

# The Bulletin



**Electric Railroaders' Association, Incorporated**

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## **The Bulletin**

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## **This Month's Cover Photo:**

In the twilight of their nearly 40-year career, an 11-car set of R-36s (and single R-33) are seen approaching the 82 St-Jackson Hts station on the 7 Flushing Line on 7/8/2002 (Jeff Erlitz photo)

## **In This Issue: Canarsie Line Update ...Page 7**

## **CORONAVIRUS PANDEMIC CURTAILS RAIL SERVICES ACROSS THE COUNTRY**

**by Jeffrey Erlitz and Ronald Yee**  
(Photographs by Subutay Musluoglu)

*The world has been gripped by a viral pandemic, the likes of which we have not seen in our lifetimes. The nearest comparison in this country would probably be the 1918 Pandemic, which claimed 675,000 lives in this country alone. As of March 28, the death toll in the United States is 2,112 (with 775 in New York City alone as of the evening of March 29). Still, we are all affected by this in our daily lives. This pandemic has disrupted the global economy and travel of all kinds. Needless to say, it has had a profound negative impact on public transportation here and around the world. Most rail services have settled on a Saturday, or weekend, service. Some services are still charging fares, and some are now fare-free. Read on for all the details and above all, please stay safe.*

### **METROPOLITAN TRANSPORTATION AUTHORITY**

Until March 24, all rail operations operated by the MTA (the Long Island Rail Road, Metro-North Railroad, New York City Transit (NYCT) subways and buses, Staten Island Railway, and MTA Bus Company) continued to operate on their normal schedules and the trains with their regular consists. However, on March 24, due to a shrinking workforce, some service and route adjustments were made at NYCT Subways and the Staten Island Railway. (Ronald Yee, March 24)

Effective March 17, 2020, in response to the coronavirus crisis, cash was no longer accepted for the purchase of tickets from train crews or ticket offices on the LIRR and Metro-North Railroad. Customers were encouraged to use credit/debit cards or MTA eTix. Lost and Found offices on both railroads were also closed until further notice.

**(CT Post. March 17)**

At the MTA's March 25 Board meeting, MTA Chairman and Chief Executive Officer Patrick Foye reported a series of unprecedented statistics illustrating the coronavirus pandemic's effects on the MTA's network. As of March 24, daily ridership on the Long Island Rail Road (LIRR) was down 70%, while on Metro-North Railroad (MNR) it was down a shocking 90%. The numbers at New York City Transit (NYCT) were no less stark, where daily ridership was down 87%. To drive this point home, he stated that on Monday, March 22 there were approximately 700,000 collected fares on the subway. This is a staggering figure, when considering that just this past October the MTA had touted that subway ridership on a typical weekday had climbed back up to 6 million passengers a day, following three years of hard work and effort to improve subway performance. On then on Saturday, March 28, Foye reported that he himself had tested positive for the coronavirus, and was self-isolating at home.

### **MTA NEW YORK CITY TRANSIT**

An operational change was made by NYCT Bus starting Monday March 23, where Select Bus Service (SBS) and regular local buses load and unload all passengers through the rear doors to reduce the exposure of the bus operator to the coronavirus. Only passengers requiring handicapped access will board and disembark via the front door, where the access ramp is located. While fares through a proof-of-payment ticket continue to be required and spot-checked by fare inspectors

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## Coronavirus Curtails Rail Services Across the Country

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on the SBS routes, fare collection on the local bus services has effectively ceased, exacerbating the farebox revenue loss issues from the coronavirus. (**New York Post**, March 20)

As this edition of **The Bulletin** goes to press, NYCT Subway made some significant changes to its services due to staffing shortages stemming from employees being removed from the workforce due to possible exposure to the coronavirus. It mainly consists of the elimination of express services and duplicative routes. In summary:

- Expresses become locals: No express services on the **4 5 6 7**. The **D** train will make local stops in the Bronx, while continuing to operate express in Manhattan and Brooklyn. The **F** train will make all local stops in Brooklyn (**F** express in Brooklyn suspended) and Manhattan but continue to operate express in Queens. **N** trains will make the local stops in Manhattan but continue to operate as an express in Brooklyn and **J** trains will make all stops.
- Lines Not Operating: The **B W Z** lines are suspended. As an alternative to the **B**, use **C D Q** services. The **N R** lines replace the **W** line and the **J** replaces the **Z** line. **5** trains will operate as a shuttle service between E. 180 St and Dyre Av in the Bronx, No **5** service south of E. 180 St, all of Manhattan, and to Brooklyn College/Flatbush Av. **E** trains will no longer supplement **F** services to 179 St/Hillside Av; all trains will terminate at Jamaica Center. Lastly, **A** trains will only operate to Lefferts Blvd and Far Rockaway. Customers to Rockaway Park will need to transfer to **S** train shuttles at Broad Channel. (NBC News, March 24)

## MTA STATEN ISLAND RAILWAY

Effective March 24, Staten Island Railway (SIR) trains operate on 20-minute headways during the peak hours, making all stops. Express services are cancelled. Weekday off-peak headways remain at 30 minutes and overnight services operate hourly. (MTA press release, March 24)

## MTA LONG ISLAND RAIL ROAD

Effective March 27, the Long Island Rail Road started operating on a slightly enhanced Saturday schedule, seven days a week. The following six extra trains are operating in addition to the regularly scheduled trips:

- Leave Babylon 5:00 AM, local stops to Lynbrook, Jamaica, arrive Penn Station 6:16 AM
- Leave Ronkonkoma 5:00 AM, local stops to Hicksville, Mineola, Hillside (for employees), Jamaica, arrive Penn Station 6:21 AM
- Leave Port Jefferson 6:00 AM, local stops to Hicksville, Mineola, Jamaica, arrive Penn Station 7:52 AM

(dual-mode service)

- Leave Oyster Bay 6:51 AM, local stops to Mineola, Jamaica, arrive Penn Station 8:10 AM (dual-mode service)
- Leave Penn Station 5:07 PM, Jamaica, Mineola, Hicksville, local stops to Port Jefferson (dual-mode service)
- Leave Penn Station 5:31 PM, Jamaica, Mineola, local stops to Oyster Bay (dual-mode service)

## MTA METRO-NORTH RAILROAD

As of press time, Metro-North Railroad (MNR) has reported that its ridership has been reduced by over 90% from the effects of the coronavirus pandemic.

On Friday, March 27, the planned schedule change for March 29 that was expected to remain in effect until October 4 to facilitate planned capital and construction programs, was shelved. In its place, starting March 27, a special temporary timetable was placed into effect. Essentially, it is an hourly schedule for all three lines, Hudson, Harlem, and New Haven. On weekdays, trains are added during the peak periods filling in the gaps and creating a roughly half-hour headway service. The September 29, 2019 schedules were extended by one day to cover the entire weekend of March 28-29, 2020.

- On the Hudson Line, trains generally depart Poughkeepsie at :46 or :52 after each hour and connect at Croton-Harmon with locals departing generally at :56 after the hour. During the peak period, additional trains leave Poughkeepsie at :24 after the hour and its Harmon connection departing :32 after the hour. Outbound, trains to Poughkeepsie depart at :45 after the hour and Harmon locals depart at :20 after the hour. During the peak periods, additional trains operate to fill in the hour departing GCT to Poughkeepsie at :14 after the hour and to Harmon at :49 after the hour. On weekends, a basic hourly headway schedule without the added peak period trains are operated all day and evening.
- On the Harlem Line, southbound trains depart Southeast at :04 after the hour and connect with local trains at North White Plains (NWP) departing at :58 after the hour. During peak periods, an additional Southeast departure at :29 after the hour fills in the hour-long gaps and two locals departing NWP at :28 and :48 after the hour (:28 for reverse peak services) provide three trains per hour peak period service. Service between Wassaic and Southeast operates only Monday through Fridays with no train service on weekends. Northbound, trains to Southeast depart GCT at :10 after the hour and local trains to NWP depart GCT at :42 after the hour. During the afternoon peak added trains to Southeast depart GCT at :39 after the hour and to NWP at :16 and :32 after the hour (:16 for the morning reverse peak).
- On the New Haven Line, westbound out of New Haven, a roughly 30 minute headway service is provided with the period 8 AM-1 PM and after 6 PM where only hourly service is provided. Trains depart

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New Haven around :37 after the hour with added peak and reverse-peak trains departing New Haven at 5:13 AM, 6:19 AM, and 7:17 AM. Additional inbound trains depart New Haven at 1:17 PM, 2:17 PM, 3:17 PM, 4:17 PM, and 5:17 PM. Westbound out of Stamford, local trains depart at :58 after the hour with added peak period trains at 6:28 AM local, 6:54 AM Greenwich-Larchmont zone express, and 7:28 AM local before operating hourly until 2:28 PM, 3:28 PM, 4:28 PM, 5:28 PM, and 6:28 PM. Eastbound, trains to New Haven depart at :02 after the hour with added trains at 7:34 AM and 8:34 AM and again at 3:34 PM, 4:34 PM, 5:34 PM, 6:34 PM, 7:34 PM, and 8:34 PM. Stamford locals depart on a pattern of :36 after the hour with added peak and reverse peak period trains departing GCT at 7:05 AM, 8:05 SM, and 9:05 AM; then for the PM Peak, 4:05 PM, (4:55 PM and 5:30 PM zone expresses Rye-Stamford), 5:05 PM, 6:05 PM, and 7:05 PM.

