The Bulletin

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The Bulletin

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NEW YORK & QUEENS CARS QUIT 75 YEARS AGO

The first northern Queens surface transit horse car line was Dutch Kills (31st Street), which started operating in 1869. Within a few years, several small horse car lines provided service. They were leased and merged into the Steinway Railway Company, which was incorporated March 30, 1892.

NY&Q's predecessor started operating the Calvary Line in 1874. When the New York & Queens County Railway Company was incorporated on September 16, 1896, it bought the Steinway Railway Company. In 1903, the Interborough Rapid Transit Company assumed control of NY&Q by buying the majority of its stock. The new company enjoyed a virtual monopoly of surface transit in northern Queens, but still ran a deficit in every year since 1907.

This monopoly was short-lived; a few years later, railroads and rapid transit lines started operating in competition with NY&Q. On September 10, 1910, the Long Island Rail Road started operating through service to Penn Station. Commuters found that LIRR furnished a faster and more convenient trip than two trolley cars and a ferry. Meanwhile, IRT was extending its subway and elevated lines into Queens. Subway trains started operating to Vernon-Jackson Avenue on June 22, 1915 and to Queens Plaza on November 5, 1916. Service was extended to Astoria on February 1, 1917 and Alburtis Avenue (104th Street) on April 21, 1917. Second Avenue elevated trains reached Astoria on July 23, 1917 and Alburtis Avenue (104th Street) on January 17, 1918, BRT service was extended to Queens Plaza on August 1, 1920. Because the new rapid transit lines operated on the same or parallel streets as the trolley, the latter lost most of its long-haul business and had to depend on short-haul business instead.

Deficits, which had been increasing for several years, rose rapidly during and after World War I because of the rising cost of labor and materials. But Mayor Hylan and the other city officials insisted on keeping the five-cent fare.

In the early 1920s, IRT, which subsidized NY&Q, was on the verge of bankruptcy, but was able to remain solvent by reducing its work force. It converted more than a thousand cars to MUDC (Multiple Unit Door Control) and installed turnstiles in most of the stations. The IRT Directors revealed that they had already advanced $7 million to the trolley companies and could not afford to advance additional funds. IRT allowed NY&Q to default on a December 1, 1921 $5,000 interest payment due on a $1.5 million mortgage that NY&Q assumed when it absorbed the original Steinway lines in 1896. The company also defaulted on the next $45,000 interest payment. A half-year later, January 15, 1923, IRT announced it could no longer subsidize NY&Q, Long Island Electric, and New York & Long Island Traction. The bondholders promptly applied for receivership and the court ordered old Steinway routes separated from NY&Q.

S.W. Huff, Third Avenue's President, and R.C. Lee, an insurance broker, were appointed receivers of the Steinway Lines. They applied for a separate 5-cent fare, which was upheld by the court. All transfer privileges between the two companies' lines were cancelled.

On January 15, 1923, General Andrews was appointed receiver of NY&Q, which operated the following lines:

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NEXT TRIP: MTA-NYCT CONEY ISLAND SHOPS, SATURDAY, NOVEMBER 3

THE GENESIS OF "DASHING DAN"
Part One—Rapid Transit and Early Electrification on the Long Island Rail Road
by George Chiasson
(Continued from September, 2012 issue)

