

The Bulletin



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The Bulletin

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THIRD AVENUE'S POOR FINANCIAL CONDITION LED TO ITS CAR BUILDING PROGRAM 75 YEARS AGO (Continued from April, 2012 issue)

Cars 626-685, an improved version of the 100s and 300s, were the best cars that Third Avenue built. These cars weighed 37,450 pounds, slightly less than the 38,190-pound 300s. Operation was smooth and quiet. With four 35 horsepower 600 volt motors, their estimated speed was more than 35 miles per hour. Cars were equipped with dynamic brakes, which could retard the speed of the car if the air brakes failed.

Third Avenue selected Brill's 77E truck with 27-inch wheels. This well-designed truck was lightweight and simple in construction, requiring low maintenance and possessing good riding qualities. Third Avenue's engineers modified the 77E truck by replacing steel bolster springs with rubber springs. This rubber-spring truck, designated as Third Avenue Special, was as quiet as a PCC truck. The company tried again to eliminate noise by installing herringbone gears and pinions in all cars and rubber insert wheels on cars 626-645 assigned to 59th Street. These rubber insert wheels were later replaced by steel wheels.

The cars were equipped with full safety car straight air brake equipment, omitting the "dead man's" controller handle. A self-lapping brake valve was housed in a spring-loaded pedal-operated mechanism. When the pedal rose, brakes were applied and power was cut off to the motors. Brakes were released by depressing the foot pedal, which served as a "dead man" control and also closed the entrance door.

Brakes were kept applied when the treadle door was open, and could not be released until it was closed.

The Huffliners and the 626-685 cars were equipped with a 12-volt system, which controlled the entrance and exit doors, heater contactor, passenger signal, and defroster motor. A 12-volt generator under the car, belt driven by the air compressor motor, charged the battery, which supplied the 12-volt power. This system was interlocked with the reverser drum on the controller and operated only when the reverser drum was in the forward or reverse position. The battery was disconnected when the car was not in service.

Lighting was provided by twenty 30-volt bare bulbs connected in series. If one bulb burned out, it short-circuited internally and the other bulbs were slightly brighter. This was a better arrangement than the five 130-volt bulbs connected in series in the older cars. If one bulb burned out, the other four bulbs were also dark and the car was gloomy.

CAR ASSIGNMENT

We saw the first car, 626, on January 8, 1939 and the last car, 685, on February 4, 1940. Cars 626-645 were originally equipped with plows for operation on the underground conduit system in Manhattan. When buses replaced the street cars in June, 1947, they were converted to overhead trolley operation and transferred to the Bronx. They operated on the following lines:

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NEXT TRIP: VALLEY RAILROAD, SATURDAY, JUNE 2

DEVELOPMENT OF THE LONG ISLAND RAIL ROAD IN THE ROCKAWAYS

by George Chiasson

FOREWORD: RESEARCH CREDIT AND COMMENTARY

As historians in the contemporary world will inevitably discover, a typical journey of knowledge today will generally start on the internet and end on the hard drive of a computer. This effort was and is no different, though along the way such learning requires that everything be questioned, analyzed and back- (if possible, fact-) checked before any attempt is made to formulate a text from the ultimate findings. With particular regard to the Long Island Rail Road, Vincent Seyfried's seven-volume "Comprehensive History" has long been looked upon as the ultimate source of historical information. That series was published on a privately-produced, limited basis, in stages between 1961 and 1984 and is no longer available to the reading public, unless in the context of rare book collection. This is most unfortunate for latter-day researchers who seek to learn the basic historical framework of the railroad, but through the beneficence of Wikipedia, Volumes 1 and 2 of the Seyfried series (dating from 1961 and 1963, respectively) are publicly available, in-full, through Wiki source. The author also expresses his sincere gratitude to various individuals who were in possession of Volumes 3 through 7 and graciously consented that they be used as a resource. Nevertheless, as has been discovered during the broad research phase of this ongoing work, while the Vincent Seyfried series can indeed be considered as comprehensive as its titles suggest, its interpretations can be less than definitive for certain events.

The content of the adjoining text was formulated based on numerous information sources, most of which were ultimately checked against the appropriate volume of the Seyfried series for expansion, clarification or amplification. The effort also includes insight from several informal web sites that are dedicated to LIRR history (for example, Art Huenke's infamous "Arri's Arrchives"), various assemblages of private information (both generally available on the internet or graciously made available to the author) and the availability of first-hand geographic resources (maps, atlases, etc.) that, again, can either be studied via internet or were obtained first hand. The only other previously-published research material to be thoroughly scrutinized prior to creation of the main narrative was a two-part article, "Rails to the Rockaways, Parts 1 and 2" by Michael Boland, which was featured in the Summer and Autumn, 1999 issues of the Pennsylvania Railroad Technical & Historical Society's periodical, *The Keystone*. Some insights were gained through companion studies of rapid transit evolution in Greater New York; some through a general knowledge of the (more or less) present-day MTA Long Island Rail Road that the author gained through three summers of regular exploration and photography of the system

between 1990 and 1992.

The end product, a first portion of which is hereby presented, represents, in the author's opinion, the best resulting text that can be derived from this accumulation of effort. Again, the author owes a great debt of gratitude to those individuals who have graciously agreed to participate and provided invaluable feedback. Like any such endeavor this work does not of itself profess to be either comprehensive or definitive. It may ultimately be proven incorrect in whole or in part, but across time appears to be the best available assemblage of information and this author, as always, will gladly accept corrections, clarifications and other pertinent commentary for later incorporation.

With that: Enjoy!

THE SOUTH SIDE RAILROAD

Strangely enough, the story of suburban railroad service to the Rockaway Peninsula originates not with that long-regarded instigator of residential growth, the Long Island Rail Road, but rather with one of its competitors, the rugged little South Side Railroad. The South Side waded indiscriminately into what was then a rich man's game of geographic chess, using the railroad as a tool to reach the pine barrens and sand bars of Long Island, mile by mile, so as to gradually transform them into well-populated villages filled with lucrative real estate development and also to cater to the summertime crowds from the city in search of sun, sand and surf. The South Side was incorporated in 1860 and chartered to build a railway line from Brooklyn to Islip in Suffolk County, rights which were expanded all the way into the Hamptons a few years later. Actual construction finally began after the Civil War in June of 1866, and initial service commenced from its own station in Jamaica, Queens County (tucked against LIRR's line and four blocks east of the present Jamaica complex) as far as Babylon on October 28, 1867.

As its name implied the South Side struck a south-eastward course from Jamaica, virtually in a straight line to the Sunrise Highway (as it was known then and now), then closely paralleled that major artery for the remainder of its run to Babylon. The railroad established stops at all organized villages that then existed, with additional stations added as development (both real and projected) progressed. Though that early list of names is now a bit cryptic, some of its locations nevertheless survive to some degree into 2012: Springfield; Pearsall's, since 1893 better known as Lynbrook; Rockville Center; Baldwin(s); Freeport; Merrick, which was an early short-turn point; Ridgewood (now Wantagh);

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Development of the Long Island Rail Road in the Rockaways

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South Oyster Bay (now Massapequa); Amityville; Wellwood, later Breslau and now Lindenhurst; and finally Babylon itself. What service there was (and it was limited by today's standards) was extended to Islip on September 5, 1868; then to Bayport in December and lastly as far as Patchogue on April 10, 1869, just one month ahead of the Golden Spike ceremony that commemorated completion of the Transcontinental Railroad at Promontory, Utah. The South Side's route east of Jamaica, as far as Valley Stream, later evolved into the outer portion of the "Atlantic Division" main line when it was electrified in 1905-6.

Looking westward, the South Side was able to extend itself with just one crossing of the Brooklyn & Jamaica Railroad (dubbed the "South Side Railroad Crossing," located at Maure Avenue (now 130th Street)) and thus was established much of what has been most recently known as the "Montauk Secondary." As opened on July 18, 1868, this originally consisted of a somewhat winding right-of-way through a sparsely populated Queens County landscape with just two passenger stops: Clarenceville (renamed Richmond Hill in 1871) and the terminal in Bushwick, located near the intersection of Bushwick & Montrose Avenues in Brooklyn where New York City Transit's **L** train now stops. On November 4, 1868 the South Side made its move all the way to the East River, drawing its trains with horses via Boerum Street from Bushwick Terminal to Broadway in Williamsburg (about midway between the Hewes and Lorimer Streets stations of **J/Z** and **M**), then along Broadway to South 8th Street and on South 8th to Kent Avenue. The South Side's first steam dummy then replaced one team of horses on July 31, 1869 with the remainder supplanted some time in 1870. During 1869, to mark the emerging existence of more new neighborhoods, stops were established on the westerly portion of the South Side main line (between Jamaica and Bushwick) at Fresh Pond Road, Glendale, and Van Wyck Avenue, the latter being renamed "Berlin" in 1871. That same year, new stations materialized on the line's easterly portion (between Jamaica and Pearsall's) at Locust Avenue, which is now Locust Manor, and at Valley Stream. Others were added in 1870 at Foster's Meadow, between Springfield and Valley Stream (renamed Rosedale in 1892); and another location called "Hebbard's," "Hibbard's," or "Maspeth" (depending on the source), located at the Bushwick end of the line amid the present crossings of 54th Street and Metropolitan Avenue. Whatever its name, this particular in-fill stop lasted less than a year before being closed, probably due to a lack of development in the area. As traffic grew on the balance of the line nevertheless, a series of extended sidings

were installed all the way from a point west of Fresh Pond to Pearsall's by 1872 which facilitated passing moves.

