7. Fare collection was suspended through November 5. Weekday schedules resumed on Friday. Additional TZx buses were operated between the Palisades Center Mall Park & Ride Lot and Tarrytown. Monthly Pascack Valley Line tickets were honored in lieu of paying fares.

NICE Bus resumed service on Thursday, November 1, fare-free until Friday, November 2. The Staten Island Ferry resumed operations at noon Friday, November 2 and NY Waterway at 6 AM Monday, November 5. The Queens-Midtown Tunnel re-opened on Tuesday, November 6, but only for buses. Cars, but not trucks, were allowed on Friday, November 9.

On Friday, November 2, the Cross Bay and Marine Parkway (Gil Hodges Memorial) Bridges began charging tolls. However, Governor Cuomo removed the tolls on Monday, November 5 and retroactively credited motorists who had E-ZPasses.

On Monday, November 12, the Brooklyn-Battery (Hugh L. Carey) Tunnel was reopened for express buses using one lane of one tube between the hours of 6-10 AM inbound and 3-7 PM outbound.

At 4 PM Tuesday, November 13, the eastbound tube of the Brooklyn-Battery (Hugh L. Carey) Tunnel was opened for traffic in the peak direction: one lane for buses and one for autos. Inbound, the tunnel was open between 6 and 10 AM, and outbound, between 3 and 7 PM. The westbound tube remained closed for repairs.

On Friday, November 16 at 6 AM, the Queens-Midtown Tunnel ended the restriction on trucks.

*(Continued on page 11)*

**“Superstorm” Sandy Devastates East Coast***(Continued from page 10)***OTHER TRANSIT SYSTEMS****BOSTON, MASSACHUSETTS**

Shortly before 9 PM Monday, October 29, MBTA announced that regularly scheduled service would begin Tuesday morning, with the exception of the Providence/Stoughton Line, where service was suspended between Mansfield and Wickford Junction due to downed trees and power lines. All service originated at Mansfield, and a shuttle train will run between Stoughton and Canton Junction to make mainline connection. Riders destined to Boston were encouraged to park at the Route 128 station for service to South Station. Service on that section resumed at 10 AM October 30.

**PHILADELPHIA, PENNSYLVANIA**

PATCO service resumed at 6 PM Tuesday, October 30, with trains operating on a 30-minute headway. One of our members added: “Normal PATCO service has not resumed, although since the temporary schedule is posted, I suppose it could be called ‘regular’ service. Half-hour headways started at 6 PM Tuesday and segued into the regular owl service after midnight. Wednesday morning peak service was every ten minutes, which is about half normal service. All trains are operating at restricted speed, so a one-way trip from end to end takes about 15 minutes longer than scheduled.” Normal service resumed at 6 PM Tuesday.

Monday evening (October 29), SEPTA reported that early Tuesday morning, after Sandy had passed, its crews would inspect and assess the conditions of facilities, equipment, and infrastructure in order to ascertain when service can be restored for all modes. “This system-wide assessment process will take approximately 6 to 8 hours. The final decision to operate will be coordinated with the City’s Office of Emergency Management and based on the safety of the public and our employees.”

On Tuesday, October 30, the following lines were restored: Broad Street Subway, Market-Frankford El, Trolley Routes 10, 11, 13, 15, 34, and 36, Norristown High-Speed Line, Route 102 (Sharon Hill), 80% of city bus routes (with minor detours), 60% of suburban bus routes (with minor detours), and Route 101 (Media) as far as Woodland Avenue. Due to fallen tree removal, service remained suspended on Regional Rail until Wednesday morning, October 31.

A member wrote: “Service went well on Regional Rail — some signal problems Wednesday AM on West Trenton and Lansdale-Doylestown. Problems continue on L-D this evening. My line was fine — train was actually 1 minute early this AM. It usually ends at 30<sup>th</sup> Street but was run through to Thorndale to fill a schedule for a train that was 25 minutes behind at that point (7:05 AM). Transit seems to be back to normal.”

Credits were offered to weekly and monthly pass-

holders. Those possessing weekly tickets for the week of October 29 and October monthly tickets received two days’ credit toward the purchase of a weekly or future monthly pass.

**BALTIMORE, MARYLAND**

Metro and bus service began at 12 noon Tuesday, October 30. However, Light Rail did not return until the next day because all the crossing gates were taken down and Tuesday was used to reinstall them.

**WASHINGTON, D.C. AREA**

MARC’s service suspension continued on Tuesday, October 30 but returned to all three lines on Wednesday morning, October 31, subject to possible delays due to potential signal problems as well as flooding-related speed restrictions. Also, the following stations did not have power, and thus may not have had lighting or a ticket machine (where present): Brunswick Line — Frederick, Point of Rocks, and Washington Grove; Penn Line — Perryville and Halethorpe. One-way and round-trip tickets could be purchased on the train with cash only (no credit/debit cards accepted). The \$3 surcharge was waived for these stations.