- The New Canaan Branch operates hourly shuttles to Stamford, the Danbury branch only has one through train to GCT per weekday (#3809 westbound and #3840 eastbound), and the Waterbury Branch is mostly unchanged (7 inbound and 6 outbound trains). The weekend hourly service schedules for all 3 lines took effect starting Saturday, April 4. (Metro-North Railroad press release, March 26)

All Metro-North Railroad ticket offices, including Grand Central Terminal, closed beginning Monday, March 23 as a precaution to protect ticket office employees from the coronavirus pandemic. All customers are directed to utilize the ticket vending machines at every station or MTA eTix via their smartphones. (Metro-North Railroad press release, March 21)

### CONNECTICUT DEPARTMENT OF TRANSPORTATION

CDOT Shoreline East (SLE) services were reduced to a weekend schedule seven days per week starting Monday, March 16. On weekdays, four additional trains will enhance the weekend schedule with the addition of Train #3609 departing New London at 5:24 AM, #3615 departing Old Saybrook at 7:48 AM, #3647 departing at Old Saybrook at 4:27 PM, and #3630 departing New Haven at 3:25 PM. In addition, through train service between Old Saybrook, New London, and Stamford had been discontinued and Amtrak ceased cross-honoring SLE multi-ride tickets aboard its limited number of trains after having discontinued 40% of them. On the Hartford Line, a Saturday schedule went into effect and customers were informed that two Amtrak trains on the line, #143 departing Springfield at 6:00 AM to New Haven and #146 departing New Haven at 9:54 PM would no longer operate. (CTRail press release, March 16)

### PORT AUTHORITY TRANS-HUDSON CORPORATION

Effective March 29, 2020, PATH modified its sched-

ules until further notice:

- Weekdays: 10-minute headways 6 AM-9:30 PM, then less frequent with a base headway of 35 minutes midnight-5 AM
- Saturdays: 20-minute headways 7:20 AM-midnight, less frequent overnight with a 35-minute headway
- Sundays: 35-minute headways 9:50 AM-9:40 PM, 35-minute headway after 10 PM

(PANYNJ website, March 29)

### NJ TRANSIT

Beginning Friday March 20, NJ Transit reduced the service frequencies of its commuter rail operations to be more in line with the greatly reduced ridership levels during the coronavirus pandemic. With exception of the Atlantic City Line, all commuter rail lines began operating on an enhanced weekend schedule, including the Port Jervis and Pascack Valley Lines serving Metro-North Railroad stations in New York State. There were a couple of exceptions: The Gladstone Branch will operate on weekdays only and eight extra trips will be operated on the Morristown Line between Dover and Hoboken on weekdays. NJ Transit Bus, Hudson-Bergen Light Rail, Newark Light Rail, and the RiverLine will continue to operate on their normal weekday schedules.

On March 25, NJ Transit further scaled back its services to reflect the lowered ridership. NJ Transit commuter rail service operated on a Presidents Day holiday schedule with a few select trains added to handle demands that may exceed its capacities. RiverLine operates on a Sunday schedule, Newark Light Rail operates on a Saturday schedule, and Hudson-Bergen light rail continues to operate on its normal weekday schedule. (NJ Transit press release, March 19; NBC News, March 24)

### AMTRAK

In response to decreased ridership levels, Amtrak reduced its operation on weekdays to an enhanced Saturday schedule that will provide 40% of the original weekday schedule and capacity. At first, the railroad eliminated its three non-stop ACELA Express services between New York and Washington, D.C.; that was during the week of March 8. Subsequent service reductions were placed into effect as ridership dwindled. Amtrak is utilizing this period to deep clean its trains. A summary of Amtrak service adjustments is listed below:

#### Reduced Frequency Services

- Northeast Corridor — Regional trains only at 40% of normal service, all ACELA services suspended.
- Downeaster (Boston MA-Brunswick ME)
- Hartford Line (New Haven CT-Springfield MA)
- Valley Flyer (New Haven CT-Greenfield MA)
- Empire Service (New York City-Niagara Falls, NY)
- Ethan Allen Express (New York City-Rutland VT)
- Piedmont (Charlotte-Raleigh NC)
- Hiawatha (Chicago IL-Milwaukee WI)
- Wolverine (Chicago IL-Pontiac MI)
- Illini/Saluki (Chicago-Carbondale IL)
- Illinois Zephyr/Carl Sandburg (Chicago-Quincy IL)

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- *Lincoln Service* (Chicago IL-St Louis MO)
- *Capitol Corridor* (San Jose - Sacramento CA)
- *Pacific Surfliner* (San Diego-San Luis Obispo CA)

#### Modified Services

- *Adirondack* — NYC to/from Albany only, no service north of Albany toward Montreal.
- *Maple Leaf* — NYC to/from Niagara Falls NY only, no service into Canada
- *Cascades* — (Eugene OR-Seattle WA only) No service north of Seattle

#### Suspended Services

- *Acela* (Boston-Washington, D.C.) (March 22-May 31)
- *Keystone Service* (NYC-Harrisburg PA)
- *Pennsylvanian* (NYC-Pittsburgh PA)
- *Pere Marquette* (Chicago IL-Grand Rapids MI)
- *Winter Park Express* (Denver-Winter Park Resort CO)

Please refer to the [Amtrak.com](http://Amtrak.com) website for details on these and all other routes. Sleeping car services appear to have been suspended and dining options may be subject to change during the pandemic.

### OTHER TRANSIT SYSTEMS

#### BOSTON, MASSACHUSETTS

MBTA reduced its service headways March 16 in response to an expected decrease in ridership. Red Line headways are every 14 minutes on each of the Ashmont and Braintree Branches, providing a seven-minute headway between JFK/UMass and Alewife. Green Line B,C, and D Branch trolleys continued to operate on 7-13-minute headways, with more frequent service along the Green Line's trunk line into downtown. However, it was forced to restore some of the service on Wednesday, March 18 on the Blue Line and the E Branch of the Green Line when demand exceeded the ability of the reduced service to cover. (*Boston Globe*, March 17)

#### PHILADELPHIA, PENNSYLVANIA

SEPTA adjusted its rail services to accommodate the reduced ridership levels during the coronavirus pandemic beginning Sunday, March 22. It began operating its Regional Rail service on a reduced weekday schedule and its Broad Street, Market-Frankford, Norristown High Speed Line, and Subway-Surface Lines and suburban trolleys to Media and Sharon Hill on a Saturday schedule until further notice. (SEPTA press release, March 18)

As this issue goes to press, SEPTA further reduced its services from a Saturday schedule to an "Essential Service Schedule" which called for service on most regional rail lines to operate every two hours starting Sunday, March 29 with exception of the Airport Line, which operates hourly. Twelve of the 13 regional rail lines are operating seven days a week, the exception being the Cynwyd Line, which operates Monday through Friday only.