The construction of a branch from Valley Stream to Far Rockaway was undertaken by a subsidiary known as the Far Rockaway Branch Railroad Company during March of 1869. Progress on the single track line was rapid and it was able to open between Williamsburg and Far Rockaway (located at Mott Avenue, on the site of the present shopping plaza) on July 29, 1869 with just two sidings at either end, one between Valley Stream and the current location of the Woodmere station and another near the terminal at Far Rockaway. There were two stops on the new route — Cedar Grove, which briefly existed as a progenitor to Hewlitt (sic), but not at the same location, and Lawrence in distant Queens, well before Nassau County came into being. As on the South Side's main line to Babylon, additional stations were created on the new branch as communities were spawned along the way, and by the summer of 1870 the itinerary included Hewletts; Woodsburgh, which became Woodmere; and also Ocean Point, later known as Cedarhurst. Even so, the target customer base for the Far Rockaway Branch was the potential tsunami of Brooklynites who desired easy access to the soothing oceanfront during hot weather, and it was so served accordingly. Through trains from Williamsburg to Far Rockaway were repeated yearly from May to September, while they simply shuttled back and forth to Valley Stream in the fall, winter, and spring. The first short extension of the Far Rockaway Branch was opened on September 2, 1869, penetrating the sand dunes of the Rockaway Peninsula itself to reach a destination known first as the Beach House, then later as the South Side Pavilion, located at about the present Beach 30th Street. This had the desired effect of expanding ridership even more, and spurred the South Side to keep pushing its tracks westward along the wave line; first to "Seaside Park" (at Beach 103rd Street) on July 4, 1872, then to a terminal at the Neptune House (Beach 107th Street) in May, 1875. Additional station stops were made from the beginning at Elderts Grove (Beach 84th Street) and Holland's (Beach 92nd Street) with another added at "Atlantic Park" (at about Beach 34th Street) when the extension to Neptune House was placed in service.

Though the South Side went to great lengths and expense to maintain an awkward terminal at Williamsburg in Brooklyn, it continued to covet a more centrally-located facility along the banks of the East River, much like that of the Long Island Rail Road at the Long Island City dock. The company's corporate influence grew as its main lines gradually developed in the late 1860s and to support further expansion, acquisition of the existing New York & Flushing Railroad (a line that originally dated from 1854) was begun. Its right-of-way curled from Hunter's Point, at the confluence of the East River and

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Third Avenue's Poor Financial Condition Led to its Car Building Program 75 Years Ago
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THE LAST CARS BUILT BY THIRD AVENUE RAILWAY SYSTEM



Car 645 at E. 59th Street and First Avenue.
Bernard Linder collection



Car 652 at Southern Boulevard and Westchester Avenue.
Bernard Linder collection



Car 676 on Burnside Avenue, crossing under the Grand Concourse.
Bernard Linder collection



Car 666 at E. 177th Street and Westchester Avenue.
Bernard Linder collection



Car 664 at E. 189th Street and Southern Boulevard, July 25, 1948.
Bernard Linder photograph



Car 680 at Tremont Avenue and Boston Road, looking east.
Bernard Linder collection

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Pile construction at Broad Channel, August, 1954.
Bernard Linder collection



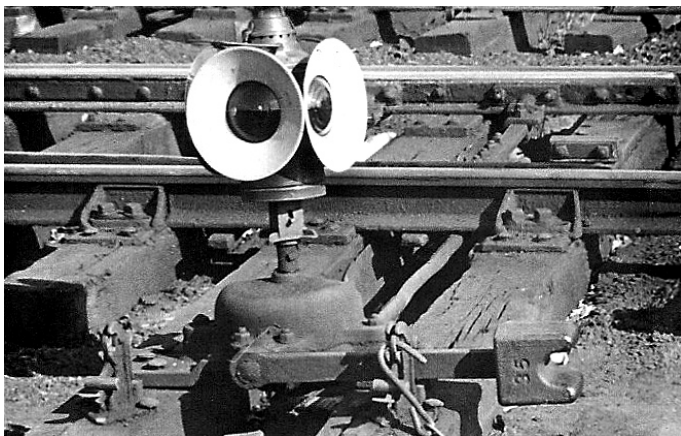
Far Rockaway looking west, August, 1954.
Bernard Linder collection



Frank Avenue, November, 1954.
Bernard Linder collection



Signal R167, east of south platform at Seaside, August 27, 1955.
Bernard Linder collection



Hand throw switch at Rockaway Park, August 27, 1955.
Bernard Linder collection



Rockaway Park, August 27, 1955.
Bernard Linder collection

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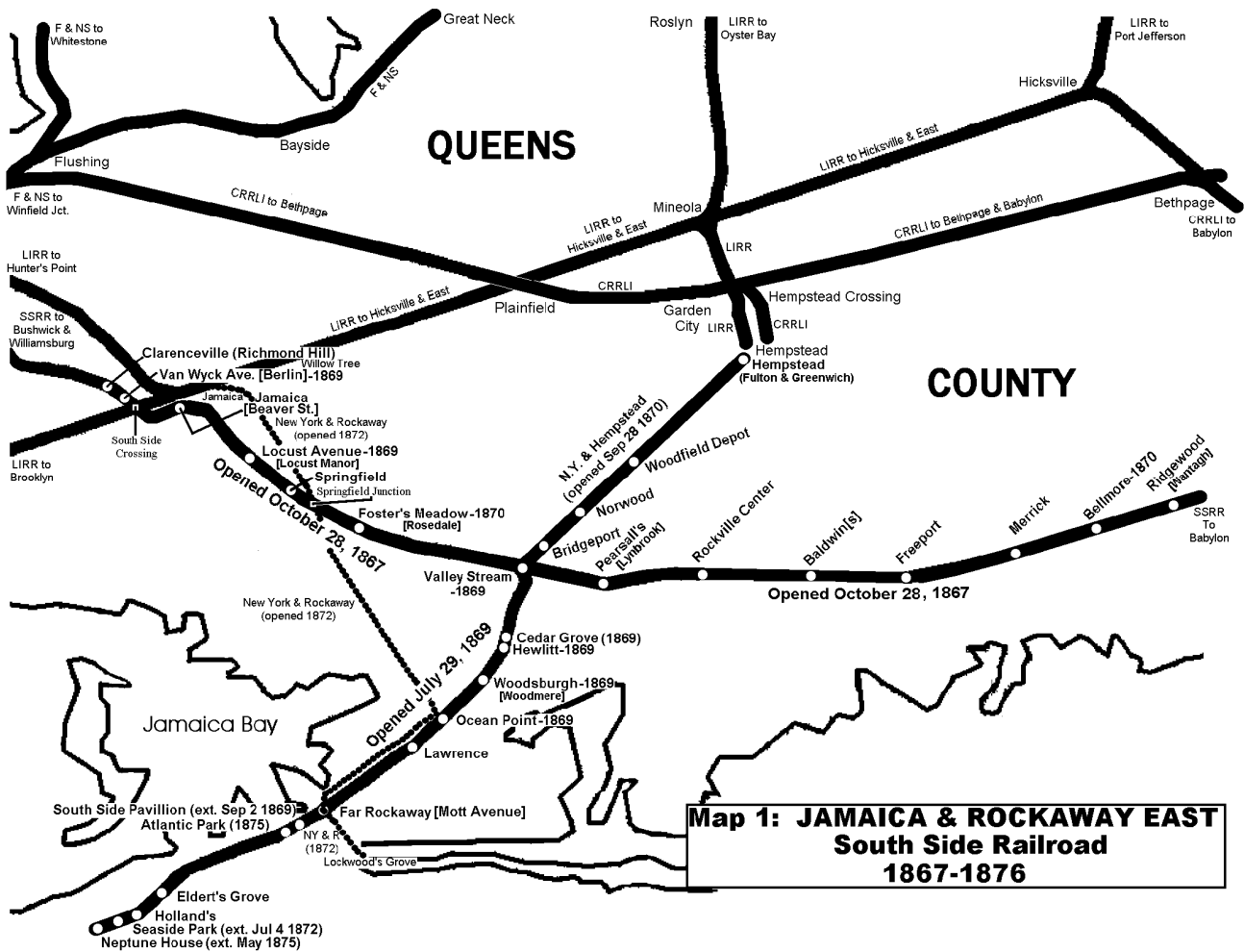
Development of the Long Island Rail Road in the Rockaways