A limited amount of service was restored on WMATA starting at 2 PM Tuesday, October 30. Metrorail service operated on 8-15 minute-headways. Bus service operated on a Sunday schedule, and for those lines without Sunday service, a weekday schedule was operated. Metro Access remained canceled. All services were reported as operating on Wednesday, November 1.

Virginia Railway Express resumed normal service on Wednesday. An advisory was sent that riders with five-day passes can show their passes to their crewmember to have the missed rides from October 29 and 30 exchanged for FRCs (Free Ride Coupons).

**MUSEUMS**

On Tuesday, Shore Line Trolley Museum’s (Branford) General Manager Wayne Sandford reported: “Just walked the line, this is what we found. Water was 8” deeper than Irene; however, by applying what we learned in Irene we held our own. 12 cars were placed at the highest locations on the line; all are high and dry. So we have the plow crane and line car along with 1602, 357, 775, 850, 629, R-9 (1689) and R-17 (6688) operational. It looks like 948 had one truck slightly under, so that needs to be checked out.

“All shop equipment motors were removed and appears they have survived — just need re-installation. Thanks to Firefighters from Volunteer Company 1, we sandbagged (the) power station and Sprague basement. With (the) water line at 4 feet outside (the) basement we had 8” inside. With 24” outside the power station, there was only 2” inside. We lost a lot of roof sheets on Building 4 and Building 6, but (they are) still standing. Cars in buildings were all flooded again. Cars like 4573 had water up to (the) platform but not in (the) car. So we have a lot of cleaning and reassembling to

*(Continued on page 18)*

# Commuter and Transit Notes

No. 289  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

On October 22, in advance of the public hearings that were held last month to raise fares (November *Bulletin*), MTA Chairman Joe Lhota signaled that he was leaning toward raising the base fare from \$2.25 to \$2.50. At press time, the December 19 Board meeting had not yet been held, so details will be reported next month. The new fares would go into effect on March 1, 2013.

## MTA METRO-NORTH RAILROAD (EAST)

Metro-North's *Service to Football Games at the Meadowlands* brochure for 2012, originally issued in August, was re-issued in September with "Revised" added to its cover.

Member Richie Schulman reported that there is a New Haven Line station timetable for Fordham to/from New Rochelle, Port Chester, and Stamford. "It is the first time, to my knowledge, it's been done, so I picked one up (the only one there) when I was at Grand Central Terminal on October 15. When I went back several days to get another...there weren't any in the rack. I spoke to the woman who stocks the racks and she told me it doesn't exist. I guess I'll have to go back and show it to her." When I inquired at Grand Central Terminal, I was told that this timetable is only available at the stations for which the timetable was issued.

Harlem and New Haven timetables were reissued for November 17, 2012 to January 4, 2013. Certain trains do not operate on November 21 and December 21-26, but there are also other trains that do run on those days, due to anticipated increased or decreased ridership in the morning and afternoon.

Special Thanksgiving timetables were issued for the period November 22-25.

## CONNECTICUT DEPARTMENT OF TRANSPORTATION

The last M-8 update, still from October 15, shows 156 cars with 138 in service and 18 undergoing Kawasaki inspection. Member Bill Zucker has observed 9100-9227, 9230-3, 9238-43, and 9246-7 (140 cars).

## MTA LONG ISLAND RAIL ROAD

Special timetables/timetable cards were issued. However, due to Hurricane Sandy, any projects that were scheduled after October 27 were canceled.

- Port Jefferson – October 2 and 3, Sperry Rail Testing — Bus service east of Hicksville
- Port Jefferson – October 20-21, Track work at Hicksville — Bus service east of Hicksville
- Ronkonkoma and Montauk – October 20-21, Track work at Hicksville — Two trains adjusted
- Hempstead – October 26-November 11 (Fridays, Saturdays, and Sundays), Concrete tie work between Queens Village and Jamaica — Westbound

passengers destined to Queens Village and Hollis boarded buses at Bellerose

- Babylon and Hillside Facility – Fridays, October 26, November 2, and 9 — Train #188 schedule adjustment
- Port Washington – October 27, Overnight Sperry Rail Testing — Bus/Van service between Port Washington and Great Neck

Timetables with "Happy Thanksgiving" on their covers for the period of November 12 through December 16 were issued for all branches, although the one for the Long Beach Branch was not available due to the ongoing Hurricane Sandy repairs until \_\_\_\_\_. The Hillside Facility Timetable (Form 13) will be in effect through March 3, 2013.

On the Port Washington Branch, on Saturdays and Sundays from November 24 through December 30, trains operate half-hourly inbound between 8:40 AM and 12:40 PM, and outbound between 4:18 and 8:18 PM.