The SEPTA website ([www.septa.org](http://www.septa.org)) offers exact times and schedules (SEPTA, March 27)

PATCO closed four stations 24/7 in response to the crisis: Ashland (riders are encouraged to use the Lindenwold or Woodcrest stations), Westmont (riders are encouraged to use the Haddonfield or Collingswood stations), City Hall (riders are encouraged to use the Broadway station), and 12/13th & Locust Street (riders are encouraged to use the 9/10th or 15/16th & Locust Street stations). This allowed crews to focus their cleaning efforts on the nine remaining stations of the Lindenwold Line. Starting Saturday, March 28, weekday trains operate on 20-minute headways 5 AM-11:59 PM, every 30 minutes 4 AM-5 AM, and hourly between midnight and 4 AM. On Saturdays, a 30-minute headway operates 5 AM-11:59 PM and hourly from midnight-5 AM. On Sundays, service is only hourly all day. (PATCO press release, March 26)

#### WASHINGTON, D.C. AREA

WMATA Metrorail, despite losing 85% of its normal ridership due to coronavirus, continued to operate full-length eight-car trains to facilitate social distancing (six-foot separation between all passengers). The only changes were the closures of the Arlington National Cemetery and Smithsonian stations with trains operating through without stopping, starting Thursday, March 19. This change was attributed to the need to reduce tourist and visitor crowds seeking to view the famous seasonal cherry blossoms at both locations. On weekends, all lines continued to operate trains between 8 AM and 11 PM but on a 30-minute headway. (WTOP, March 20)

As this issue goes to press, WMATA issued a new operating plan with weekday service running every 30 minutes from 5 AM-11 PM and weekend service from 8 AM-11 PM. 19 stations were closed with some redundant entrances to other stations closed to conserve cleaning supplies and enable the remaining employees not afflicted with the virus to focus on keeping the rest of the system open. In addition to the Smithsonian and Arlington National Cemetery stations that had already been closed the previous week, the 17 additional stations closed are: Archives, Cheverly, Clarendon, Cleveland Park, College Park, East Falls Church, Eisenhower Avenue, Federal Center SW, Federal Triangle, Greensboro, Grosvenor-Strathmore, Judiciary Square, McLean, Morgan Boulevard, Mt. Vernon Square, Van Dorn Street, and Virginia Square. (WMATA, March 23)

Finally, as of March 30, the first and eighth cars of Metrorail trains were isolated to protect the train crews. (Member Steve Erlitz, March 29)

#### MIAMI, FLORIDA

Metro-Dade Transit suspended the collection of fares on its trains and buses starting Sunday, March 22. Tri-Rail commuter rail service remained unchanged while Brightline reduced its services slightly, nine trains in each direction on weekdays, eight on weekends. (ERA member Fernando Zavala, March 21)

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On March 25, Brightline announced that it was suspending all services until further notice, citing a lack of ridership and the need to contribute toward the effort of travel restrictions throughout its service area. The last train operated was the 5:50 PM out of Miami Central. Work will continue on the line's high-speed extension from West Palm Beach to Orlando. (Virgin Rail, March 25)

### MILWAUKEE, WISCONSIN

The Milwaukee Streetcar curtailed its operations, cutting its service hours from 5 AM-midnight to 7 AM-9 PM and increasing headways from 15 minutes to 20 minutes, similar to a Sunday schedule. This will also enable crews to deep-clean the cars to limit the spread of the coronavirus. (Bizjournals.com, March 23)

### INDIANA

The Northern Indiana Commuter Transit District (NICTD) issued new schedules on Monday, March 23 for its weekday services to reflect the dramatically lowered ridership levels since the coronavirus pandemic hit the USA. Weekend service is unchanged while weekday service will be essentially the weekend schedule, augmented with two additional westbound morning peak period trains and two additional eastbound afternoon/evening peak period trains. (South Shore Line/NICTD press release, March 18)

### SAN FRANCISCO, CALIFORNIA

In response to dramatically lowered ridership from the

coronavirus travel restrictions, SFMTA closed the MUNI Metro and suspended all light rail operations systemwide and replaced them with buses starting March 30, 2020. MUNI Metro stations were all closed down. Access to BART was maintained between Civic Center and Embarcadero. Customers looking for J, K/T, L, M, and N line services were advised to board the replacement bus services at the same bus stops utilized by early morning Metro bus services. The E and F historic streetcar lines as well as the three cable car lines were suspended in early March as the Operators could not be safely shielded from potential infection by the virus. (KRON-TV4 News, March 26)

### MISCELLANEOUS

Below is a summary of the known status of other rail operations around the nation:

- ACE "Altamont Corridor Express" — Three round trips per day and no Saturday service
- BART — normal service except for the suspension of Yellow Line extra trains between Antioch and SFO International Airport
- Caltrain—Reduced service to 42 trains, still operating on weekends
- Capitol Metro (Austin TX commuter rail) — Saturday and late night Friday services canceled
- Coaster—Service reduced 50%, no weekend service
- Denton County, Texas—Normal service
- Denver Regional—Normal service
- Las Vegas Monorail — all service suspended until further notice
- MARC (Baltimore/Washington) — Operating at 60%

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**Grand Central Terminal concourse on Friday, March 20 at 6:26 PM.** On an average weekday, over half a million people pass through GCT, and if this had been a regular Friday at this time there would be thousands of people in this view, either rushing to catch a train home for the weekend or casually enjoying the many retail stores, bars, and restaurants in the terminal. But this was not a regular Friday, as the global coronavirus crisis has severely affected Metro-North Railroad, reducing daily ridership by 90%. This scene would be more typical of a very late weeknight at around the terminal's closing time of 2 AM.



**The Grand Central platforms of the 42 St Shuttle on Friday, March 20 at 6:39 PM.** An R-62A set on Track 4 is about to start its run to Times Sq, with barely anyone aboard.

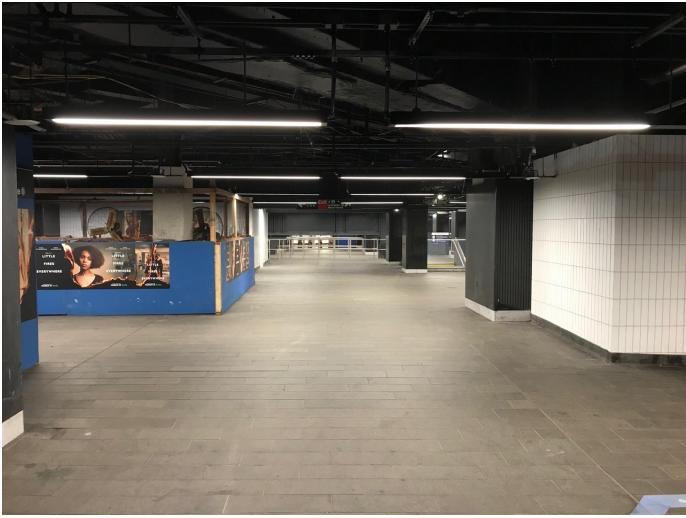
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### Coronavirus Curtails Rail Services Across the Country

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A few minutes later, another R-62A set has just arrived on Track 3 at Grand Central, with just a handful of passengers disembarking. The blue hoarding barrier on the left blocks off Track 1, out of service for the ongoing reconstruction of the 42 St Shuttle.



As work continues on the expansion/rehabilitation of the Grand Central subway station's Lexington Avenue Line mezzanine and platforms, on Friday, March 20 at 6:33 PM there is not a soul in sight in this view of the recently opened expansion of the central mezzanine. NOTE - We hope to revisit the Grand Central station soon and provide a detailed update on the work that will be wrapping up later this year. A lot has happened since we last discussed the project in the July, 2018 Bulletin, as you can see!



The Lexington Avenue Line mezzanine at the Grand Central station is usually a chaotic scene during the PM rush hour. The impact of the global coronavirus crisis is clearly obvious on Friday, March 20 at 6:44 PM in this view of the southern part of the mezzanine that has yet to be rehabilitated.



Another view of the Lexington Avenue Line mezzanine at the Grand Central station, with just a single passenger exiting in the far background.

- capacity
- Metra (Chicago) — Service reduced by half
- Metrolink (Los Angeles) — 30% reduction in service
- Music City Star (Nashville) — Reduced schedule
- MCDOT (North Carolina) — Four trips suspended
- New Mexico Rail Runner Express (Santa Fe-Albuquerque-Belen NM) — service suspended through April 3

- New Orleans Streetcar — operating on a reduced Saturday schedule
- Northstar (Minneapolis) — Regular service, pending a decision on April 1
- PATCO (Philadelphia PA-Lindenwold NJ) — operating on a reduced weekday and weekend schedule
- PATH (New Jersey) - Operating on a weekend

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### Coronavirus Curtails Rail Services Across the Country

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A couple minutes later the situation downstairs on the Flushing Line platform was just slightly better, as a handful of passengers wait for their **7** train.