(Continued from page 5)

Newtown Creek, next to 2nd Street in what is today Long Island City, to Winfield Junction, the point of intersection between the New York & Flushing and New York & Jamaica Railroads. In current terms, this line more or less followed the present surveys of Maurice and Garfield Avenues from 56th to 70th Streets and is closely mimicked by the Brooklyn-Queens Expressway in 2012. Such strategy soon led to a lengthy boardroom grudge match between the South Side and Long Island railroads, which was (of course) won by the latter at first, but only to be trumped in time by the former. In the end, the westerly part of the original New York & Flushing alignment was replaced by a new routing under the auspices of the Flushing & North Side Railroad in November of 1869, one that followed a more northerly

course through Woodside. This new line directly paralleled the Long Island Rail Road (originally New York & Jamaica) all the way to the East River and at a later date would be absorbed into the LIRR Main Line, its swap-in releasing the original NY&F route to Hunter's Point via Newtown Creek for sale to the South Side concern.

By May of 1870 the South Side had completed a link from its route that started at "Bushwick Junction" (near Fresh Pond Road) to the Flushing Railroad's existing right-of-way at Munich (now 49th) Street near Haberman's Tin Mill, but the actual operation of its passenger trains was stymied by LIRR's overwhelming hold on the East River terminal. Instead, the South Side simply operated service from the Hunter's Point LIRR terminal to Winfield (located at what is now the intersection of 70th Street & 50th Avenue) starting on August 6, 1870. This "stub" passed through largely unpopulated farmland with only one stop in between at the Calvary Cemetery



**Map 1: JAMAICA & ROCKAWAY EAST
South Side Railroad
1867-1876**

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Third Avenue’s Poor Financial Condition Led to its Car Building Program 75 Years Ago

(Continued from page 4)

DATE OBSERVED	LINE
January, 1939	Broadway
May, 1939	59 th Street Crosstown—all times 42 nd Street Crosstown—Sunday
November, 1946	Third and Amsterdam Avenue and Broadway-Amsterdam Avenue-125 th Street
June, 1947	Southern Boulevard, Tremont Avenue, 167 th Street Crosstown, Boston Road, and Westchester Avenue

Cars 646-685 were originally built for overhead trolley operation. On May 10, 1939, we saw the first car, 646, on Southern Boulevard. Company records indicate the 600s started operating on Tremont Avenue on July 12, 1939. They continued operating on the above lines until buses replaced them on August 22, 1948. They also

appeared occasionally on other West Farms lines after June, 1947.

These cars were eventually sold. From May 26, 1949 to July 27, 1949, six ships transported 42 cars to Rotterdam and then by rail to Vienna, Austria. Cars 105, 108, and 119, which were scrapped for parts, arrived in Vienna on October 27, 1949. Cars were refurbished in 1949 and 1950. Fifteen cars were sold to Bombay, India and three cars were scrapped in New York several years later.

The car construction program came to an abrupt halt in 1940 because the City forced the company to accept a franchise that provided for bus substitution. This franchise, approved by the Mayor on November 9, 1940, stated that buses must replace street cars on 19,584 miles of streets every four years before July 1, 1944, July 1, 1948, July 1, 1952, July 1, 1956, and July 1, 1960. Unfortunately, trolley operation in New York City ended ahead of schedule on August 22, 1948 and bus service was inadequate.

Around New York’s Transit System

(Continued from page 20)

failures is only 62,000 miles, much less than 170,000 miles systemwide. The R-42s were built in 1969-70 and are occasionally in service on **1** and **2**.

Trans-Hudson Rail Controversy

At a breakfast meeting of the New York Building Congress, MTA Chairman Joseph Lhota was asked whether he favors the proposed extension of **7** to New Jersey, a project proposed last year by New York City Mayor Bloomberg. Mr. Lhota replied that it will not happen in our or anybody’s lifetime.

He was asked about a substitute for the ARC Tunnel, a project that was vetoed by New Jersey Governor

Christie in late 2010. He said that he favors Amtrak’s proposed Gateway Tunnel project, which would bring Northeast Corridor trains from New Jersey through a river tunnel into an expanded Penn Station.

Meanwhile, trains are as crowded as ever with no relief in sight.

Passenger Traffic Statistics

In 2011, subway ridership was at the highest level since 1950 while there were fewer riders on city buses.

Times Square was still the busiest station, with 60,604,822 riders in 2011, an increase of more than 6 million riders in one year. The second, third, fourth, fifth, and sixth stations are: Grand Central, Herald Square, Union Square, Penn Station (Seventh Avenue **1 2 3**), and Penn Station (Eighth Avenue **A C E**).

**WHAT ARE THE LONGEST-SERVING
NEW YORK CITY RAIL CARS?
by Larry Kiss**

With the announcement of the order of R-179s to replace the remaining R-32s (see page 20), I wondered if the R-32s would be the longest-lived subway cars in the New York City transit system history. If the last R-32 is retired in 2015, the fleet would have been in use for 51 years (1964-2015).

However, as it turns out, although 51 years is a pretty long time, there were two fleets that beat that by four years. Both the 1300-series BMT “BU” Convertible el cars built in 1904-5 and the 1904-built IRT Hi-V managed to serve for 54 years when both fleets were retired

in 1958.

Some of you might ask, “What about the BMT ‘Q’ cars, which ran on the Myrtle Avenue El until 1969?” Well, since they were extensively rebuilt to a new class of car in 1938 from el cars built in 1904-5, they fall into a class of their own and should not be compared to cars that remained the same for their lifetimes.

It should also be pointed out that although the BMT Standards were in service from 1914-69, no actual car survived in service longer than the records set by the 1300-series BU convertibles and the Hi-Vs.

TECH TALK

by Jeffrey Erlitz
(Photographs by the author)

During the reconstruction of the IND Prospect Park Line viaduct over the Gowanus Canal, various tracks have been out of service for extended lengths of time. Most recently, the southbound local track (B1) has been out of service from a "hard-rail" connection south of Carroll Street all the way to north of Ditmas Avenue. At the same time, the northbound express track (B4) has been out of service from north of Ditmas Avenue all the way to south of Bergen Street. In addition to reconstructing the viaduct, station rehabilitation projects have been going on at the Smith-Ninth Streets and Fourth Avenue stations. In addition, Fourth Avenue Interlocking has also been undergoing reconstruction. During the most recent phase of work, a temporary platform was used at the Fourth Avenue station for southbound service and was built over the northbound express track. Over the weekend of March 30-April 1, southbound train service was restored to the local track from just north of Fourth Avenue to north of Ditmas Avenue. Though the new interlocking is not yet in service, most of the new track work and switches have been installed. During this next phase of the project, southbound **F** and **G** trains will continue to divert from the southbound local track to the express track via the hard-rail connection south of Carroll Street but will now cross back over to the local track via the new double crossover switch north of Fourth Avenue. That crossover will be blocked and clamped reverse for this operation. The images below were taken on the last day of operation via the express track and temporary platform at Fourth Avenue, Friday, March 30.



Contractors busy at work putting the finishing touches on the southbound platform at Fourth Avenue.



Just north of the Fourth Avenue station, a southbound **F** train led by Alstom R-160A 9773 is about to stop at the temporary platform. Notice that the fourth switch of this double crossover has yet to be installed.



Alstom R-160A 9408 leads a northbound **F** train into Fourth Avenue station. View taken from the temporary overpass between the northbound platform and temporary southbound platform.

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Commuter and Transit Notes

No. 282
by Randy Glucksman

MTA METRO-NORTH RAILROAD (EAST)

On March 19, catenary work resumed on two tracks between Southport (CP 248) and Bridgeport (CP 255). This is expected to continue through the end of November. Over the winter, the catenary and bridge replacement project continued in this 7-mile section, but with only one track out of service. This phase of work, which includes catenary wire replacement, bridge construction, and installation of interlocking wire, requires removing a second track from service because CDOT's contractor needs the adjacent track for work equipment. With just two of four tracks available, operating flexibility will be impacted if emergencies occur.