Holiday Eve trains are scheduled for the Port Washington, Port Jefferson, Far Rockaway, and Babylon Branches on November 21 and December 24, 28, and 31. The Montauk Branch only had this service on November 21. There were additional trains on Thanksgiving Day for the Port Washington, Port Jefferson, Babylon, and Montauk Branches.

A new high-tech, \$24.5 million car wash facility was dedicated on October 16. Located east of the Babylon station between the Babylon Village golf course and the tracks leading to the Babylon Train Yard, more than 320 cars per day can be washed. Prior to the opening of this car wash, cars could only be washed in the Ronkonkoma Yard.

There was a silent, unacknowledged, final run. Before Hurricane Sandy arrived, member Jim Guthrie reported that LIRR would make its final run over the Montauk Branch between Jamaica and Long Island City on Friday, November 9: Train #507 (7:13 AM Oyster Bay/8:11 AM Jamaica, which then ran non-stop to Long Island City, arriving at 8:34 AM. It was the only AM train not stopping at Hunterspoint Avenue because it did not operate via the Main Line. There was no PM counterpart because all PM trains from Long Island City make the Hunterspoint stop. It is Jim's understanding that the trackage would be turned over to the New York & Atlantic (the same as the Bay Ridge Branch) and the signal system would be removed. Armed with this knowledge, I, along with some friends, had planned to ride the final run; however, because of Hurricane Sandy the final run had taken place two weeks earlier, on October 26. Sandy struck our area on October 28 and when service

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**Commuter and Transit Notes***(Continued from page 12)*

was resumed later in the week using a modified schedule, all Long Island City trains operated via the Main Line.

The new timetables that went into effect on November 12 do not show Train #507 stopping at Hunterspoint Avenue, but it does operate to Long Island City. Due to Hurricane Sandy, and the with the new timetables, service on the Montauk Branch west of Jamaica ended without fanfare.

**NJ TRANSIT**

It turns out that the October 4 train delays that were reported in last month's *Bulletin* were the result of a wayward squirrel coming in contact with a circuit breaker, causing it to trip and shutting down the signal system. The article in *The Record*, sent by member Al Holtz, reported that pigeons and raccoons are also problem for railroads.

There was one other item that was approved at the October 15 Board meeting. \$5.6 million will be paid to close out the final contract of the canceled ARC Tunnel project. By settling at that amount, NJ Transit and the taxpayers of New Jersey are off the hook for what would have been a \$10.3 million claim from the contractors, Barnard/Judlau Joint Venture. *The Asbury Park Press* reported that an audit earlier this year found that New Jersey took a \$297 million loss after Governor Christie canceled the project. That amount includes \$95 million, negotiated down from \$271 million, which had to be repaid to the federal government.

Shortly after 7 AM on October 22, as I arrived on the center platform at Secaucus Junction, I noticed that a train of multi-level cars was on (westbound) Track 3, out of service. Almost immediately, westbound Train #6213 (6:50 New York Penn/Montclair State University) arrived and departed on Track B, and moments later, westbound *Acela* Train #2107 (7 AM New York Penn/Washington, D.C.) passed through the station on Track A. This was the first time that I had seen such a move. My eastbound train then arrived/departed from Track B.

A posting on *SubChat* provided some additional information on the resolution that was tabled at the October 15 Board meeting to modify multi-level trailer cars into motorized cars (October *Bulletin*). State Transportation Commissioner James Simpson questioned why the Board was not looking at "lighter, energy-saving cars such as those replacing older cars on New York's Metropolitan Transportation Authority." He added: "You're asking us to approve a very heavy car to pull other very heavy cars," noting a locomotive has to tow a 10-car train of loaded multilevel cars weighing 1.6 million pounds. "I have concerns about this car, and to have the Board spend hundreds of millions of dollars and tie us to the multilevel fleet – I'm not convinced." A spokesman for one of the rail advocacy groups suggested that

NJ Transit borrow some Silverliner Vs from SEPTA, cars that already run on the Northeast Corridor (to Trenton).

Rail service to the Meadowlands was canceled for the Columbia vs. Brazil game on Wednesday, November 14, 2012, due to the continuing effects of Hurricane Sandy. An alert was sent advising that Coach USA would provide service to this event from outside of the Port Authority Bus Terminal, i.e., W. 41<sup>st</sup> Street near the intersection of Ninth Avenue in Manhattan.

Two weeks after the Board voted to strip its non-unionized employees of their transit passes (November *Bulletin*), these employees said that they are prepared to launch a legal challenge. *The Record* obtained a copy of the letter the workers sent to Executive Director James Weinstein, that said the Board violated a federal law that gives non-union transportation workers the same protections afforded workers covered by union contracts.

With the completion of the overnight busing project, the Atlantic City Line got a new timetable effective November 18. There is a full panel advertising devoted to NJ Transit's group fares, which offer a 25% discount.