The Flushing Line's northbound platform at 74 Street-Broadway is rarely free of crowds, even late at night, but it is relatively quiet on Friday, March 20 at 7:21 PM as a **7** pulls out to continue its run to Main Street.



Meanwhile, down below on the northbound platform of the Queens Boulevard Line's Roosevelt Avenue station, the story is the same.



The interior of R-46 5805 on a Forest Hills-bound **R**. A single R-46 car can easily carry well over 200 passengers seated and standing, but on this Friday at the tail end of the PM peak period, on one of the busiest lines in the system, only seven passengers are aboard this car, including the photographer.

- schedule
- SMART (Larkspur-Santa Rosa CA) — canceled select weekday trains and all weekend services
  - Sound Transit (Seattle) — Regular service
  - Sunrail (Orlando) — Regular service
  - TexRail (Fort Worth) — Reduced service, no fares collected
  - Tri-Met (Portland) — Reduced service
  - Trinity Railway Express (Fort Worth) — Reduced service
  - Virginia Railway Express — Service reduced 50%
  - GO Transit — Canceled service between Niagara Falls and Saint Catherines, Ontario on the

Lakeshore West Line and express rush hour trains on the Lakeshore West and Kitchener Lines. Trains on the Stouffville and Barrie lines are skipping select station stops

(Al Holtz, March 22)

### **LONDON, ENGLAND**

Major cuts to metro, rail, and bus services were announced by Transport for London on March 18, with the operator explaining that Mayor of London Sadiq Khan had asked it to focus on enabling “critical workers to make essential journeys” during the Covid-19 pandemic.

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## CANARSIE LINE UPDATE - SECOND NEW AVENUE A ENTRANCE OPENED AT 1 AVENUE **L** STATION

by Subutay Musluoglu  
 (Photographs by the author)

On Monday, February 10, 2020, MTA New York City Transit (NYCT) opened the second entrance to the 1 Avenue **L** station at Avenue A on the north side of E. 14th Street. The new entrance, which is adjacent to the Stuyvesant Town housing complex, is comprised of two stairs down to the 8 Avenue-bound side of the Canarsie Line. Work continues on an elevator for ADA access, which is expected to be completed sometime later this Spring.

With the opening of this new entrance, the original entrance to the 8 Avenue-bound side at 1 Avenue with two stairs at the northeast corner of E. 14th Street was closed on February 15 for rehabilitation and will reopen later this Spring.

This follows the November 4, 2019 opening of the new set of two stairs across E. 14th Street on the southeast corner with Avenue A which serve the Brooklyn-bound side. The original entrance at 1st Avenue for the Brooklyn-bound side has been closed for rehabilitation since November 11 and will also be reopening later this Spring, along with the new elevator for that side. This work was described in great detail in the December, 2019 **Bulletin**.

Work continues on the rehabilitation of the Canarsie

Line's 14th Street Tubes under the East River to remedy damage caused by Superstorm Sandy in October, 2012. The project was on pace to wrap up in April, and though the MTA announced at its abbreviated Board meeting on March 25 that this work continues, it is possible it could slip due to the disruption caused by the global coronavirus pandemic.

A water main break in the early morning hours of Wednesday, March 4 at the intersection of Driggs Avenue and N. 7th Street in Brooklyn did have an impact on the work to expand and rehabilitate the Bedford Avenue **L** station. Two new street stairs are being built at that intersection to an expanded mezzanine, from where a new second stair has been built and opened to the platform below. Water and debris flooded the work area, forcing the contractor to suspend work and perform cleanup operations. On the northeast corner of Driggs Avenue and N. 7th Street, one new stair facing north on Driggs Avenue has been open since last year, and one of the 1924 stairs facing east on N. 7th Street has been rehabilitated and reopened. Meanwhile, on the southeast corner the second 1924 stair facing east on N. 7th Street is still closed while work continues on the second

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NYCT opened the second new entrance to the 1 Avenue **L** station at Avenue A on the north side of E. 14th Street on February 10, 2020. Two new stairs and a yet-to-be-completed elevator serve the 8 Avenue-bound platform. This new entrance was built on the traffic island that separates the main road of E. 14th Street from the service road to the Stuyvesant Town housing complex, which is behind the camera. The stair in the right foreground is a single-width stair west of the elevator, while a double-width stair located east of the elevator is hidden behind the construction fencing in the left background. Across E. 14th Street, the new entrances to the Brooklyn-bound platform opened on November 4, 2019 and are obscured by traffic in this view. All photos were taken on March 4, 2020.

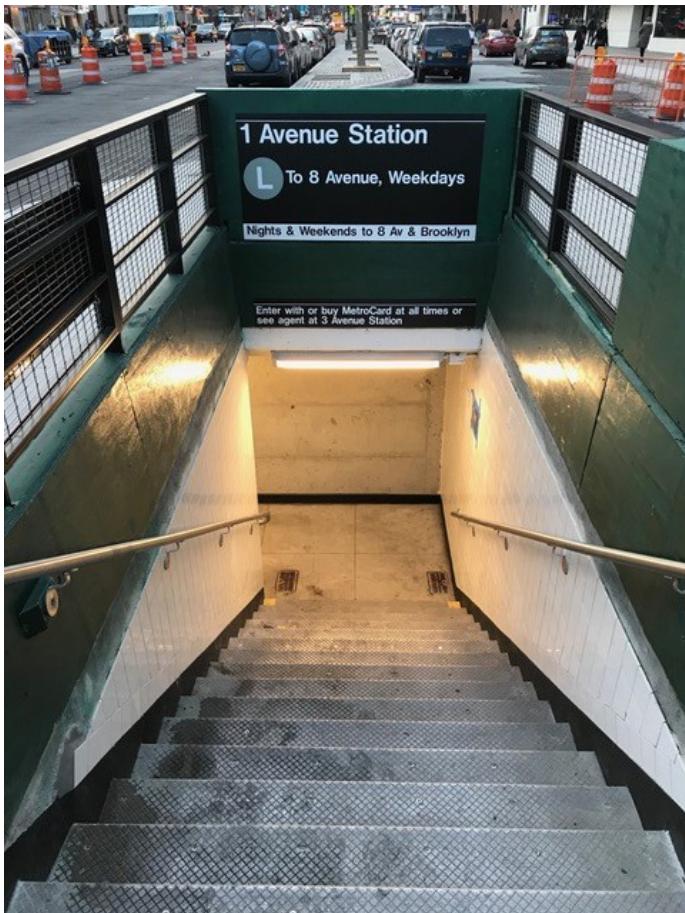


A closeup view of the new single-width stair, west of the new elevator. Note the unique style of railing, which may be temporary pending final finishes.

(Continued on page 9)

### Canarsie Line Update

(Continued from page 8)



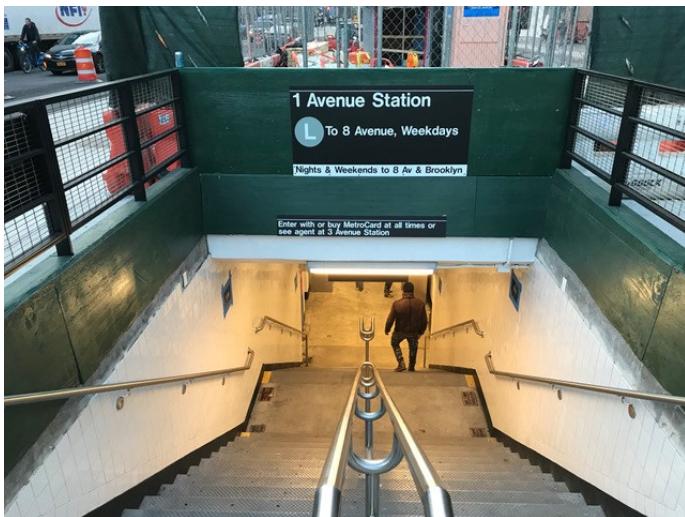
**Looking down the new single-width stair. This is the only stair at Avenue A to double back on itself.**



**A closeup view of the double-width stair. In the background across E. 14th Street, the new entrance to the Brooklyn-bound platform, open since last November, is behind the green construction barrier.**



**A view of the fare control area at the platform level, looking back towards the landing of the double width stair. Behind the camera is the part of the fare control area that is in front of the elevator landing. Note the “new” mosaic tile band located horizontally along the left wall above the MetroCard Vending Machines, as well as on the column adjacent to the emergency exit gate. This tile band is a recreation of the Dual Contracts era work of the architect Squire Vickers.**