I attended a ceremony on March 21 in Grand Central Terminal's Vanderbilt Hall to celebrate Metro-North's earning the Brunel Jury Award Prize for Overall Design Excellence In Railroad Design and Engineering for 2011. Forty-three railways from 15 countries on three continents entered 150 projects in the competition. Metro-North was first American railroad to win this award in the Brunel's 26-year history.

Current President Howard Permut introduced his predecessors, Peter Cannito, Donald Nelson, and Peter Stangl. All made brief remarks and some cited the difficulties in providing good service during Metro-North's early years. MTA Chairman Joe Lhota also spoke. President Permut narrated a Power Point presentation, which showed some of the improvements that have taken place since 1983. For example, the OTP went from 80.5% to 98.8% (through February, 2012), while ridership grew from 41.3 million to 82.3 million (December, 2011). Mr. Permut expressed the hope that at the end of 2012, ridership would have doubled when compared to 1983. During the same period, working at Metro-North has become safer, as total yearly injuries have decreased from 1,188 (1983) to 208 (2011). There was a free exhibit in Vanderbilt Hall from March 19-30, with displays showing some of the improvements that have been made at the railroad. And yes, The Brunel Award was prominently displayed in a case, which was visible to all passing by Vanderbilt Hall.

Due to other commitments, I was unable to attend the first two ERA meetings of this year. So, for the March meeting, when I got off the Tappan Zee Express bus at Tarrytown, I was very surprised to see that the new platform, which is located south of the temporary one, was in service. I asked a number of commuters (and some Metro-North crewmembers) when the changeover occurred, and, astonishingly, no one could tell me the exact date. I subsequently learned that it was January 20. The new platform accommodates an 8-car train, but work is already underway to add a two-car extension

using a portion of area formerly occupied by the temporary platform, which has been completely demolished.

Metro-North spokeswoman Marge Anders told WCBS-880 News on March 20, that the Quiet Car program has been extremely successful and the policy has been made permanent. This confirms my own experiences in these cars. The letter "Q" no longer appears next to the train number – instead in the April 1-July 2 edition, there is a note above the weekday train listings that reads: "All inbound AM Peak and outbound Peak trains now have a Quiet Car. The Quiet Car in the AM Peak is the LAST car; in the PM Peak, the FIRST car. Outbound AM Peak trains are not included." This went into effect on Monday, April 2.

The April 1 timetables reflect time adjustments of up to 10 minutes, earlier and later, mainly for weekend Upper Hudson and Harlem Line trains. Some weekday trains had their schedules "tweaked" to allow for track and catenary work. On Saturdays, an inbound evening train has been added to the New Haven Line. Train #6351 departs Stamford at 8:30 PM and makes all stops to Grand Central Terminal, arriving there at 9:36 PM.

As been previously reported, on February 1, 2013, Metro-North will kick off a yearlong celebration of the 100th anniversary of its home – Grand Central Terminal. On March 20, the logo pictured below, was made public. It was inspired by the information kiosk in the center of the terminal and is a stylized version of the clock with hands positioned at 7:13 (19:13 in the military time used by the railroad, also recognizing the opening year) and centered over the words "Grand Central."



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

The Yankee home opener was on April 13 against the Los Angeles Angels, and the usual Yankees-E. 153rd Street timetable was issued.

MTA METRO-NORTH RAILROAD (WEST)

Midday rail service on weekdays was replaced by bus service, provided by Leprechaun Bus, in order to continue repairing the damage caused by Tropical Storm Irene last August and also for scheduled maintenance.

- March 19 to 23 – Harriman and Ramsey/Route 17
- March 26 to April 6 – Port Jervis to Middletown
- April 9 to April 20 – Otisville and Campbell Hall

New timetables went into effect on April 1 and there were some changes to connecting trains at Secaucus Junction.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

A Shore Line East (SLE) timetable was issued effective March 19. Several weekday and weekend trains were re-timed, including some of Amtrak's, which accept SLE multi-ride tickets.

The latest M-8 update from April 2 shows 100 cars on the property (86 in service and 14 undergoing testing by Kawasaki). Member Bill Zucker sent this report on the cars he has observed. New to the previously published list are 9124-5, 9158-9, 9170-1, 9178-9, 9182-3, 9184-5, and 9188-9. In summary, at the end of March, he had seen 9100-39, 9142-59, 9162-85, and 9188-9.

If State Representative Kim Fawcett, who heads Connecticut's Appropriation Committee on transportation issues, has her way, New Haven Line riders would be spared a 4% fare increase next January. Ms. Fawcett feels that the proposed fare increase, coming just one year after the 5% increase that took place on January 1, would be "too much, too many years in a row." History shows that Connecticut riders had almost annual fare increases of 5% from 1992 to 1998. This process started with one for 11% in July, 1991.

MTA LONG ISLAND RAIL ROAD

Special timetables were issued for:

PORT JEFFERSON: On middays, March 28 and 29, due to Sperry testing between Huntington and Port Jefferson, bus service operated between Port Jefferson, Huntington, and Hicksville

PORT WASHINGTON: During the overnight hours of March 24, there was Sperry testing. Buses and vans replaced the rail service between Port Washington and Great Neck

HEMPSTEAD and LONG BEACH: April 7 and 8 – due to track work related to the East Side Access Project, Train #6806, which normally departs from New York Penn Station at 3:50 AM, departed 16 minutes later, at 4:06 AM. A timetable card was also issued for the Hempstead Branch because of its connection to Train #6704, which originates in Jamaica

RONKONKOMA: On April 14, during the overnight hours,

Sperry testing between Farmingdale and Ronkonkoma required bus service between Bethpage and Ronkonkoma.

"East of Speonk" is the name of the timetable issued for the Shinnecock Canal Bridge Rehabilitation project, which took place between April 10-13, 17-20, and 24-27, for 72 hours each week. Bus service operated between Speonk and Montauk.

Effective April 2, the Quiet Car program was expanded to include all peak hour trains on the Far Rockaway Branch and selected trains on the Hempstead, West Hempstead, and Long Beach Branches. Previously, the pilot on the Far Rockaway Branch was only for rush hour trains destined to Atlantic Terminal. On the Hempstead, Long Beach, and West Hempstead Branches, the pilot will also start on trains to and from Atlantic Terminal. Another important change is that the westernmost car on the train will now be the quiet car. It had been the easternmost car. So now, it is the FIRST (head) car on selected AM peak trains and the LAST (rear) car on selected PM peak trains. The reason for this change is that it was determined that the cars at the western end were less crowded.

The April 5-May 13 Mets-Willets Point 2012 Mets Home Game Timetable was available in late March. That was followed by one for the Belmont Park Spring Meet, April 27-May 13. Two trips are operated Wednesdays through Sundays, departing Jamaica at 11:20 AM and 12:20 PM.

The results of the June, 2010 service cuts are in, and overall ridership was down 0.7%. On Port Washington, where service was reduced from half-hourly to hourly, ridership was down over 411,000 riders or -3.5%. Weekend service was eliminated on the West Hempstead Branch, while Greenport lost its weekend service between October and May. Port Jefferson includes Mineola, Hicksville, and Huntington. At the December, 2011 MTA Board meeting, a proposal to allocate \$20 million to restore some of the service cuts (most likely including Port Washington) was defeated by a vote of 6-4 (February *Bulletin*). LIRR President Helena Williams told *Newsday* (April 3), "When we put those service reductions in there, there was an expectation that customers would either migrate to the trains before the hour or after the hour. We're trying to determine whether that estimate was correct." These remarks were made at the March 26 meeting of the MTA Capital Program Oversight Committee. As a result, top management evaluated restoration of some of the June, 2010 service cuts, and 14 trains were restored with the May 14 schedules. In 2009, the Port Washington Branch covered 67% of its operating costs in fares, which is more than any of the other branches. In the table below are the ridership totals by branch.

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Commuter and Transit Notes

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BRANCH	2011	2010	2011 VS. 2010
Babylon	17,189,766	17,125,653	0.4%
City Terminal Zone	7,433,360	7,743,030	-4.0%
Far Rockaway	5,233,302	5,272,811	-0.7%
Greenport	42,947	48,463	-11.4%
Hempstead	3,712,086	3,755,007	-1.1%
Long Beach	4,656,845	4,577,162	1.7%
Montauk	1,996,420	2,034,462	-1.9%
Oyster Bay	1,617,502	1,593,586	1.5%
Port Jefferson	17,568,174	17,392,339	1.0%
Port Washington	11,394,238	11,805,789	-3.5%
Ronkonkoma	9,441,741	9,359,982	0.9%
West Hempstead	696,621	847,110	-17.8%

The timetables that went into effect on May 14 will remain in effect through September 4. Details will be published in the next **Bulletin**.