THE LONG ISLAND RAIL ROAD'S ATLANTIC DIVISION "RAPID TRANSIT" TRAINS

Though it was part of original terminal trackage used by LIRR as early as 1836, the inner portion of the Brooklyn & Jamaica (née "Atlantic") main line, from the "South" Ferry (located at the foot of Atlantic Avenue) to East New York, was forcibly closed on September 30, 1861 due to a Brooklyn city ordinance (in effect but disputed since 1855) that prohibited the use of steam as motive power inward of the East New York depot. As a result all passenger trains from the Jamaica station were diverted to a new terminal at Hunters Point in Long Island City (previously opened on May 10, 1861), with some schedules being maintained out of the station at East New York for various destinations. Through this was formed the original (and surviving) LIRR "Main Line" from Jamaica to Long Island City by way of Woodside. In 1877 the city of Brooklyn relented and agreed to once again allow steam-drawn trains to run, but this time the Long Island Rail Road's operations were terminated at the a new surface level depot at Flatbush Avenue, while the trackage continuing to South Ferry (including the 1844-built, stone-lined Boerum Hill tunnel from Columbia to Boerum Streets) was not revived but rather abandoned permanently. In addition, the Douglass Street horse car line of the Atlantic Avenue Railroad, which had succeeded the Long Island Rail Road on Atlantic Avenue between Fifth and Washington Avenues when it was removed in 1861, ceded its trackage back to the railroad (with which it was shared for a few years), then built its own set of tracks on the south side of LIRR between the same two points in 1883. As the St. John's Place streetcar line, it was electrified by 1896 and operated by Nassau Electric until it fell to the Brooklyn Rapid Transit Company in 1900. To enable LIRR to lay temporary tracks in the shared part of Atlantic Avenue so its new tunnel to Flatbush Avenue could be excavated, BRT agreed to temporarily reroute the car line to Bergen Street in 1903. Later in time, operation of the 5/St. John's Place streetcar route was assumed by successor BMT in 1923, then eventually by the city's Board of Transportation in June, 1940, under which it was converted to bus operation in August, 1947. It remains in 2012 as the B45 line of MTA New York City Bus, and still uses Atlantic Avenue (now above the LIRR tunnel) from Flatbush to Washington Avenues.

As part of the process of restoring operations from Flatbush Avenue, LIRR instituted "rapid transit" train service as far as the Howard House, a wayside hotel located at Alabama Avenue in East New York, on August 13, 1877. Such trains traveled across the Atlantic main line, on which double track was laid as far as Schenk Avenue, and shared the railroad with regularly scheduled passenger service to Jamaica station and points beyond. In November of 1878 a connecting rapid transit shuttle was being offered from the Howard House to "Van Wicklen's" (a lumber yard at Linwood Street), and the double track then extended to this point on July 26, 1879. As of August 29, 1880, the former Brooklyn & Jamaica main line had been double-tracked all the way to Woodhaven Junction as part of the deal to establish service to the Rockaways. Some rapid transit service was thus extended to the Woodhaven station (87th Street) until December 31 of that year, by which time rapid transit trains to Van Wicklen's were running at intervals of as little as ten minutes in rush hours and one hour or less all day, serving a multitude of "local" stations en route in the grade-level median of Atlantic Avenue. Half-hourly service to Woodhaven through the day and evening was finally established on June 4, 1884, then extended all the way to (old) Jamaica as of May 9, 1887. By 1884 rush hour rapid transit service between Flatbush and Van Wicklen's was on an 8-minute headway; by 1887 it was down to 7 minutes, and the Main Line just east of Jamaica (that shared with rapid transit service from Brooklyn) was double-tracked as far as New York Avenue to handle the added traffic burden. Station stops at that time included Flatbush Avenue, Vanderbilt Avenue, Washington Avenue, Bedford Avenue, Nostrand Avenue, Brooklyn Avenue, Albany Avenue, Schenectady Avenue, Rochester Avenue, Ralph Avenue, Rockaway Avenue, Manhattan Beach Crossing (alternatively known as East New York), Howard House, Van Wicklen's (Linwood Street), Cypress Avenue (Crescent Street), Union Course (Rockaway Blvd.), Woodhaven (87th Street), Woodhaven Junction (96th Street), Clarenceville (Greenwood Avenue), Morris Park (Lefferts Avenue), and Jamaica.