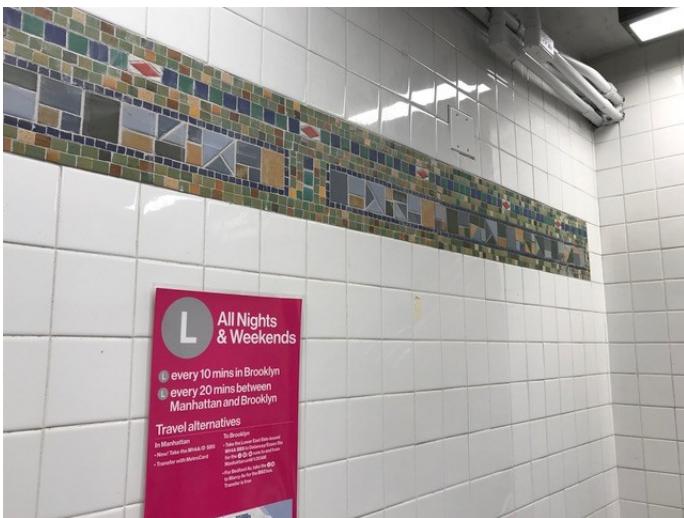


**Looking down the new double-width stair.**

*(Continued on page 10)*

### Canarsie Line Update

(Continued from page 9)



An up-close view of "new" mosaic tile band, which is a fairly decent recreation of the tile band installed in 1924 along both platforms, though not an exact reproduction. The pattern is slightly different and appears to have a duller gloss and lighter color tone. The tile work of the architect Squire Vickers can be found throughout the city in a majority of the underground stations built during the Dual Contracts era.



A view of the turnstile fare array from the platform side. Note the manner in which the new emergency gate has been installed, possibly as a penetration between two original structural columns. And just beyond the turnstiles, note the blue construction barrier, which lines up directly with the part of the fare control area that is in front of the elevator landing. An additional gate and possibly additional turnstiles may be installed there.



At the other end of the 8 Avenue-bound platform, a peek through the construction barrier offers a glimpse of the work to rehabilitate the original 1924 mezzanine and stairs up to the northeast corner of First Avenue and E. 14th Street. This work has been ongoing since February 15 and the entrance is anticipated to reopen later this Spring.

new stair. It was this location which was affected by the water main break.

There was no impact at the Bedford Avenue end of the station, where work continues on an expanded mezzanine, a new elevator between the street and mezzanine, and a new elevator from the mezzanine to the



Up on the street at the southeast corner of First Avenue and E. 14th Street, work is ongoing behind the construction barrier to rehabilitate the two stairs and the mezzanine to the Brooklyn-bound platform. This entrance closed on November 11 and will also reopen later this Spring.

platform. Work has already been completed there on two new stairs from the mezzanine to the platform, and two new street stairs on Bedford Avenue. The two original 1924 stairs facing east on N. 7th Street are being reconstructed and will reopen later this year.

## NEW YORK CITY SUBWAY CAR UPDATE

### **Subdivision "A" Note**

During the middle of February, single unit R-62A 1910 had finally shown up in passenger service on Track 3 of **S** (the Grand Central Shuttle) in the middle of existing cab cars 1921 and 1925 coupled also with "Cuomo" single unit 1922. This car had been set aside from use after its initial assignment to work service when the last remaining R-62As were withdrawn from **7** service on March 30, 2018 and had been noticeably cleaned after it completed a programmed maintenance servicing at 207<sup>th</sup> Street Shops.

### **Subdivision "B" Notes**

The very last (10-car) R-179 train, 3040-9, was entering its final stage of acceptance trial (i.e. "burning in") during the week of March 9.

These 16 additional Phase I R-32s had been retired as of February 15 to leave 106 cars in service: 3376/7, 3445/3468, 3446/7, 3500/1, 3574/5, 3628/3669, 3716/7, 3738/9. Eight more had been removed at February 22, which left 98 R-32s: 3442/3, 3550/1, 3718/9, 3818/9; while through March 3 these further 16 units (3388/9, 3438/9, 3670/1, 3772/3, 3782/3, 3828/9, 3886/7, 3912/3) had been retired to bring the surviving fleet of R-32s down to a total of 84 as of March 7, 2020. Pair 3818/9 was suddenly sighted on the **C** for a couple of days on March 3-4, but by the end of that week was back in stir where they remained as of March 14. On March 12 there was another contraction of the R-32 fleet down to just 58 survivors with the retirement of these 24 cars: 3360/1, 3380/1, 3394/5, 3400/1, 3430/1, 3432/3, 3444/3777, 3706/7, 3792/3, 3834/5, 3932/3, and 3938/9. As a coincidence, Friday, March 13 was the first weekday in recent years when there was no R-32 equipment used at all on the **A**. While retirements of the R-32s accelerated, a train or two of Pitkin-based R-46 trains from the **A** once again began to turn up on the **C** seven days a week as of February 24. This quantity had built up to as many five in a single rush

hour as of March 14.

Continuing below is our chronicle of the ongoing equipment "swap" between Coney Island and Jamaica as described previously. Transfers are again exhibited in consolidated format as shown in the date of each progress report, with side notes added to conserve page space.

February 15, 2020: R-160Bs 8733-7, 8748-62, 8793-7, 8823-32 (30) **N Q W** to **E F R**. R-46s 5550-3, 5578-81, 5698-5701, 5742-5, 5762-5, 5782-5, 5830-3 (32) **F R** to **G N W**, sometimes **Q**.

February 21, 2020: Use of R-46s was discontinued on the **F** at the end of the day. Regular use of R-46 trains was begun on the **Q**.

The morning rush hour "Special" operating for most of the past three years as an **R** from 95 St to 96 St/2 Av and back to Coney Island as a **Q** had habitually used a Jamaica-based R-46. Since January, 2020 it has been regularly assigned a Jamaica R-160 with increasing frequency, and as of this date had become a "reversed" anomaly to the Brighton Line.

February 22, 2020: R-46 5670-3, 5806-9 (8) **R** to **G N Q W**.

February 29, 2020: R-160Bs 8728-32, 8743-7, 8768-72, 8778-82, 8833-7 (25) **N Q W** to **E F R**. (Siemens) R-160Bs 8858-67, 8878-82, 8883-7, 8928-32, 8948-57, 8963-67, 8973-77 (40) **N Q W** to **E F R**. R-46s 5482-5, 5554-7, 5598-5601, 5618-21, 5634-7, 5646-9, 5690-3, 5706-13, 5718-21, 5850-7 (48) **R** to **G N Q W**.

March 7, 2020: (Siemens) R-160Bs 8843-57, 8868-77, 8898-8902, 8903-12, 8918-27, 8943-7, 8958-62, 8968-72, 8983-7, 8988-92, 8998-9002 (80) **N Q W** to **E F R**. R-46s 5510-7, 5526-9, 5606-13, 5630-3, 5638-41, 5694-7, 5702-5, 5750-7, 5798-5801, 5818-25, 5834-7, 5858-61 (64) **R** to **G N Q W**.

There was no further yet updated information after March 14, 2020.

### **Coronavirus Curtails Rail Services Across the Country**

(Continued from page 7)

Up to 40 London Underground stations will be closed until further notice, while services on the Waterloo & City Line will be withdrawn completely from March 20. The "Night Tube" and "Night Overground" services that normally run on Friday and Saturday nights will also be suspended, allowing staff to be redeployed to boost the resilience of regular operations.

Services on other Underground lines, London Overground, TfL Rail, the Docklands Light Railway, and London Trams, will see a gradual reduction in frequency from March 23, reflecting government calls for people to minimize non-essential travel.

TfL says it is aiming to "provide a service for critical workers to get to where they need to," while trying to minimize overcrowding. It will provide a 4-minute headway on Underground lines within Zone 1, but warns that this may be further reduced if staff availability falls. Bus routes will be reduced to a Saturday service, but the night bus network will continue, to provide reliable travel for critical workers.

Transport Commissioner Mike Brown said, "The advice from government is clear – people should now only be making journeys that are absolutely essential. We and our staff are doing everything we can to ensure that people who need to make essential journeys can continue to do so."