Of the United States Senate's transportation funding bill (please see below), Senator Chuck Schumer (D-New York) said: "This bill will allow the MTA to make the Farmingdale-to-Ronkonkoma second track its first priority for Long Island. A second track would radically reduce commuting times, facilitate the flow of workers into and out of Long Island, spur the growth of MacArthur Airport, and create a job creation corridor right down the center of the island. No more excuses and delays, the MTA needs to make it a top priority in their capital plan."

Thenorthfork.patch.com reported that the recently approved New York State budget includes \$37.2 million for the purchase of DMUs for "Scoot" service to serve the East End of Long Island, i.e. Greenport to Ronkonkoma and Montauk to Speonk. The DMUs would allow LIRR to operate a frequent shuttle service that could begin in 2014.

Member Larry Kiss wrote: "As far as the Ronkonkoma to Greenport service, this should work pretty well, as all passengers must change trains at Ronkonkoma. I think there are some problems in instituting any Speonk to Montauk 'Scoot' service. Probably at least 95% of the passengers east of Speonk are coming from New York and would not be happy with a forced change to a 'Scoot' train at Speonk. Also it should be remembered that Speonk is in a single-track section with one platform, and therefore would not make a good place to change trains, but extending the service to Babylon would make more sense due to the availability of cross-platform transfers. Finally if there is a dedicated 'Scoot' service between Speonk and Montauk supplementing the through trains currently in the schedule, there is the issue of integrating these new runs into the current schedule."

NJ TRANSIT

The recent problems on the Northeast Corridor (NEC) have caused New Jersey Transportation Commissioner James Simpson to order NJ Transit to do a study of what it would take to bring the section of the NEC between Trenton and New York Penn Station to a state of good repair at the same level as the rail lines NJ Transit owns. Mr. Simpson met with U.S. Transportation Secretary Ray LaHood and Amtrak President Joseph Boardman to find a way to make those upgrades happen. 80% of New Jersey commuters ride over the Northeast Corridor each workday. Broken signals or faltering overhead power lines led to average system-wide delays of three hours 25 minutes in 2011, an increase of more than an hour since 2009. The number measures the total wait experienced by all trains affected by each incident. Delays actually decreased 11% last year from 2010, but when the failures occur, they now have more far-reaching effects: The number of NJ Transit passengers affected by the delays rose 7% between 2009 and 2011, even though ridership declined over the same period. NJ Transit officials are worried about the toll summer heat will take on the infrastructure. High temperatures can cause the catenary wires to sag and expand, allowing the pantographs atop electric locomotives and EMUs to become tangled and tear down the wires. This results in trains losing power and delaying riders.

News reports told of the corridor issue having been brought up by transit advocates for the last several months at Board meetings. Speakers asked NJ Transit to stop relying on Amtrak and make the upgrades itself, points they continued to make at the March Board meeting, and Commissioner Simpson agreed.

Also at the April NJ Transit Board meeting, ERA member Jack May, speaking as a Vice President of the New Jersey Association of Railroad Passengers, asked the Board why the order for nine additional dual-powered (ALP45-DP) locomotives which had not yet been built, was not canceled when Governor Christie canceled the ARC Tunnel project. According to the article in **The Record**, each locomotive costs between \$8.5 and \$10.2 million, almost double the cost of a conventional diesel locomotive. The Board made it clear that all 35 dual-powered locomotives would be delivered and in service by next May. Kevin O'Connor, Vice President and General Manager, said 60% of NJ Transit's system is diesel, and currently there are 90 diesel locomotives. Of those, 33 are PL42s purchased in 2005. The remaining 57 are older and have been built and rebuilt since the 1980s and 1990s. (*Editor's Note: In fact, the original build dates for some go back to 1968, which is a credit to maintenance forces at the Meadows Maintenance Complex (MMC).*) Once in service, the ALP45-DPs will be found operating on the Montclair-Boonton, North Jersey Coast, and Raritan Valley Lines, and will replace an

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equivalent number of older diesels.

On the subject of the ARC Tunnel project, a report released by the U.S. Government Accountability Office on April 10 showed estimates had actually fluctuated and Governor Christie relied on the higher numbers in making his decision to cancel the project.

New timetables went into effect on April 1. There were no major changes. Getaway service operates on May 25 (Memorial Day), July 3 (Independence Day), and August 31 (Labor Day) on all lines except for Atlantic City.

During the evenings of April 3 and 4, Bruce Springsteen and his E Street Band appeared at the Izod Center in the Meadowlands. There was no rail service, only Bus Route 353 from Secaucus Junction, which began running at 4 PM.

Executive Director James Weinstein told the New Jersey Assembly Budget Committee at an April 2 meeting that fares would not be raised this year. The last fare increase of 25% (rail) and 10% (bus) was on May 1, 2010.

Steve Lofthouse told me that while at Newark Penn Station in early April, he noticed that the message boards have been upgraded to include new information such as the number of minutes until each train arrives. Some are new to the platform and others are the same monitors but with new graphics. The public address system also seems to have been upgraded and announcements are much clearer and easier to hear. When there are no announcements, classical music is played at moderately high volume. *(Editor's Note: These are the same types of upgrades that were made several months ago at Secaucus Junction.)*

ERA sponsored a very successful trip to the Meadowlands Maintenance Complex (MMC) on Saturday, April 14, with 38 attending. I asked our guide a number of questions, and these were his responses:

- What is the story with the 32 ALP-44s, (built under several orders between 1990 and 1997) now that they are retired? They are stored at various locations. We were told that 4413 and 4422, which were outside of the locomotive shop with their windows boarded, were going to Amtrak for overhaul. Inside the shop, I found 4423 and 4426. Other possible purchasers have come to look them over. (Please see below.)
- What will become of the ACES cars now that the service has ended? The cars could be going to Las Vegas.
- What will become of the Arrow IIIs? They will be replaced by the next order of multi-level cars, which should begin arriving in June. So far, approximately 20 single-car Arrow IIIs have been retired. 1308 is being leased to a military group. My son Marc was

told that the mini-overhaul on the married pairs was taking place.

- How about the retired Comet IIIs (built 1990-1)? Some could be sold.
- How are the ALP-45 Dual Powered locomotives coming along? So far 4500-12 have been delivered, and the first units should begin entering service next January.

Coincidentally, on the same day as the MMC trip, I received an email with a link to the www.rpicturearchives.net website, which reported that a large portion of the ALP-44 fleet was moved to Port Morris Yard for long-term storage in late March/early April, 2012. All have had their windows plated over and pans removed, and will stay in Port Morris until they are either sold or scrapped. These units had photos on this site of the following: 4402-3, 4405-12, 4414, 4416, 4425, 4428, and 4431.

Construction recently began to restore a 7.1-mile section of the Lackawanna Cutoff. This history of this 81-mile line is excerpted from the NJ Transit website: In the early part of the 20th century, the Delaware Lackawanna & Western Railroad constructed a level-graded route from Roxbury, New Jersey to just over the Delaware River to serve as a faster, more direct route between Pennsylvania and New Jersey. The Lackawanna Cutoff, as this route came to be known, includes a series of unique structural features, viaducts, and massive fill embankments through the deep valleys of this region. In the 1970s, Conrail, the eventual recipient of this property, abandoned the right-of-way and the track was removed. The objective of this project is to reinstitute passenger service on the Lackawanna Cutoff and using existing freight trackage in Pennsylvania. The service would operate between Scranton and Hoboken, via Secaucus Junction.

Two light rail lines got new timetables, the *RiverLine* on March 24 and Newark Light Rail on April 7. The cover of the *RiverLine* timetable includes the wording, "Temporary Weekday Schedule in Effect," and contains the 20-minute headways due to ongoing reconstruction of the Tropical Storm Irene damage. I could find no changes in the Newark Light Rail timetable. Meanwhile, the Hudson-Bergen timetable from January 31, 2011, the first one with service to 8th Street, was still in effect at publication time.

PORT AUTHORITY TRANS-HUDSON CORPORATION

The Harrison station will be getting a makeover as a result of the approval of a \$256 million project on April 4. The new station was described as a "gleaming new glass and steel" building. Contracts can now be let for professional and advisory services to finalize the station's design, hire a construction manager, and acquire outstanding properties. The construction portion of the project is estimated at \$153.8 million and this expedited process will cut two years off the expected timeframe.