A \$400,000 federal grant will enable NJ Transit to study the feasibility of adding a station at 18<sup>th</sup> Street and Jersey Avenue in Jersey City. The study will also look at how to increase ridership on the Light Rail and how to relieve traffic congestion where the Hudson-Bergen Light Rail trains cross Paterson Avenue in Hoboken. Thanks to Al Holtz for these two reports.

**AMTRAK**

The special Thanksgiving Timetable (Form T-5) was also on the Internet in late October, in four PDFs: *Empire Service*, *Keystone Service*, *Wolverine Service*, and *Northeast Corridor*. I picked up "Hard" copies during the third week of November. This year's cover has an autumn scene in New York's Central showing the skyline toward the southeast corner of Fifth Avenue and Central Park South.

On October 19, a test train with journalists, politicians, and transportation officials reached a top speed of 111 mph on a stretch of track between Chicago and St. Louis for which the maximum allowable speed is 79 mph. Thanks to member Dennis Zaccardi for this report.

On November 1, *Downeaster Service* was extended 26 miles from Portland to Brunswick with an intermediate stop at Freeport, Maine.

*Cinders* reported that during October, two long-retired AEM-7s, 922 and 930, which were heavily damaged by fire, were cut up. Two others, 911 and 933, were recently retired for the same reason. This reduces the once-54-unit fleet (900-953) to 47 as active. The AEM-7s were constructed between 1977 and 1988. They will be replaced by 70 ACS-64 "Sprinter" electric locomotives on order from Siemens.

**INDUSTRY**

Riding in a Hudson Line train as it sped by the Kawa-

*(Continued on page 14)*

**Commuter and Transit Notes**

(Continued from page 13)

saki plant in Yonkers on November 6, I noticed that there were quite a number of NYCT R-188s, including 7811-20 and 7835-7.

On November 1, Talgo filed a lawsuit against the State of Wisconsin over its termination of the contract to construct trainsets (already built) for the *Hiawatha Service* between Milwaukee and Chicago. If a court rules in favor of Talgo, the State of Wisconsin will have no further rights under the contract and will lose the almost \$50 million it has already spent on the project. This amount includes only part of the contracted price for the trains, the State's payments to consultants, and its investment in a Milwaukee facility for temporary maintenance work. Wisconsin's Governor, Scott Walker, campaigned on an anti-rail platform, vowing to cancel an already federally funded project for his state. Those funds were subsequently re-allocated to other states. He survived a recall vote this past June. Thanks to **Railway Age** for this news.

Member Ron Yee observed one of WMATAs 7000-series cars at the Kawasaki plant on November 15.

**2012 IN REVIEW**

In the January *Bulletin*, a table of transit projects that were scheduled to open or expand during this year was published, and the results appear in the table below.

DATE	OPERATOR	AREA	LINE	NOTES
March 25	Port Authority Transit	Pittsburgh, Pennsylvania	North Shore Connector	Gateway Center to Allegheny 1.3 miles, 2 stations
April 23	Massachusetts Bay Transportation Authority	North Kingston, Rhode Island	Providence/Stoughton	Wickford Junction Station opens
April 28	Los Angeles County Metropolitan Transportation Authority	Los Angeles, California	Expo Line Phase I (1)	7 <sup>th</sup> /Metro Center to La Cienega/Jefferson 7.6 miles, 10 stations
June 15	Sacramento RTD	Sacramento, California	Downtown Natomas Airport (Green) Line	8 <sup>th</sup> & H St. to River District. 1.1-miles, 1 station
June 20	Los Angeles County Metropolitan Transportation Authority	Los Angeles, California	Expo Line Phase I (2)	La Cienega to Culver City, 1 mile, 1 station
July 28	Miami-Dade County Transit	Miami, Florida	Orange Line	Earlington Hts. to Miami Airport 2.4 miles, 1 station

DATE	OPERATOR	AREA	LINE	NOTES
July 30	Dallas Area Regional Transit	Dallas, Texas	Orange Line Phase I	Bachman to Irving Convention Center 5.4 miles, 3 stations
September 22	Portland City Streetcar	Portland, Oregon	Eastside Loop	Pearl District to Riverfront District, 3.3 miles, 28 stops
September 22	Calgary Transit	Calgary, Alberta	Northeast LRT	McKnight/Westwinds to Saddle-towne, 1.8 miles, 2 Stations
October 8	Sound Transit	Seattle, Washington	Seattle/Tacoma	Service extended from Tacoma to Lakewood 10 miles, 2 stations
November 1	Northern New England Rail Passenger Authority and Amtrak	Portland, Maine	Down-easter	Extension from Portland to Brunswick 26 miles, 2 stations
November 12	Massachusetts Bay Transportation Authority	Boston, Massachusetts	Fairmount	Talbot Ave. Station opens
November 14	Metro Transit	Minneapolis, Minnesota	Northstar	Ramsey Station opens
December 3	Dallas Area Rapid Transit	Dallas, Texas	Blue Line	Garland to Rowlett 4.5 miles, 1 station
December 3	Dallas Area Rapid Transit	Dallas, Texas	Orange Line Phase II	Irving Convention Center to Belt Line, 3.9 miles, 3 stations
December 10	Utah Transit Authority	Salt Lake City, Utah	Front Runner South	Provo to Downtown SLC 45 miles, 6 stations
December 10	Calgary Transit	Calgary, Alberta, Canada	West LRT	7 <sup>th</sup> Ave. to 69 <sup>th</sup> St. 5 miles, 6 stations