"London will get through these extraordinarily challenging times," insisted Khan. "Ensuring the capital's

(Continued on page 15)

# Commuter and Transit Notes

by Jeffrey Erlitz and Ronald Yee

## MTA LONG ISLAND RAIL ROAD

The Long Island Rail Road issued a new timetable on March 9, 2020. Amtrak has shifted its “state-of-good-repair” trackwork in Penn Station from the tracks utilized by the LIRR to lower-numbered tracks the LIRR does not utilize. This permitted the services to and from Penn Station that had either been suspended or rerouted to other terminals to be restored. On the Montauk Branch to Babylon, the 6:56 AM train from Wantagh that had been diverted to Atlantic Terminal was returned to Penn Station. The 7:41 AM train from Merrick that terminated at Jamaica, now operates 3 minutes earlier and returns to Penn Station. The 8:25 AM train from Freeport to Atlantic Terminal resumed operation to Penn Station. The 5:35 PM reverse peak train from Babylon to Penn Station dropped its stops at Kew Gardens and Forest Hills as the train that had provided the service resumed Penn Station operations and was no longer being diverted. The 8:03 AM from Babylon no longer stops at Forest Hills for the same reason. Eastbound, the 5:36 PM train from Penn Station to Babylon resumed express operation with Massapequa as its first stop, the 5:43 PM train from Atlantic Terminal returned to its original departure time of 5:45 PM. The 7:02 PM from Hunterspoint Avenue to Freeport, a temporary replacement service, was discontinued. On the Port Jefferson Branch, the 5:06 PM express train to Syosset, Cold Spring Harbor, and Huntington was restored to the schedule. With its return, the 5:33 PM from Penn Station to Cold Spring Harbor has been cut back to its normal Hicksville terminal. Weekday off-peak and weekend schedules were adjusted 3 minutes earlier in the eastbound direction and westbound trains moved either 4 minutes earlier or 8 minutes later to accommodate the LIRR Main Line Third Track expansion project between Queens Village and New Hyde Park. On the Port Washington Branch, the 5:50 PM train from Penn Station to Great Neck is restored to the schedule, the temporary extra eastbound train departing Penn Station at 3:40 PM to Great Neck will operate on holiday eves only. Lastly, the former 6:47 PM reverse peak train from Great Neck to Penn Station departs 3 minutes earlier at 6:44 pm. (LIRR schedule change postings, March 6)

On March 2, after much delay, the signals for the new interlocking at Massapequa on the Montauk Branch were placed in service. This interlocking also contains a new center, pocket track but the three new switches to get to it are not yet in service.

## MTA METRO-NORTH RAILROAD

Coronavirus aside, the planned schedule change for March 29 was still to occur in order to facilitate planned capital and construction programs still expected to get underway. This new schedule is expected to remain in effect until October 4.

On the Hudson Line, minor 1-2-minute adjustments to

improve on-time performance (OTP) and time slotting into and out of Grand Central Terminal (GCT) were applied to the schedules of trains #705, 805, 709, 755, 851, and 796 on weekdays and #8776 and 8876 on weekends. The Breakneck Ridge station will be closed on weekends and has been withdrawn from the stopping patterns. On the Harlem Line, weekday trains currently terminating or originating at Crestwood are extended to operate to/from North White Plains; Crestwood, Scarsdale, and Hartsdale station stops will be eliminated for trains #627, 631, 635, 683, and 685. Train #637 will add a North White Plains station stop to match it with the rest of the off-peak pattern. On weekends, North White Plains local trains are truncated at Crestwood to facilitate trackwork on the switches at CP121. Hartsdale, Scarsdale, and Crestwood stops are added to Southeast service trains to replace the stops from the aforementioned truncated trains and provide connectivity for station stops south of Crestwood. There are also some 1-5-minute adjustments to improve time slotting and OTP for trains #920, 926, 542, 642, 615, 917, 519, 523, 637, 983, 595, 597, 615, On the New Haven Line, various 1-2 minute adjustments will be done to most weekday and weekend trains. Lastly, minor adjustments were made to other trains improve time slotting into and out of GCT, improve OTP and branch line equipment turns. The 19 pre-holiday special trains for the Memorial, Independence, and Labor Day weekends are included in the schedule folders. Special timetable folders will be issued for Yankee Stadium services as well as U.S. Open Golf Tournament at the Winged Foot Country Club at Mamaroneck. All of this is predicated on a quick return to normalcy post-Coronavirus pandemic, which remains to be seen. (Metro-North Railroad press release, March 19)

Metro-North Railroad announced that starting March 14, Positive Train Control (PTC) was in effect over the entire length of the Hudson and Harlem Lines. In addition, seven miles of the New Canaan Branch of the New Haven Line has had PTC in effect since December, 2018 as part of the original demonstration of functional PTC required of each rail operator to the FRA. PTC coverage now covers 189 route miles or 68% of Metro-North Railroad's mileage. The railroad is on schedule toward equipping the 62 miles of the rest of the New Haven Line with PTC by the end of 2020. (Metro-North Railroad press release, March 17)

## OTHER TRANSIT SYSTEMS

### CALGARY, ALBERTA, CANADA

Siemens Mobility announced a further contract to provide 15 S200 light rail vehicles to Calgary Transit on February 25.

They will be built at Siemen's Sacramento facility to replace CTrain's U2 LRVs, which have operated since

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## Commuter and Transit Notes

(Continued from page 12)

the 1980s.

The order is in addition to the 63 S200s ordered in 2013 for C\$200 million, which have already been delivered.

According to Calgary Transit, the design of the LRV front is inspired by an ice hockey goalkeeper mask. It was chosen by city residents ahead of designs inspired by the Bow River and a buffalo. (*Metro Report International*, February 26)

### ODENSE, DENMARK

The first of 16 Stadler Pankow trams for the light rail line under construction in Odense was delivered on February 20, with Mayor Peter Rahbæk Juel watching the vehicle being unloaded from the truck that brought it from Berlin.

The DKr336 million order for the 29.2-meter-long, 2.65-meter-wide Variobahn trams weighing 40.8 tons was announced in May, 2017.

They will be delivered with the exteriors completed, but fitting-out of the interiors will be undertaken at municipal project promoter Odense Letbane's Munkebjergvej Depot. Each tram will have 60 seats and a capacity of 193 passengers.

The trams will carry names selected by the public on the theme of "Travelling is to live," with one named after a local type of cake.

The 14.5-kilometer light rail line is being built at an overall cost of DKr3 billion at 2014 prices, with the opening scheduled for Fall, 2021. It will run between Tarup in the northwest of the city, the railway station, Syddansk Universitet, a hospital site, and Hjallese in the south, with 26 stops.

Services are to be operated under a DKr1.2 billion 15-year contract awarded to Keolis, which operates the buses in Odense as well as light rail services in Aarhus.

Trams will run every 7½ minutes in the peaks and typically every 15 minutes off-peak, with a maximum speed of 70 kilometers per hour and an end-to-end journey time of 42 minutes. The fare system will be integrated with the buses, and ridership is forecast at 10 to 11 million passengers per year. (*Metro Report International*, February 21)

### LONDON, ENGLAND

Transport for London has announced its preferred route option for the proposed extension of the London Trams network to serve Sutton, along with the use of light rail rather than bus rapid transit.

Public feedback had been invited on three possible routes and the use of trams or BRT.

Two tram or BRT route options follow the same mainly on-street alignment from Sutton to the Morden area, and then split to terminate at either South Wimbledon or Colliers Wood.

A third option would involve conversion to light rail of the Sutton-Wimbledon suburban railway, which is currently used by Thameslink commuter services, with trams continuing on-street to the Sutton town center.

Following the public consultation, TfL has opted for Route 2 from Sutton to Colliers Wood, and for a tramway.

While responses showed higher support for the South Wimbledon option, TfL said Colliers Wood offered the greatest transport benefits, would be the most effective for supporting regeneration and new homes, and would be easier to build.

A tramway would be more expensive than BRT but attracted much greater support. It would also offer greater transport benefits, enable more new homes, and have greater potential for attracting funding.

A funding package now needs to be developed before further planning is undertaken. TfL is continuing to work with the London boroughs of Sutton and Merton to explore options and is also considering how to access national funding.

It cautioned that if there were a "substantial delay" in securing funding then the decision to opt for a tram would need to be reviewed in case any factors had changed. (*Metro Report International*, February 17)

### MANCHESTER, ENGLAND

The 5.5-kilometer Manchester Metrolink light rail extension to the Trafford Centre shopping complex was opened for revenue service on March 22, around two months ahead of the original target date.