In a manner almost like the Ninth Avenue El in Manhattan, smaller, slower "0-4-0" engines (no pilot wheels, four drivers, no trailing wheels, and no tank, all made by the Baldwin Locomotive Works) were used when rapid

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The Genesis of "Dashing Dan"

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transit service was first initiated, soon to be supplemented, then replaced by slightly larger and more powerful, but not necessarily newer, locomotives with 2-4-2T, 2-4-0T and 0-4-4T wheel arrangements that could support longer trains than the one or two coaches at first being toted around. LIRR then procured a group of 16 4-4-0s with separate tenders through the early 1880s, which were helpful in supporting its local operations but did require a "turn" after each trip, using one of LIRR's nearby turntables at Flatbush Avenue, Jamaica, and, soon afterward, Woodhaven Junction and Morris Park. As described above, rush hour service was intense with very tight headways, but not for the entire length of the line. Ridership continued to grow at a prodigious rate as a result, and within a short time rebuilt second-hand "tank" engines were being assigned to rapid transit runs just to keep up with the demand for equipment. Ten Forney-type 0-4-4T locomotives were added in 1892, along with 10 that were recycled from the Chicago "L" system in 1898, not only for rapid transit service on the Atlantic Avenue line but two other routes. One was maintained from Manhattan Beach Crossing at East New York to Long Island City via Fresh Pond Junction from 1883 to 1889 and 1893 to 1903, while another short-lived local was operated along the (present-day) Montauk Secondary between Long Island City and (old) Jamaica from February to December of 1895. Overall through its life, the Long Island Rail Road's steam-powered rapid transit operation utilized approximately 74 locomotives of various types, along with more than 125 wooden coaches (arranged in consists up to three cars in length) during the pre-electrification era.

In 1890, double-track on that portion of the Main Line used jointly by Atlantic Division rapid transit trains was extended again to "Rockaway Junction," where LIRR's ex-New York & Rockaway branch of 1872 diverged. Beginning on June 24 most scheduled rapid transit service was extended to that point, and as of September 15, 1890 its litany of stops had been altered significantly to include Flatbush Avenue, Vanderbilt Avenue, Bedford Avenue, Nostrand Avenue, Brooklyn Avenue, Troy Avenue, Utica Avenue, East New York (Manhattan Beach Crossing), Howard House, Pennsylvania Avenue, Van Wicklen's, Norwood Avenue, Woodhaven, Woodhaven Jct., Clarenceville, Morris Park, Dunton, Jamaica, New York Avenue (located at the present Guy R. Brewer Boulevard), and Canal (now 168th) Street before terminating at Rockaway Junction. Another station was added at "Chester Park" (104th Street) in May of 1891 and then further alterations proceeded in ensuing years. This included the relocation at Woodhaven Junction in July of 1895 wherein the station that served Atlantic Division rapid transit service on its "lower" (ground) level was joined to the Rockaway Beach Branch on the upper, a separate stop created on the connecting track and the original station at Woodhaven (87th Street) eliminated entirely.

By June of 1897, a few rapid transit trips were going still further beyond Rockaway Junction to Valley Stream, with stops at Springfield and Rosedale, and one or two even to Far Rockaway. At that time the list of local stations had changed yet again and was comprised of Flatbush Avenue, Vanderbilt Avenue, Grand Avenue, Bedford Avenue, Nostrand Avenue, Brooklyn Avenue, Kingston Avenue, Troy Avenue, Utica Avenue, Ralph Avenue, Saratoga Avenue, Rockaway Avenue, Manhattan Beach Crossing, Howard House, Pennsylvania Avenue, Van Siclen Avenue, Van Wicklen's, Norwood Avenue, Chestnut Street, Enfield Street, Union Course, Woodhaven Junction, Chester Park, Clarenceville, Morris Park, Dunton, (old) Jamaica, New York Avenue, Canal Street, and Rockaway Junction. In 1898 the railroad began working in tandem with the Brooklyn Elevated Railway system to make joint use of available lines in search of greater convenience for its riders and some relief for itself, but by this time it was also clear that LIRR was bearing too heavy a burden when it came to the onerous, specialized task of linking city with suburb. Subsequently the company joined in pursuit of a greater efficiency through alternative technology, and thus its quest to electrify was initiated. In addition the State of New York had sanctioned an ongoing commission to investigate the growing infrastructure needs of this intense operation in 1896, and devise appropriate improvements for the city's landscape.