However, these projects, which were scheduled to be in service this year, were not completed. Below is the current status, using the latest available data:

- MBTA – Wachusett Commuter Rail Station – Now scheduled for 2014
- NJ Transit – Westmont/Avalon Commuter Rail Station – No information available

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

- New Orleans – 1.5 mile Loyola Avenue extension of the St. Charles Line – Scheduled to open on January 5, 2013
- Washington, D.C. – Anacostia Streetcar Line – Now scheduled for late 2013

**2012 ELECTION**

A number of transportation issues were on ballots around the nation. Jack May reported that in Virginia Beach, prior to Election Day, 63% of the 471 resident's who were polled indicated that they would vote "yes" on the Election Day ballot question to extend *The Tide* LRT into their city. 29% said that they would vote "No," while 8% were undecided. The result was approval of the advisory referendum to advance a study of the 10.6-mile extension. In Los Angeles, voters approved a 30-year extension of Measure R, a half-cent sales tax in Los Angeles County for transportation. In Orange County, North Carolina, a half-cent sales tax hike was approved for transportation improvements. Rail components include partial funding for the construction of a new Amtrak station in Hillsborough, along the *Carolinian* and *Piedmont* routes. Also funded by the tax increase is the construction of a light rail line from the University of North Carolina Chapel Hill to Durham. In Alameda County, which includes Oakland, voters narrowly defeated Measure B-1 that would have added a half-cent to the sales tax dedicated for transportation projects. The 65.54% approval fell short of the required two-thirds (66.66%). It was estimated that over 30 years, \$7.8 billion could have been raised. \$400 million would have been used to partly fund a 4.8-mile BART extension from Pleasanton to Livermore.

**OTHER TRANSIT SYSTEMS***BOSTON, MASSACHUSETTS*

An enhancement that member Todd Glickman thinks is a great idea has been proposed for the Ruggles station (Providence/Stoughton Line), which is also served by Franklin and Needham Line trains. A new high-level platform would be added for Track 2. Todd wrote: "For inbound trains to access Ruggles, they must do a crossover move from 2 > 1 > 3, causing trains to slow from MAS (80) to medium (30); with ACSES this happens well before the turnouts. Plus if an outbound is coming on Track 2, then there are further delays." At present, Track 2 is the only one without a platform, and once constructed, riders who are forced to bypass the station would no longer have to double-back from Back Bay Station via the Orange Line. Ruggles was opened in 1987.

Acting General Manager Jonathan Davis paid a visit to the Hyundai-Rotem (H-R) plant in South Korea during the week of October 15 to meet with officials over the much-delayed order of bi-level cars. According to a report in *The Lynn Daily Item*, H-R executives told Da-

vis that they were "embarrassed" over the now 18-month delay in delivering the 75-car, \$190 million order. GM Davis got an opportunity to visit the plant and walk through cars under construction, and said that senior officials noticed his presence. "The proof is in adhering to the schedule. Up to now, they have not been able to deliver," Davis added. "What I told them in the end is don't confuse efforts with results. We want to see the coaches delivered on the most recent schedule, and there can be no further slippage. I do have a wrap-up meeting tomorrow with Mr. Lee to debrief him. I will again be asking him to commit to the revised delivery schedule." The cars are now scheduled for delivery in groups of four, with the majority in service by July, 2014. Four trains were shipped on October 17. Todd wrote that it was not clear from this statement whether these are the pre-production cars that have been in the United States for many months undergoing pre-delivery work by Hyundai-Rotem (March *Bulletin*), or four additional shells going from South Korea to the Philadelphia plant. It turned out that these were the cars that were arrived in the United States on January 8 and on November 8, 800, 801, 802 and 1800 were delivered to the "T"'s maintenance facility in Somerville.

The first set of bi-levels (716, 739, 743, 745, 1701, and 1704) was sitting in front of Boston Engine Terminal on October 31 ready to go to Alstom for rebuilding (September *Bulletin*).

Despite the average 23% fare increase that took place on July 1 (July *Bulletin*), ridership increased in September when compared to the same month in 2011. System-wide, the average number of weekday rides showed a 1.5% increase, with bus ridership up 2.3% and subway ridership up 3%. Commuter rail ridership was down by 0.2%.