Trafford Centre, terminus of the new Metrolink route, is served by trams running as far as Cornbrook.  
(*Metro Report International* photograph)

Built by the MPact Thales consortium at a cost of £350 million, the line mostly runs on segregated alignment, diverging from the Eccles/Media City route at Pomona. It serves six new stops at Wharfside, Imperial War Museum North, Village, Parkway Circle, EventCity, and Trafford Centre, bringing the Metrolink network to a total length of 103 kilometers and 99 stops. The line is initially being served by a shuttle between Cornbrook and Trafford Centre, operating at 12-minute intervals in common with other Metrolink routes. (*Metro Report International*, March 22)

### BORDEAUX, FRANCE

A 5.5-kilometer extension of Bordeaux tram Line D was opened on February 29, connecting Mairie du Bouscat to Eysines Cantinolle. The €250 million project

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## Commuter and Transit Notes

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included nine stops and two parking lots. Line D now runs 9.8 kilometers from Carle Vernet to Eysines Cantinolle, including 4 kilometers that are shared with Line C.

A further extension of Line D northwest towards Le Taillan-Médoc and Saint-Médard-en-Jalles is currently being planned, with a target opening date of 2024.

*(Editor's Note by Jeffrey Erlitz: This extension to Eysines Cantinolle came quickly on the heels of the opening of the first section of Line D on December 14, 2019, just three months ago.) (**Metro Report International**, March 3)*

### STRASBOURG, FRANCE

Compagnie des Transports Strasbourgeois exercised a further option on March 3 to order more Alstom Citadis trams.

The final option in a 2014 framework contract for up to 50 vehicles covers a further 17 trams valued at €52 million. This will bring the number of Citadis vehicles operated by CTS to 80, following the first order placed in 2003.

The 45-meter-long trams will be assembled at La Rochelle, with traction motors from Ornans, traction equipment from Tarbes, electronics from Villeurbanne, and bogies from Le Creusot and Salzgitter. Each will be able to carry up to 288 passengers.

Like the 10 cars ordered in 2017, the 17 additional trams will be certified under Germany's BOStrab regulations in order to operate on the cross-border Line D, which connects Aristide Briand with the German town of Kehl.

With this new order, CTS is the French customer that will own one of the largest Citadis tram fleets. (**Metro Report International**, March 3)

### BERLIN, GERMANY

Stadler announced on March 20 that it had won an order to supply up to 1,500 metro cars to Berlin operator BVG. The framework agreement has a nominal value of €3 billion and includes the supply of spares over a period of 32 years.

Reports emerged last year that Stadler had been selected as preferred bidder for a fleet renewal contract covering several U-Bahn lines. However, a formal announcement was delayed amid objections from a rival supplier, understood to be Alstom.

"After one of the unsuccessful bidders had initiated a review procedure, the Berlin Higher Regional Court rejected this appeal in the last instance. This clears the way for the formal award of the contract and thus for the binding order," the Swiss supplier said.

Part of the framework contract is a fixed minimum order quantity of 606 cars. From 2022, Stadler will deliver 376 cars in two- and four-car formations for both the small and large profile lines. A further 230 cars would then follow at a later date. Future options cover the supply of another 894 vehicles in the longer term.



Stadler's proposed design for both small (left)- and large (right)-profile subway cars for Berlin.

(**Metro Report International** photograph)

BVG has designated the cars as the J/JK series, following on from the I/IK design already supplied by Stadler and used on lines U1, U2 and U5. The J/JK fleet will feature a series of design tweaks, including modifications to the depth of door pillars to accelerate passenger flow at stations and a revised approach to locating interior passenger information screens to ensure they are more visible through the car.

The fleet is to be produced at Stadler's Pankow assembly plant in Berlin, where the company is to invest €70 million including construction of a new production hall and enhanced amenities for staff.

"We are very proud to have won one of the largest delivery orders to date in Europe and to be able to carry it out for Berlin in Berlin", said Jure Mikolčić, CEO of Stadler in Germany. "We have decided to move ahead with planned investments in the Stadler location in the German capital in order to create an optimal base for the execution of this major project." (**Metro Report International**, March 22)

### KATOWICE, POLAND

Modertrans delivered the first of 10 single-section trams to Tramwaje Śląskie (Silesian Tramways) on February 12.

The low-floor vehicle is one of two bidirectional trams and eight unidirectional ones expected to operate in Katowice by the end of June, 2020.

The 29 million złoty contract was co-funded by the EU and signed in March, 2018, and it includes options for five more unidirectional trams. (**Metro Report International**, February 17)

### OLSZTYN, POLAND

The first of 12 Durmazlar Panorama trams was delivered to Olsztyn on February 14.

The low-floor vehicles were ordered from the Turkish manufacturer in August, 2018 at the cost of 107.9 million złoty and will operate on the 6-kilometer extension of the city's tram network from the Wysoka Brama Branch to the Pieczewo district, which is being built at a cost of €82 million with EU co-financing.

Each standard-gauge, 600-volt d.c. five-section tram is 33 meters long and 2.5 meters wide, with four double-

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## Commuter and Transit Notes

(Continued from page 14)

leaf and two single-leaf doors per side and a capacity of 210 passengers, including 40 seated.

The second tram is expected to arrive next month, and the remaining 10 by the end of the year.

The contract includes an option for a further 12 vehicles.

*(Editor's Note by Jeffrey Erlitz: Olsztyn's tramway network, which is composed of three lines, opened on December 19, 2015 and is the newest tramway operation in Poland. Olsztyn's original tramway network existed from 1907 to 1965 and was meter-gauge.)* (**Metro Report International**, February 18)

### WARSZAWA (WARSAW), POLAND

Suburban operator SKM Warszawa has awarded Newag a contract to supply 21 electric multiple-units by November 30, 2022.

The order covers 15 trainsets between 85 and 95 meters in length and six between 70 and 77 meters long. They will be used to increase capacity on SKM's network, with ridership having increased 16.5% year-on-year to reach nearly 22.05 million passengers in 2019.

The EMUs will be accessible for passengers with reduced mobility, and equipped with air-conditioning, CCTV, a modern passenger information system, ticket vending machines, wi-fi, USB charging points, and a defibrillator.

Newag bid 667.9 million złoty for the contract, which includes a 48-month warranty period, staff training, and seven years of maintenance.

In October, 2019 SKM canceled a 310.5 million złoty contract signed in May, 2018 for Pesa to supply eight five-car and five four-car Elf2 EMUs, citing the supplier's failure to meet the delivery deadlines. SKM said the delivery schedule had been one of the more important criteria in its selection of Pesa over Newag; the manufacturer had committed to delivery of the first 10 trainsets by the end of 2019 but failed to meet this deadline.

SKM will also lease two 14WE EMUs from Industrial Division for use on Route S1 until the end of 2021, with an option to extend the lease to the end of 2022. These units will be equipped with ticket vending machines and validators before entering service with SKM. (**Metro Report International**, March 4)

### IAȘI, ROMANIA

The Ministry of Regional Development & Public Ad-

ministration has awarded Polish manufacturer Pesa a €38.5 million contract to supply 16 trams to the city of Iași on February 5.

The five-section low-floor Swing 122Na vehicles will be 30.5 meters long with a capacity for 239 passengers, 58 seated.

The first trams are expected to enter operations by early 2021.

In 2019, Turkish supplier Bozankaya was awarded a contract to supply 16 trams to Iași. (**Metro Report International**, February 17)

### CÁDIZ, SPAIN

Following authorization by notified body CETREN on March 13, test running is set to begin this month along the full 24-kilometer length of the tram-train route between Chiclana de la Frontera and Cádiz.

Initially planned to open in 2017, the tram-train project covers construction of 14 kilometers of 1,668-millimeter gauge tramway in the towns of Chiclana and San Fernando, plus adaptation of 10 kilometers of ADIF tracks to enable tram-trains to share the main line to Cádiz.

Initial commissioning tests have already taken place over an 800-meter stretch of the line around the junction at Rio Arillo where the tramway meets the main line. These have focused on the handover between the CAS-E train protection system used on the street running section and the ASFA train control used on the national network, as well as the changeover between the tramway's 750-volt d.c. power supply and ADIF's 3,000-volt d.c.