Not long after the Atlantic Avenue Commission's final report was adopted by the State of New York in the fall of 1897, the Long Island Rail Road began a steady progression of changes aimed at amalgamating and otherwise condensing its slow, ungainly rapid transit service across Brooklyn and Queens in advance of its implementation. During April of 1898 the stop at Chestnut Street was pre-empted by installation of the new ramp from the Atlantic Division main line to the Brooklyn Elevated's structure on nearby Fulton Street. A replacement station was provided four blocks to the east at Railroad (now Autumn) Avenue, at which point the connecting trackage was again level with the existing right-of-way. A few months later, on November 13, 1898, no less than thirteen of the local stations across Brooklyn were permanently shut: Vanderbilt Avenue, Grand Avenue, Nostrand Avenue, Brooklyn Avenue, Kingston Avenue, Troy Avenue, Utica Avenue, Ralph Avenue, Saratoga Avenue, Rockaway Avenue, Pennsylvania Avenue, Van Siclen Avenue, and Van Wicklen's. This was essentially the area encompassed by all four sections of the projected Atlantic Avenue Improvements, less the two most indispensable locations at Bedford Avenue and East New York (including both stops at Manhattan

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New York & Queens Cars Quit 75 Years Ago

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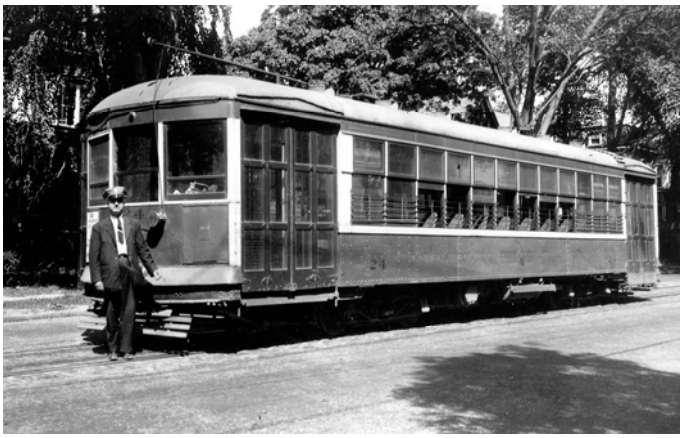
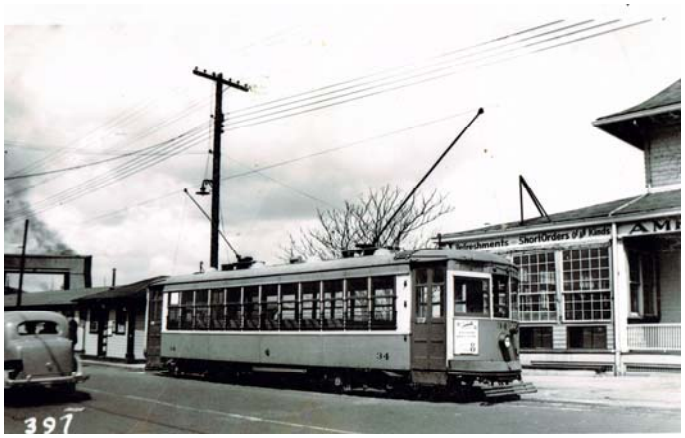
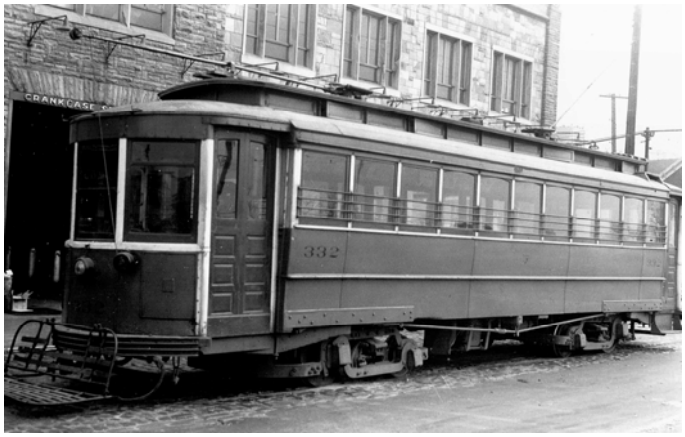