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Work is scheduled to begin next January and be completed in April, 2017. The existing station opened in 1936, and anyone who has visited the station knows that it is really not adequate for current ridership. In recent years, hundreds of condominiums and rental apartments have been constructed, and more are planned. In addition, the Red Bulls professional soccer team plays at the nearby Red Bull Arena. A comparison of the ridership increase that has occurred can be seen in the table below.

	2010	2011
Weekday	6,409	6,968
Saturday	3,484	3,487
Sunday	1,947	2,078

INDUSTRY

Although it was still dark during my inbound and outbound Hudson Line trips on March 16, I could see that there were two pairs of M-8s and one MBTA double-decker car at the Yonkers Kawasaki plant.

AMTRAK

Acela Train #2171, which had departed from Boston at 3:15 PM on March 29, split a switch at Davisville Interlocking, east of Kingston, Rhode Island at around 4 PM. The passengers were transferred to a following Regional train, probably #175. There were no injuries.

The Spring-Summer timetable was issued effective May 7, not April 1 as was reported in last month's **Bulletin**.

MISCELLANEOUS

The U.S. Senate on March 14 passed a two-year, \$109 billion transportation authorization bill by a bipartisan vote of 74-22. The current funding was to expire on March 31, and had another extension not been approved, work on transit and highway projects would have come to a halt.

A 90-day extension was approved by the House (266 to 158) on March 29; the Senate approved it by a voice vote about two hours later. This is the ninth extension of a multi-year, \$286 billion plan that expired in 2009.

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

As part of the proposed Fenway Center development project, construction will begin on the new Yawkey rail station. This work requires the removal of one of the two tracks from service, and will be an 18-month project. As a result, a single-track operation will be in effect between South Station and Allston, about five miles. Two high-level platforms with elevators serving both tracks will be built. Some trains had to be re-timed in order to maintain service levels. New timetables went into effect on April 2.

The Wickford Junction station (Providence/Stoughton

Line) opened April 23. Each weekday, this station is served by ten (800-series) trains in each direction, starting at 4:50 AM. The last one departs South Station at 8:15 PM. One-way tickets are \$9. This service is an extension of the service to T.F. Green Airport, which began on December 6, 2010. Member Todd Glickman wrote: "There is especially good news for PM outbound commuters: the addition of an early rush-hour train. Now, early PM rush-hour trains to Providence depart at 3:45 and 4:35 PM. It will become 3:30, 4:00, and 4:35 PM. Hopefully this will take some of the pressure off the 4:35 PM, which is one of the most crowded trains in the system."

OPTO on the Red Line officially began March 24. Member Todd Glickman wrote: "It seems to have been implemented without much fanfare. I haven't seen any news reports or heard any negative comments. I spoke with a Platform Guard who said things were going pretty smoothly. The dwell time is a bit longer, especially at Park Street where the Operator must open and close doors on both sides of the train. So now the Red, Orange, and Blue are all OPTO. Will it come to the Green Line? Management wants it, but the union is against it, of course. The Green Line still has one Operator per trolley, usually running in two-car and sometimes three-car trains. For OPTO to work on the Green Line, the MBTA will have to force all cash payers (on the surface) to the front car, and permit only pass-holders in rear cars. That would take frequent and strict enforcement. Currently, the fine for fare evasion is \$15. If it was to go up significantly and strict enforcement with no-excuse penalties imposed, it might work. But I'm not holding my breath, nor *CharlieCard*."

The new commuter cars being built by Hyundai-Rotem, already a year and half late, are going to be later still, according to MBTA. Work has yet to begin on the order at the same plant in Philadelphia that is in the process of completing delivery of the 120-car order of Silverliner Vs for SEPTA, which are also late. Does any reader see a trend here? When the MBTA Board awarded the contract to the firm on February 7, 2008 (March 2008 **Bulletin**), I wrote that that the firm had yet to deliver any cars of the 2006 orders that it held with SCRRA (Metrolink), Tri-Rail, or SEPTA. Both sides are blaming each other for causing the delays. In winning this contract, Rotem underbid Bombardier by almost 20%, and received high technical marks from "T" staff reviewing the bid, which glossed over the Korean firm's lack of U.S. experience, according to meeting minutes and materials prepared for the Board. The "T" expects a few cars of the 75-coach order to be in service by the end of this year.

On March 28, MBTA released details of a 23% fare increase that would go into effect July 1. Fares have remained unchanged since January 1, 2007. There

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would also be service reductions, including the elimination of weekend service on the Needham, Kingston/Plymouth, and Greenbush Lines and the E Line between Brigham Circle and Heath Street. Four weekday bus routes would be eliminated and another 14 revised. These are some of the new rail fares: Rapid Transit *CharlieCard* or Single Bus + Rapid Transit: \$1.75 to \$2.00, Senior: \$.60 to \$1.00. Monthly Commuter Rail: Zone 1, \$135 to \$173 and Zone 9, \$265 to \$329. The Board approved the increases on April 4.

Several days later, additional information was revealed – the 12-ride punch card, which is valid for six months, is being retired in favor of a 10-ride pass good for only 30 days. Apparently it was a well known “secret” among riders that the 12-ride card could be used for sometimes up to two dozen rides. **The Boston Globe** reported the reason is: “Sometimes, it’s crowding on rush-hour trains, Conductors too busy to reach everyone. Sometimes, it’s human error, errant punches by fast-moving hands. And sometimes, it’s done with a wink and a nod, the same box punched over and over, for the same people.” The punch cards, depending on the line or destination, cost \$20.40 to \$99. The “T” sold \$18.1 million of them last year; if each one enabled two free rides — a conservative estimate, according to those who boast of it and rail against it online — that’s \$3 million, and with a budget deficit, every dollar not collected is costly.”

In support of its fare increase proposal, a comparison of the cost of riding in peer cities was made, and can be seen in the table below:

	BOSTON PLANNED	PHILADELPHIA	NEW YORK	CHICAGO	ATLANTA	LOS ANGELES	SAN FRANCISCO	WASHINGTON, D.C.
Single Subway Ride	\$1.50-\$2	\$1.55 - \$2	\$2.33-\$2.50	\$2	\$2.13-\$2.50	\$1.50	\$2	\$1.50 - \$1.70
Single-Ride Bus and Subway	\$2-\$2.50	\$1.55 - \$2	\$2.33-\$2.50	\$2.25	\$2.13-\$2.50	\$1.50	\$1.64 - \$10.55	\$1.60 - \$5.20
Monthly Bus & Subway	\$70	\$83	\$104	\$86	\$95	\$75	None	None

Ridership during February rose for the thirteenth straight month to 1.3 million passenger trips on buses, subways, commuter rail, and The Ride each weekday, according to MBTA. In February, ridership on all modes jumped by 8.1%, making it the busiest February in the system’s history. Thanks to Todd Glickman for these reports.

PROVIDENCE, RHODE ISLAND

On April 5, the Rhode Island Public Transit Authority approved plans for a \$126.7 million streetcar system,

with preliminary plans for a two-and-a-half mile route that would connect Rhode Island Hospital, downtown Providence, and College Hill. The line could create 6,000 jobs over the next 20 years as well as stimulate up to \$1.1 billion in investment, according to the Providence Core Connector Study. No funding is yet in place, and the transit agency is facing an \$8-10 million deficit for next year.

PHILADELPHIA, PENNSYLVANIA

SEPTA police ended their nine-day strike on March 31. **The Philadelphia Inquirer** reported that the police union struck after negotiations broke down over a 35-cent-an-hour difference in what was termed “certification pay” in what the union wanted and what SEPTA wanted to pay. While the police were on strike, SEPTA spent about \$128,000 a week on temporary security guards and overtime pay for city police, but the agency only saved about \$3,000 a week by not paying the 35 cents an hour to the police. The 219 officers can expect an 11.5% salary increase over five years and a \$1,250 bonus upon ratification, based on the pattern of contracts approved by other SEPTA unions. Thanks to member Lee Winson for this report.

Member Bob Wright wrote: “New Regional Rail schedules went into effect on April 1. The usual minor revisions, etc., but the end of daytime catenary replacement on the Manayunk/Norristown Line means that the hourly headways midday return (during the work, which started last spring, between Allegheny and Ivy Ridge, the original catenary (dating to 1932-3) was replaced on both tracks, resulting in single-track operation in midday with two-hour headways (basically every other train cancelled). There is still some remedial work to be done but this is being performed overnight. Additionally, more

Silverliner Vs are in service (the last number I heard for the on-the-property cars is in the 80s) and appear to be showing up fairly randomly, although some trains seem to be getting them fairly regularly as well. Lastly, the high-level platform constructed in the early ‘80s at the Ivy Ridge station, to allow the former PRR line to be extended there, is being removed. Not sure if the intent is to provide more parking (which is very much needed).”