The Andalucía regional government ordered seven tram-trains from CAF to operate the service, which is now expected to start in 2021. Each three-section Urbos LRV is 38 meters long and 2.6 meters wide and features enhanced crashworthiness for main line running. (**Metro Report International**, March 16)

### VITORIA-GASTEIZ, SPAIN

A 1.4-kilometer southern extension of the Vitoria-Gasteiz tram network opened on February 15.

The meter gauge extension runs from Angulema stop to Unibertsitatea Universidad via the stations of Florida and Hegoalde. The section between Hegoalde and Unibertsitatea Universidad is single-track.

A 2.5-kilometer extension is planned to open this year connecting Florida station to Salburua, adding five new stops and turning the Y-shaped network into an X-shape configuration. (**Metro Report International**, Feb-

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## Coronavirus Curtails Rail Services Across the Country

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critical workers can move around the city will be crucial. I'm urging Londoners to only use public transport for essential journeys. Everyone should follow this and the other advice to help keep themselves and each other

safe." (**Metro Report International**, March 19)

### MANCHESTER, ENGLAND

Transport for Greater Manchester and operator KeolisAmey have introduced a revised timetable across the whole network, reflecting reduced usage and anticipated staff shortages during the coronavirus outbreak. (**Metro Report International**, March 22)

## SOUTHWEST UNITED STATES

### by Jack May

**(Continued from March, 2020 issue)**

**(Photographs by the author)**

Here are some additional photos I took in Los Angeles.

For the most part, the last group comes from late in the day, Friday, April 14, after I came back from riding the Gold Line to Azusa and realized I still had some additional time for photography. I covered the combined Blue and Expo Line trackage leading from the subway portal toward the junction of the two routes, and then slightly further. During the previous days I saw few Siemens units on the Expo Line and none at all on the Gold Line, so almost all of the photos reproduced in the

first three sections of this report were of Kinkisharyo, Breda, and Nippon Sharyo cars. I suspect most of the service on the Green Line, which I did not get to ride on this trip, is provided by the Siemens cars, and in addition, I saw some of them out for the rush hour on the Blue Line. As for the Breda cars, there were a large number of photos of them running on the Gold Line in part 3.

But first...a look at both ends of the Expo/USC station, which I finally got around to photographing.



Expo Line trains consisting of Kinkisharyo cars are shown in the vicinity of Exposition Park in both photos. Looking westward along Exposition Boulevard the left view shows an inbound train about to enter the Expo/USC station. The thoroughfare has a sufficiently wide center reservation to blend in with the greenery of the park at left and the grounds of the USC Marshall School of Business at right. The right photo, of an outbound train exiting the underpass from Flower Street to Exposition Boulevard, was taken from Figueroa Street, a major thoroughfare that first runs parallel with Flower, where it constitutes the eastern side of the USC campus.

Here are some photos working southward from the subway portal. For the sake of continuity I am including one that was taken a few years ago (the first one on the next page).

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### **Southwest United States**

(Continued from page 16)



With Flower Street at the left, a train of Nippon Sharyo cars, en route to its Metro Center terminal at 7th Street, proceeds down the grade into the five-block long subway from 12th Street. Part of the Los Angeles skyline is prominent in this view.



The purpose of these two photos is to show that the oldest Los Angeles LRVs are currently running in three different color schemes. These Nippon Sharyo P865 cars, built for the Blue line's opening in 1990, are now in the process of being taken out of service as additional Kinkisharyo units are delivered. 104 is one of just a few painted in the system's new color scheme, which was described by its creators as containing "bold reflective yellow markings and white super-graphics overlaid onto painted cool greys." (Is my hair a cool grey?) The two other liveries are shown in the photo at right of two trains passing just south of Cameron Street, below the Pico station. The silver paint scheme is newer than the white one, which replaced the original colors of the cars. The first livery was traction white with three stripes in different shades of blue and one in the deep red of Pacific Electric. Also, many readers remember that two cars were temporarily painted in PE red (I took slides of them, but have not scanned them). To see the P865s in older colors, try Dave's Railpix (<http://www.newdavesrailpix.com/odds/ca/ca1.htm#lblue>), where views supplied by Bill Volkmer and Chris Carson are available.



Three-quarter views of the newest and oldest cars on the Los Angeles light rail system with part of the L.A. skyline in the background. A train of Kinkisharyo P3010s (2013) approaches Pico Boulevard and the Pico station in the left view, while at right, a train of Nippon Sharyo P865s (1990) is shown almost in the same spot. Both carbuilders are based in Japan.

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**Southwest United States**

(Continued from page 17)



Finally, two views of Siemens P2000s, built in 1996. The left photo shows an outbound Blue Line train on Washington Boulevard just beyond Central Avenue (note the mural), while the right one (shown in the same location as several above) indicates that these units too operate in two different paint schemes, the original white having been subsequently painted over in silver.

I eventually took an Expo train back to Culver City, where I was picked up by Sig, Cathy, and Clare, and we went over to the Hertz office to get our car for the next 10 days. The agency was attached to a Volvo dealership, and rather than getting the Chevy Impala dis-

played on the internet, we ended up with a Volvo S60 for the trip. It was a fine car, but it took a little time and effort to get used to the buttons and controls.

Next: A day trip to San Diego.

(Continued next issue)

## Around New York's Transit System

### Fatal Fire

On Friday, March 27 at approximately 3:14 AM a smoke and fire condition was reported inside a northbound **2** train as it was approaching the Central Park North (110 St) station, with the train crew eventually reporting heavy black smoke issuing. The Train Operator may have been blocked by intense smoke (and possibly flames) at the very narrow north end of the platform. He may have had no recourse but to descend to the track and head north towards the 116 Street station, looking for an emergency exit. He was removed to a nearby hospital where, very sadly, he was later pronounced deceased. The train's Conductor and an additional Conductor who was on board assisted the passengers in exiting the train and the platform. FDNY removed additional customers from a northbound **3** train that was behind the incident train. FDNY treated customers for injuries.

The fire started in the second car of the train, in R-142 6347. It has already been determined that the fire was caused by an act of arson. Video of the potential arsonist was captured on the surveillance cameras at the 96 Street **1 2 3** station. Earlier this same day, fires had been started at both the 86 Street **1** and 96 Street

**1 2 3** stations. A third fire, at 116 Street **2 3**, was started on the street level. All of them may be related to the fatal fire. The New York Police Department is conducting a criminal investigation.



New York Fire Department photograph

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### Around New York's Transit System

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#### NYC Transit President Andy Byford Resigns

Lost in the rush to produce last month's **Bulletin** was the news that New York City Transit President Andy Byford had resigned his position. This occurred on Thursday, January 23 in a letter to New York Governor Andrew M. Cuomo that was made public. In it, President Byford stated that his last day of service would be Friday, February 21.

On February 25, the MTA announced that Sarah E. Feinberg, MTA Transit Committee Chair and former Federal Railroad Administrator (FRA), would be interim

President of New York City Transit. Previous to her position at the FRA, Feinberg served as the Chief of Staff for the United States Department of Transportation. From 2009-10, Feinberg served in the Obama Administration as Special Assistant to the President and Senior Advisor to White House Chief of Staff Rahm Emanuel. Before that, she served on the Amtrak Board of Directors, and currently serves on the StoryCorps Board of Directors and the NHP Foundation Board of Directors. Feinberg is a native of Charleston, West Virginia, and she and her family reside in New York City.

Feinberg's first day as NYCT President was Monday, March 9.

### Commuter and Transit Notes

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February 17)

#### CORRECTION

Due to a formatting error, this photograph was inadvertently dropped from the March issue's piece in Commuter and Transit Notes about Berlin, Germany.



The refurbished EMU was presented at Berlin Central Station.  
(Deutsche Bahn photograph)

## PRE-CONTRACT 2 PHOTO AT LIRR ATLANTIC TERMINAL



This photo was taken looking about due north at the 1892 LIRR Flatbush Avenue Terminal building on Flatbush & Atlantic Avenues. The column on the left is supporting the Fifth Avenue Elevated at its Atlantic Avenue station. The steelwork across the top of the picture is the connection between the BRT and Long Island Rail Road to enable service from Sands Street to Rockaway Park and Rockaway Junction (Hillside). Service started May 24, 1899 and ended in 1905. The track connection was removed 10/1921. This photo is from a large series of pictures taken before construction started on IRT Contract 2, the extension from Brooklyn Bridge to Atlantic Avenue. This picture was taken 4/8/1904 and shows "existing conditions."