New York & Queens 24, last car on Northern Boulevard Line, at Sanford Avenue.
Bernard Linder collection



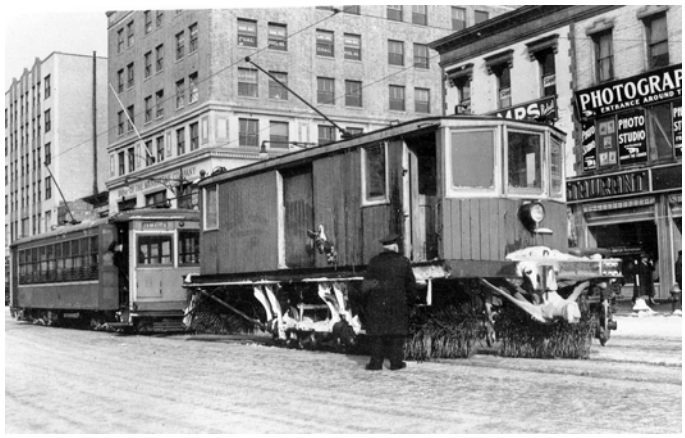
New York & Queens 34 in College Point.
Bernard Linder collection

New York & Queens 43 in Woodside in 1935.
Bernard Linder collection



New York & Queens 332 in 1936.
Bernard Linder collection

A New York & Queens car in 1936.
Bernard Linder collection



Main Street near Roosevelt Avenue.
Bernard Linder collection

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THE STORY OF NYCT SUBWAY CAR AIR-CONDITIONING
by Henry Raudenbush

NYCT did not welcome the idea of air conditioning, for two somewhat reasonable points:

1. It would just move heat from inside the car to the outside, resulting in heating up the subways and stations

2. It would add something like 5% to the power consumption of the trains, putting more load on the substations, which were already seeing increased load due to postwar cars having a bit higher performance, and longer trains on many lines. Like every watt put into the subway for any purpose, this additional energy would end up as heat in the tunnels and stations, aggravating the first item.

3. It would add a significant car maintenance requirement.

Up to 1945, air conditioning had only been applied to long-distance trains — starting in the late 1920s with sleepers and diners. It was not seen to be necessary on commuter trains where the rides were relatively short. But postwar, it began to be provided on commuter cars — LIRR double-deckers (with a rather weak AC, about half the capacity later found to be needed), New York Central 4500 EMUs, and New Haven 4400's (both with more system capacity).

One R-15 car (6239) was equipped with air-conditioning. I do not know what kind of system it was, or what finally happened to it.

About 1956, ten R-17 cars (6800-9) were equipped with four small air-conditioning units in the overhead. Each of these units had a capacity of 1.5 tons; total 6 tons. This was found to be inadequate. No surprise; intercity cars had 8 tons, with only a small number of passengers, end doors only, and infrequent stops; subway cars may carry 200 passengers and have many doors which are opened about every 2 minutes in local service. These cars were rebuilt with 6 units, making 9 tons capacity. They still had openable windows (although there was a decal saying they should remain closed), and no more insulation than was traditional to keep winter cold out. It was found that they were reasonably pleasant in off-peak hours, but could not cope in the rush hour. The system was also quite noisy.

NYCT did not proceed further at that time.