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From **Cinders**: As spring arrived, there were 86 of the 120 Silverliner Vs on the property: 701, 703-729, and 801-858. Meanwhile, SEPTA is retiring the Silverliner IIs and IIIs on a weekly basis, despite requests from rail advocates to retain some "just in case" something requires removal of part or much of the fleet of the Silverliner Vs. As it turns out, during the last two weeks of March, there were car shortages when two sets of push/pull equipment were out of service, and several runs were missed on the West Trenton Line. On March 28, a six-car train of Budds filled in for West Trenton Train #6734. Then on March 30, Silverliner IIs and IIIs were substituted for Silverliner Vs on Train #380 from Elwyn to West Trenton.

The nearly 50-year-old cars are operating on a waiver from the Federal Railway Administration that expires at the end of June. A waiver is required because the cars are not ADA-compliant because they lack public address systems. If there is a five- or six-car train, announcements won't be made in all cars.

Silverliner Update: As of March 27, there were nine March retirements: 203, 212, 218, 223, 226, 254, 260, 261, and 267. As of February 27, these were the only cars remaining in service: 215, 216, 219, 225, 227, 229, 230, 235, 252, 253, 255, 256, 259, 266, 268, 9001, 9006-10, and 9012-6.

Silverliner IVs 380-381, which suffered flood damage in Trenton due to Hurricane Irene, were returned to service. However, push/pull coaches 2401, 2503, 2506, 2508, 2509, and 2512 are still awaiting repairs.

Abandoned trackage comes alive again. Work began to lay a half-mile of track over the long abandoned Pennsylvania/Penn-Central freight right-of-way west of 52nd Street. Upon completion, this segment will connect the Ivy Ridge Line to the Amtrak mainline and allow Cynwyd-bound trains to avoid using a long through truss bridge, which Amtrak would like to demolish.

PITTSBURGH, PENNSYLVANIA

As was reported in last month's **Bulletin**, PAT opened the 1.2-mile North Shore Connector from the Gateway station to the North Side and Allegheny stations on March 25. Lack of space prevented these additional details. The project's cost was \$523.4 million, and for three years, riding the extension will be free, as the Pittsburgh Steelers, the casino, Also Parking, and the Pittsburgh Stadium Authority are underwriting the costs. Both the Blue and Red Lines were extended.

The Pittsburgh Tribune-Review reported that the first train departed from the Gateway station shortly before 5 AM and had 80-90 passengers aboard (including members Andrew Grahl and Raymond Mercado). Andrew told the reporter that he travels all over the country to document the changing industry of transportation.

They drove six hours thirty minutes to reach Pittsburgh. For those who are interested, Andrew told me that cars 4310 and 4312 composed the first train.

WASHINGTON, D.C. AREA

Reports surfaced during March that Metro's CAF-built 5000-series cars, which have been on the property since 2006, have experienced problems with their brake disc hubs failing sooner than expected. Vibrations have caused the parts to crack. Those parts should have lasted for 15 years and will be replaced this summer. A program to replace the faulty parts in 2009 did not occur due lack of funding.

An agreement was made between the city of Washington, D.C. and Oregon Ironworks to purchase two streetcars for \$8.7 million. Three Czech-built cars, which were delivered previously, are stored in Metro's Greenbelt Yard and have undergone testing. City officials expect the H Street NE Corridor Line to open next year.

During the month of February, MARC set a new ridership record, when the average weekday ridership system-wide was 414,867. The previous high was 411,785 recorded in September, 2008. The MARC train led the way with weekday ridership of 35,210. This is 6.1% higher than last year. The Penn Line, which carries approximately 21,000 passengers daily, was up 6.7%, while the Camden Line had the largest growth with a 7.9% increase. Ridership on the Brunswick Line was up by 3.2% over the same period last year. The previous high for the MARC train occurred in November, 2011 with ridership of 34,618. Thanks to Jack May for this news.

MARC timetables issued effective April 2 also included one for the Penn Line. In last month's **Bulletin** we only reported the Camden Line. This is the first time that each of the three lines has its own folder. Still unknown is when the Brunswick Line will change. Thanks to member Steve Eritz for sending copies.

Virginia Railway Express operated its larger consists on earlier afternoon trains on April 6, Good Friday, where experience has shown that riders leave work early on this day.

VIRGINIA BEACH, VIRGINIA

There is support for light rail in Virginia Beach, and the Mayor has called for a referendum, possibly as soon as this November to determine if the city should request that *The Tide* LRT be extended from Norfolk. Opened on August 19, 2011, ridership has greatly exceeded projections. A referendum on light rail would be advisory only. The City Council ultimately has the final say. Thanks to Jack May for this report from **The Virginian-Pilot**.

SOUTH FLORIDA

Miami-Dade's 2.4-mile extension to Miami International Airport was previously reported as having an April

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opening date. A check of the system's website during April found that the opening is now scheduled for this summer.

CINCINNATI, OHIO

The Spanish firm Contrucciones y Auxiliar Ferrocarriles S.A. (CAF) was awarded a contract to build five streetcars with an option for up to 25 additional cars for the 4.9-mile loop line, which is under construction. CAF announced that it plans to build the cars in Elmira, New York.

KENOSHA, WISCONSIN

Former Toronto Transit Commission PCC 4617 entered service on March 14, bringing the number of active cars to five. One additional car, ex-SEPTA 2185, is still undergoing renovation. Both cars came via the East Troy Railroad Museum. Thanks to Al Holtz for sending this report.

CHICAGO, ILLINOIS

Metra's BNSF Aurora Line got a new timetable (No. 27) effective March 11, replacing No. 26 (July 12, 2010). For those keeping track, the only lines that have not been reissued with dates in larger type are Metra Rock Island District (April 3, 2011) and Metra Electric (November 22, 2009). Thanks to member Jim Beeler for sending copies.

It was announced at the March Metra Board meeting that the first two prototype Highliners from the current order of 160 have been completed and are undergoing preliminary testing. Those two cars plus six car shells are due in Chicago in early June. Twenty other cars are in production in Japan. These cars will be similar to the 26 previously delivered.

Jim also sent an article from *The Chicago Tribune* reporting that the Chicago Transit Authority's ridership in 2011 was up by 3% over 2010, and the highest since 1991. Each of the eight CTA rail lines experienced ridership growth. However, the champion was the Blue Line, which had an 8% increase last year. The Brown Line, with 7%, was a close second.

There is more information about the reasons that the new CTA 5000-series cars were removed from service (March *Bulletin*). CTA inspectors found that a Chinese supplier was installing defective parts on the Bombardier cars. *The Chicago Tribune* reported that Bombardier attempted to cut a deal to replace only the worst parts initially, according to a Federal Transit Administration oversight report. CTA officials said on March 8 that they flatly rejected Bombardier's argument that the partial change-out of steel castings was acceptable in cases where the internal flaws on the weight-bearing castings did not appear to occur at key stress points. Instead, all-new parts supplied by two new suppliers and thoroughly tested to verify their structural integrity will

be installed on the cars.

ST. LOUIS, MISSOURI

In early April, there was news about "The (Delmar) Loop Trolley," a 2.2-mile line connecting Delmar and Forest Park. The idea had been first promoted in 1997, and now nearly all of the \$43 million required for design and construction is in place. Two former Milan Peter Witts were renovated by Gomaco in 2005 and given the numbers 1351 and 1352. (Milan's Peter Witts were in the 1500-2000-series). 1351 was placed outside of the Missouri History Museum in Forest Park, while 1352 can be found on Delmar Boulevard in University City. It is unlikely that they will be used in this service because they are not ADA-compliant. I received an email in which the writer suggested that the cars could return to Gomaco and made into "double-ended Witts; have left side doors cut in to make them ADA compatible, and add air conditioning."

In order for service to begin, five cars will be required. One person who was interviewed by a reporter for *The St. Louis Post-Dispatch* said, "Many of the streetcars around the nation were built in St. Louis by the St. Louis Car Co. The company, founded in 1887, built gliders, airplanes, railway cars, rapid transit cars, military vehicles – and about 5,000 streetcars. I'd like to see the St. Louis Car Co, streetcars used – it's a throwback to my youth."

DALLAS, TEXAS

The first test of an LRV on the future Orange Line was successfully completed on April 9. The car began at the Bachman station and ran to the Irving Convention Center. This first 5.4 miles of what will be a 14-mile-long Orange Line is scheduled to open on July 30. A similar test was scheduled for the Blue Line between Garland and Rowlett on April 25. The Blue Line section is scheduled to open December 3, the same day as the second section of the Orange Line from the Irving Convention Center station to the Belt Line station, near DFW Airport.