Talbot Avenue, a new station on the Fairmount Line, opened on November 12. It is located between Morton Avenue and Uphams Corner. Thanks to Todd Glickman for these reports.

*BUFFALO, NEW YORK*

Member Jim Beeler, who attended the Motor Bus Society's fall convention in Buffalo, sent copies of the agency's Metro Rail timetable. I had to look very closely to find the effective date, which was not on the cover page. I finally found it on the back, in extremely small print – "5/12."

*LINDENWOLD, NEW JERSEY*

Member Dave Safford sent this report with commentary, from *The Philadelphia Inquirer*. "PATCO, always solicitous of its riders' health and well being, has for the past five months provided them the opportunity to intensify their personal physical fitness programs by hiking 36 steps up to the Ashland Station's platforms. An unidentified 'foreign object' having damaged critical parts of the escalator, including the traction belt that carries the steps, the moving stairs were then withdrawn from

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## Commuter and Transit Notes

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service. After replacing the belt, it was then discovered that the drive chains were also damaged, leading to another delay. Following all too common transit policies, riders were left to wonder what was going on until *The Inquirer* put its local affairs reporter on the case. The escalator should be back in service, PATCO hopes, 'in a few days.' Total cost? \$25,000. Another case where a simple posted note of apology would have paid public relations dividends."

PHILADELPHIA, PENNSYLVANIA

Dave Safford adds: "SEPTA exists, as do most transit systems, in a constant state of crisis, never able to really climb out of its fiscal hole. With the last of its 120 Silverliner V order now nearly in hand, replacing the ancient Silverliner IIs and IIIs, it still has the bulk of its working fleet, 231 Silverliner IVs, 36 to 38 years old, crumbling in daily service. Originally built by GE, that manufacturer no longer supports the cars, forcing SEPTA to resort to the second-hand market or 1:1 scale kit-bashing to keep the cars on the road. SEPTA's entire capital budget comes from state and federal grants, and in the present political climate those funds look as though to describe them as minimal would be overstating their availability. With ridership at a 23-year high and capital funds at a 15-year low, the situation is "not sustainable," according to SEPTA's General Manager. Available funding is insufficient to provide for priority projects that affect public safety, such as bridges, power lines, substations, track, etc., leaving less than nothing for new cars, cars that today are estimated at \$3M each. As if that weren't enough gloom, the entire Kawasaki LRV fleet is 32 years old, and 1,400 buses date from 1995."

Through April, 2013, a specially decorated Silverliner V celebrating the "Jazz Age" can be seen on Regional Rail Lines. Dubbed the "Speakeasy Silverliner," this car celebrates the new National Constitution Center exhibit, "American Spirits: The Rise and Fall of Prohibition." The train car's interior was covered in a wallpaper-like plastic wrap with graphics to look like a 1920s speakeasy. Thanks to member Lee Winson for this report.

From *Cinders*: As of late October, 7 of the 120 Silverliner Vs still had not been delivered, due to missing door and brake parts, and completion of the order was two years behind schedule.

WASHINGTON, D.C. AREA

On October 10, Metro invited members of the press to its rail yard in Landover, Maryland to see a mock up of the 7000-series cars, which was constructed by Kawasaki in Lincoln, Nebraska.

My wife and I attended a wedding in Washington, D.C. in October, and after looking at various options decided to travel via Mega Bus. In D.C., after the bus left the highway, we eventually came on H Street where the

streetcar tracks were completely installed all the way from north of 26<sup>th</sup> Avenue to 3<sup>rd</sup> Street, a few blocks from Union Station. For a portion of the line they are in the center of the street and for the rest, one lane to the left of the parking lane. We rode the Metro Red Line for the return trip from our hotel, which was near the Faragut North station. The eight-car train was composed of 3000-series cars on each end, with two pairs of 1100-series cars in the center.

MARC operated a modified schedule on November 21 for its riders on its Penn, Brunswick, and Camden Lines who were able to leave work early for Thanksgiving. Thanks to member Marc Glucksman for this news.

*Railway Age* reported that the streetcar testing was to begin this winter, however **not** on the H Street-Benning Road Line. DDOT is expecting three additional streetcars from the Clackamas, Oregon-based United Streetcar, to add to its existing fleet of three, currently in storage. The first two additional cars are scheduled to arrive next August. Initial operations will require at least five streetcars, with a sixth in reserve.

Virginia Railway Express (VRE) has had a policy that all tickets expire one year from date of purchase. Exceptions were made in the past; however, effective November 22, that practice was discontinued. From the time of the notice, October 18 through November 21, riders had the opportunity to exchange these tickets for like-kind tickets up to \$100 in value.

TAMPA, FLORIDA

In a surprise move, on October 16, the Tampa Port Authority Board indicated that it would be willing to consider a proposal to retroactively increase its annual commitment to the TECO system by \$100,000 and give an additional \$50,000 to hire a Director. Three Board members have discussed with CSX the insurance policy the railroad requires for the crossing in Ybor City, which costs \$400,000 annually. This represents 25% of the streetcar line's expenses. CSX has set this requirement in order for the streetcars to cross its tracks.