In 1959, the Hudson & Manhattan and Pennsylvania Railroads (partners in the Joint Service to Newark) bought 50 new cars. Built by St Louis Car, these were designed from the start to be air-conditioned and had sealed windows and adequate insulation. This was a split system, as was normal on railroad cars, with the compressor-condenser unit underfloor, and evaporator units overhead at each end. The system was effective.

At that time the media were full of a series of ads for L&M cigarettes claiming "they said it couldn't be done (low tar and good taste) but L&M did it!"

The Hudson & Manhattan ran an ad in all the New York newspapers with bold type at the top: "**THEY SAID**...subway trains couldn't be air conditioned...Now smart commuters ...ride in 70 degree comfort on the Hudson Rapid Tubes." Railfans, critical of NYCT's toe-in the water approach, really enjoyed this ad. David slugging Goliath! It must have caused a bit of embarrassment at NYCT. Irrespective of the embarrassment, however, NYCT went on buying non-air-conditioned cars (R-21 through R-42).

Eventually, in the 1960s, New York City Mayor John Lindsay pressured NYCT to go ahead and DO it. When it had to, NYCT could. It equipped 10 R-38 cars with AC with 18 or 20 tons capacity (5 of each), ran extensive tests, and concluded that about 18 tons was necessary. R-42 was the first contract in which all cars were air-conditioned, but half of the cars in the R-40 class also were. Later NYCT had air conditioning retrofitted to many cars in earlier series all of which (except the R-32) have since been retired and reefed.

Another early installation of air-conditioning in rapid transit cars was Chicago's Pullman-built 2000-series (now retired). These had a rather low-budget installation. The evaporator unit hung below the ceiling at the middle of the car, and there were no ducts to distribute the cooled air along the car; the unit just blew furiously in both directions to get cool air toward the ends of the car. CTA's next order, the 2200s from Budd, had a proper system, as have all subsequent CTA cars.

London Underground is debating what to do for its deep-level tube lines. They have already had heat-sinking problems, with increased performance and longer trains. These tunnels are only ventilated at occasional shafts, although with fans. A recent suggestion was to add large water tanks on the cars, to store the heat pumped out of the interior while in the tunnel, and then cool this water when the train is running above ground on the outer ends of the line. But this could be self-defeating, as the weight of that water would add to the power demand in acceleration, and the heat rejection in braking.

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The Story of NYCT Subway Car Air Conditioning

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While New York City subway passengers were riding in these…

R-22 7666 at 207th Street station, Broadway-Seventh Avenue Line, April 25, 1959.
Bernard Linder collection

Interior of R-21 7278 in E. 180th Street Yard, June 11, 1957.
Bernard Linder photograph

Hudson & Manhattan passengers were riding in these.

MP-51 1219 at Newark, September 19, 1959.
Bernard Linder photograph

MP-51/Class K interior, July, 1958.
Bernard Linder collection

A couple of experiments in New York City subway car air-conditioning...

Interior of R-15 6239, apparently after fans were restored.
Bernard Linder collection