PORTLAND, OREGON

The fare evasion crackdown continues. In February, TriMet wrote 1,697 citations, 13 times as many as in February, 2011. Riders caught without a fare had an 81% chance of receiving a citation or exclusion; in February, 2011 they had a 37% chance.

Since the overnight of March 26-27, bus shelters have been vandalized. On March 30, TriMet reported that another dozen had been damaged overnight, bringing the week's total to 21. So far, the repairs will be in the \$10,000 to \$20,000 range. A reward of up to \$1000 is being offered for information that leads to the arrest and conviction of the vandals.

TUCSON, ARIZONA

Beginning April 10, detours on some downtown Sun Tran bus routes were detoured in order to accommo-

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date construction activities for the Tucson Modern Streetcar Project, which is also known as Sun Link. The proposed 3.9-mile route extends from the Mercado District on the west side of Interstate 10 to the University Health Sciences Center and travels through downtown Tucson and along 4th Avenue. The line is presently scheduled to open in 2013.

SAN FRANCISCO, CALIFORNIA

Member John Pappas wrote: "Yesterday (March 17) 1073, the El Paso car, the last of the NJT PCCs, was out testing. It was the only one that hasn't entered service yet. I managed to catch it at West Portal coming back from a run out to the end of the L line and got a ride on it back to Geneva. This past week 1070 (Public Service) and 1072 (Mexico City) entered service. The former NJT cars are on the street in good numbers now. Also going on was the St. Patrick's Day parade and other festivities, which canceled all General Orders on the N line and provided four two-car shuttle trains between Caltrain and West Portal to give additional capacity in the subway."

John sent a copy of an invitation for a ceremony that was held on April 5 to mark SF Muni's 100th anniversary. The event featured streetcar 1, which entered service on December 28. Muni, was the first municipally operated transit system in the United States.

PCC 1040, the final PCC car built in the United States, returned from overhaul at Brookville Equipment Company in Pennsylvania and entered service on March 12. According to Market Street Railway, the car, although ready to enter service, was held pending installation of a Clipper fare reader when duty called – it was needed to fill a morning run.

According to a report on SanMateo.Patch.com, Caltrain's line between San Francisco and Gilroy would be electrified as part of the California high-speed rail plan.

SANTA RAPHAEL, CALIFORNIA

On January 5, the Sonoma Marin Area Rail Transit District (SMART) voted to award a construction contract to the joint venture of Stacy and Witbeck/Herzog to build the first phase of what will be a 70-mile rail system. Phase I, Santa Rosa and San Rafael, is 38.5 miles. A groundbreaking ceremony took place on March 2. Eighteen DMUs have been ordered from Sumitomo/Nippon Sharyo. The latest news is that service is to begin in late 2014 or 2015.

LOS ANGELES, CALIFORNIA

On March 18, test trains began running seven days a week between the hours of 5 AM-1 AM to simulate regular service. Previously this testing was done between 11 AM and 1 AM. Service will operate on 12-minute headways. The opening of this line has been moved several times, and according to a report from John Pap-

pas, the date was April 28. Free rides were provided on April 28 and 29. Initially the line will terminate to La Cienega, and will be extended approximately one mile to Culver City this summer.

Phase I is a \$932 million, 8.6-mile light rail line from downtown Los Angeles to Culver City with 12 stations, two of which are shared with Metro's Blue Line. Phase II is a \$1.5 billion, 6.6-mile extension from Culver City to Santa Monica, with seven stations serving West Los Angeles/Santa Monica that is expected to be completed in 2015.

My son Marc visited several cities in California last month, including Los Angeles. Besides riding and photographing various lines, he found the following former NJ Transit Comet I's on a storage in track Newhall, California: 5116, 5127, 5130, 5113, 5111, 5134, 5103, 5124, 5117, 5720, 5710, 5750, 5749, 5734, and 5732.

SAN DIEGO, CALIFORNIA

Marc also visited San Diego, where he rode vintage trolley 529, which operates on the Silver Line. San Diego's original fleet of pre-WW II PCCs were numbered 501-528, hence the number 529. 528 currently resides in the Orange Empire Museum's collection. The Silver Line operates weekends and Tuesdays/Thursdays. It is a separate fare zone from the red cars, and day passes are not accepted. The regular fare is \$2, cash only. Boarding this car is slightly different, due to the installation of a wheelchair lift in the front; regular boarding is done at the center (rear) door. There are no loops on the system, so the car operates clockwise from 12th/Imperial and back. There is a plan is to extend it to Old Town and build a loop or wye there.

529, the only car presently in this service, was formerly SF Muni 1122, but originally St. Louis Public Service (SLPS) 1716. Marc had the opportunity to visit the car barn, where he saw the following cars undergoing restoration: 530, ex-SF Muni 1123, originally SLPS 1728; 531, ex SF Muni 1170, originally SLPS 1777; and 532, ex-SEPTA/PTC 2186. Not renumbered or restored at this time is SEPTA/PTC 2785 in the Chestnut Hill color scheme.

FROM THE HISTORY FILES

160 years ago: On May 10, 1852, the New York Central Railroad operated the first train to Chatham, New York. This became part of the Upper Harlem Line. Service was cut back to Dover Plains by Penn-Central on March 19, 1972. Metro-North extended service to Wasaic, a distance of 5.4 miles, on July 9, 2000.

50 years ago: On May 23, 1962, construction began to build the first Metro line. Revenue service on Line #1 — Atwater to Frontenac — and #2 — Bonaventure to Henri-Bourassa — began on October 14, 1966. In later years other lines were opened.

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

ERA MEADOWS MAINTENANCE SHOP TOUR by Marc Glucksman (Photographs by the author)

On April 14, the Electric Railroaders' Association visited NJ Transit's Meadowlands Maintenance Complex for the first time in many years. Our group was taken through the various mechanical, passenger car, and locomotive shops that maintain its fleet. Between single and multi-level, self-propelled and push-pull, and electric and diesel there are many varieties of equipment. And they all see this facility for their inspections and repairs.

We were shown the Arrow III upgrade program, as well as being shown some of the "poor performers" (as they have been labeled) that are being retired. The original Arrow IIIs are now turning 35 years old. There are ALP-44s that are being deaccessioned after less than 15 years and ALP-46As that are only a year or two old. The oldest are the GP-40s of various kinds were origi-

nally built in the late 1960s and have been rebuilt at various points since.

But the highlight of the trip for many was the ALP-45-DP, NJ Transit's newest class. Beginning last year these new "dual mode" (overhead electric and diesel power) engines have been delivered and are being tested around the system. They have not been approved by FRA for passenger service yet, but are planned to provide a one-seat ride for passengers from the North Jersey Coast Line and other locations that are only electrified over part of the route to New York Penn Station. They look similar to the ALP-46/46A but only have one control end.

At the end of the trip, the group boarded a chartered coach bus to return to other mass transit hubs.



Arrow III single car 1307 on the pit.



Multilevel 7550 on the lift.



ALP-46 4608 with top removed.



ALP-46 4611 and GP-40-FH-2 4109.

Around New York's Transit System

Six-Month Trial of Intercom Kiosks

Despite layoffs in 2010, there is still at least one Station Agent in each of the 468 subway stations at all times that the station is open. To allow riders to communicate with transit employees in emergencies or for information, intercom kiosks were installed at 23rd Street, Lexington Avenue ⑥ and Brooklyn Bridge, Lexington Avenue ④⑤⑥.

These devices, which are fastened to columns, glow blue. Riders pressing a red emergency button are connected to the Rail Control Center, which can summon police if necessary. A green information button connects riders to the station's Station Agent.

If this Help Point program is successful, NYC Transit

may install kiosks at other stations at an estimated cost of \$300,000 per station. If they were installed 150 feet apart on platforms, more than 5,000 kiosks would be required.

New Cars May Replace R-32s and R-42s

To replace the oldest cars on the transit system, NYC Transit is ordering 300 R-179 cars from Bombardier at a cost of nearly \$600 million. The new equipment could be running in 2015.

Member George Chiasson reported that 222 R-32s and 50 R-42s were in service on January 15, 2012. The R-32s, which were built in 1964-5 and are operating on ④, are in poor condition. Their mean distance between

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Tech Talk

(Continued from page 9)



A southbound ④ consisting of Kawasaki R-68As pauses to let passengers off and on at Fourth Avenue.



Looking west towards the Gowanus Canal bridge, we see a northbound ⑤ train composed of Alstom R-160As leaving the Fourth Avenue station.

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