Over the weekend of October 20-21, TECO celebrated its 10<sup>th</sup> Anniversary, and held a Trolley Fest. Thanks to Dennis Zaccardi for these reports.

MIAMI, FLORIDA

AnsaldoBreda won the contract to build 136 rail cars for Miami-Dade Metro. The order is broken down into two parts: 6 pre-production cars and 130 production cars, which will include LED lighting, Wi-Fi, CCTV, and bicycle racks. Assembly will be at a plant to be established in the Miami area. Although the firm was selected in March, 2011, there were a series of legal challenges, including one from the Federal Transit Administration, that had to be resolved. These cars will replace the original ones built by the Budd Company for the system's opening on May 20, 1984.

CHESTERTON, INDIANA

NICTD issued a new timetable that went into effect on

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**Commuter and Transit Notes**

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October 8. The only change involved weekend east-bound Train #513, which previously terminated in South Bend. This train has reverted to Train #613 and terminates in Michigan City. Thanks to Jim Beeler for sending copies.

**CHICAGO, ILLINOIS**

Metra reported that ridership to the Ryder (Golf) Cup, which took place at the Medinah Country Club between September 25 and 30, was 44,000 (November **Bulletin**). The heavy ridership caused 44 trains to be delayed.

**DETROIT, MICHIGAN**

Member Tom VanDeGrift reported that the proposed Detroit light rail line still requires more private and federal money than is available to build and operate it, and federal money is on hold until the State Legislature authorizes a regional authority to take control after the initial (10-year?) period of operation. He wrote: "The regional authority would seem to be a no-brainer, but we've been looking for this for decades and there are still some in the city and suburbs who see the regional authority as a threat to local control." The proposed regional authority would also be responsible for setting up the regional 'rapid transit bus' lines proposed by Governor Snyder.

A new commuter service between Detroit and Ann Arbor may happen. According to an article in **Ann Arbor.com**, Michigan DOT (MDOT) purchased six retired Metra Gallery cars and had them refurbished by Great Lakes Central Railroad in Owosso, Michigan. The train has the lettering "MI TRAIN" on its sides. A photo of the train powered by Amtrak 500 (model P32-8) was taken after the train was tested on the overnight of November 13-14 by MDOT and SEMCOG (Southeastern Michigan Council of Governments), in anticipation of using them for two future commuter rail service programs. That includes the east-west Ann Arbor-to-Detroit line and the north-south WALLY line linking Ann Arbor and Howell. Initially, the service was to have begun operating in October, 2010, but no startup date was given. Thanks to members Al Holtz and Julien Wolfe for this report.

**MINNEAPOLIS, MINNESOTA**

Ramsey, a new *Northstar* station, was opened November 14. A ceremonial groundbreaking ceremony was held on March 27. November 16 marked the third anniversary of service.

**ST. PAUL, MINNESOTA**

Jack May wrote that while heading to the Minneapolis-St. Paul airport for a return flight to Newark, he came upon the construction of the Twin Cities' second light rail line. Originally known as the Central Corridor, but now designated as the Green Line, the new route connecting Minneapolis and St. Paul will almost double the size of the system, adding another 11 miles (18 sta-

tions), for a total of about 23 miles with 37 stations. The western end of the new line will share the rails of the existing Hiawatha line, which will become the Blue Line.  
**SALT LAKE CITY, UTAH**

As was reported above, the Front Runner South commuter line opened on December 10.

The Utah Transit Authority reported (October 24) that the Airport Trax Line would open on April 14, 2013. Preliminary testing began in November.

**HONOLULU, HAWAII**

With the election of Kirk Caldwell, who won his race for Mayor of Honolulu, the rail project is safe to continue when it gets released from its injunction to stop work due to archeological issues. Thanks to member David Erlitz for this good news.

**TORONTO, ONTARIO, CANADA**

According to a report in **The Sudbury News**, the association representing unionized employees at the Ontario Northland Transportation Commission, which operates the Ontario Northland Railway, has proposed transferring ownership of the railroad and other assets of the provincially held operation to a new port authority. The port authority would be operated under the Canada Marine Act. The first step in this process was recently completed with the creation of The James Bay and Lowlands Ports Trust Corporation. The Canada Marine Act allows the federal government to create port authorities, which are Crown corporations of the federal government. Thanks to Al Holtz for this report.

**Railway Age** reported that the Toronto-York-Spadina subway would be completed in the autumn of 2016, one year later than scheduled. The reason for the delay was partly attributed to the death of a worker when a drilling rig collapsed in October, 2011. On the 5.3-mile extension, there will be six stations: Sheppard West, Finch West, York University, Steeles West, Highway 407, and Vaughn Metropolitan Center. When completed, it will mark the first time that subway service has reached beyond the city of Toronto into the Region of York.

A "downtown relief line" has been proposed for Toronto, in order to ease overcrowding on the Yonge Street Line and divert riders from the Yonge-Bloor station. Population in the downtown area and commuting could increase by 50% by 2031. The project at this time has a \$3.2 billion price tag. Thanks to member Howie Mann for sending this report from **The Globe and Mail**.

**CALGARY, ALBERTA, CANADA**

Service is scheduled to begin on the West LRT on December 10. The 5-mile line from Seventh Avenue to 69<sup>th</sup> Street will add six stations. Construction began in 2009, and the projected ridership is 30,000 per day. Thanks to Jack May for this news.

**FROM THE HISTORY FILES**

*100 Years ago:* On December 28, 1912, San Francisco Municipal Railway operated its first line, Geary Street.

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**Commuter and Transit Notes**

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**45 Years ago:** On December 30, 1967, the New Jersey & New York Railroad was conveyed to the Erie-Lackawanna Railway. This line is now known as the

Pascack Valley Line and is operated by NJ Transit for the New Jersey stations and by Metro-North under a service agreement for the New York stations.

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

**“Superstorm” Sandy Devastates East Coast**

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do, a lot of journal box cleaning. Hopefully we will hear of our FEMA car repair request SOON!!!

“Again please consider helping the museum close the gap on the Elevating the Collection campaign. We have \$1.5 million in hand; (we) need \$500,000 to reach (our) goal. Had (the) buildings been built, 60 cars would have been high and dry, not 12 cars. Now is the time to consider buying a brick or making a donation.”

The Trolley Museum of New York in Kingston reported: “For the first time in the museum’s history, 100% of our trackage (except for our unused portion on the hill) was under water. All of Ferry Street, The Strand, our yard trackage, trackage inside the building, and the entire mainline out to Kingston Point— *everything* was under water. And not just a wash of water; some areas (such as along The Strand by the Sheriff’s crossing) were under almost five feet of water. The good news is that no trees fell on the building, there were no problems with the roof, and there were no issues in the Visitors Gallery and office areas upstairs. However, we are going to need a lot of cleanup, and a lot of help from volunteers.”

**SUMMARY**

There comes a point when “time” has to be called and the column has to be submitted to our Production Manager, David Ross, for publication. The transit employees who worked tirelessly and dedicated their lives over the past three weeks to the restoration of service must be recognized. To get all of these services restored following a storm such as no one in the area had ever experienced in less than three weeks, is nothing short of amazing. We in the metropolitan New York area owe them a debt of gratitude.

As this story was being completed for submittal, there were news reports that an investigation is underway at NJ Transit over the decisions made to store nearly one-third of its locomotives and a quarter of its passenger cars in rail yards that were predicted to flood. Stories were circulating on the Internet concerning NJ Transit searching for loaner cars from other transit agencies, and any subsequent information will be reported in my Commuter and Transit Notes columns in subsequent **Bulletins**. Readers will be informed when these “open items” are restored to full service:

**MTA NEW YORK CITY TRANSIT (SUBWAY)**

- ① Rector Street to South Ferry

- Ⓐ Ⓢ Howard Beach to B. 67<sup>th</sup> Street/B. 90<sup>th</sup> Street and Rockaway Park to B. 90<sup>th</sup> Street

- Ⓝ Ⓟ Chambers Street to Broad Street

- Ⓡ Canal Street to Court Street

- Ⓢ Broad Channel to Rockaway Park

**MTA STATEN ISLAND RAILWAY**

Regular weekday schedules

**MTA LONG ISLAND RAIL ROAD**

Regular weekday schedules and regular service on the Long Beach Branch

**NJ TRANSIT**

Regular weekday schedules on the Northeast Corridor, North Jersey Coast, and Morris & Essex (including the Gladstone Branch) Lines; Newark Light Rail service to Broad Street



Newark City Subway (now known as Newark Light Rail) at Orange Street, July 10, 1958.

Bernard Linder photograph

**PORT AUTHORITY TRANSIT-HUDSON RAILROAD**

Service to Hoboken, Exchange Place, and World Trade Center; all-day service to 9<sup>th</sup> Street and Christopher Street

**MISCELLANEOUS**

Reopening of the Brooklyn-Battery (Hugh L. Carey) Tunnel’s westbound tube

*It was a huge undertaking to put this article together, and I wish to thank the following members for their contributions to this story: George Chiasson, Steve Erlitz, Todd Glickman, Marc Glucksman, Andrew Grahl, Al Holtz, Bob Kingman, Larry Kiss, Joseph Korman, Frank Pfuhrer, Henry Raudenbush, Dave Safford, Tom Scheffer, Bill Vigrass, Bob Vogel, Lee Winson, Bob Wright, and Bill Zucker.*