R-38s 4142-3 in Jamaica Yard.
Bernard Linder photograph

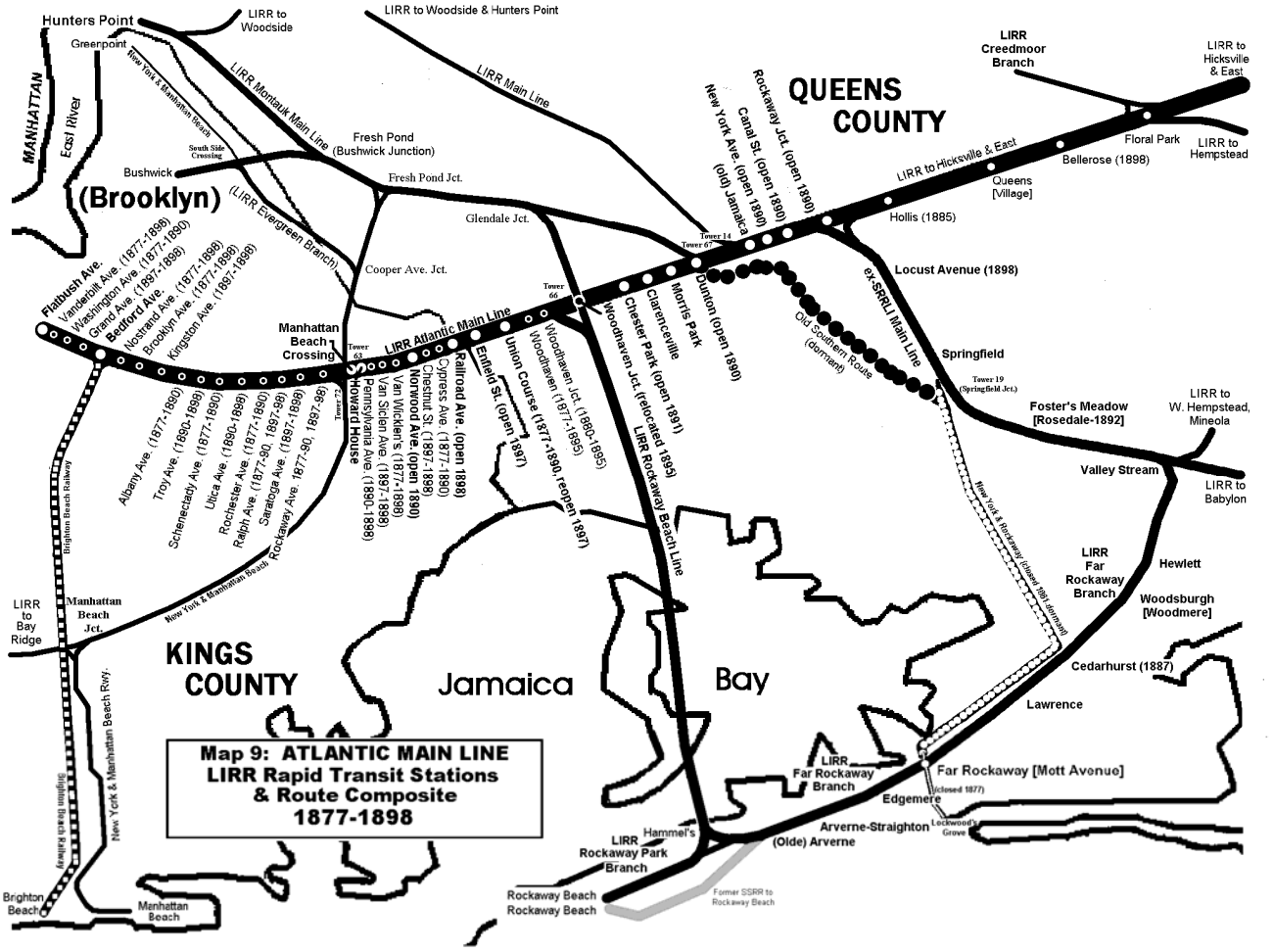
The Genesis of "Dashing Dan"

(Continued from page 3)

Beach Crossing and Howard House) that were used by through trains to outlying points as well as rapid transit trips to Rockaway Junction. The rush for immediate work to begin proved ill-timed, however, as a series of franchise missteps and legal challenges ultimately postponed the project's start for another three years. Outraged users did enjoy some brief redress as a result, as the stations at Pennsylvania and Van Siclen Avenues, along with Van Wicklen's, were forced to reopen on January 10, 1899. Yet again to prepare for the projected needs of the improvement scheme, Pennsylvania and Van Siclen Avenues were abandoned for a second time on July 19, being replaced by a new stop located between them at Bradford Street. Also discontinued were Norwood Avenue, Enfield Street, Chester Park, and even Canal Street, just past (old) Jamaica, as the summer construction season arrived, but work was again shelved as the railroad's entanglements continued through the rest of 1899 and into 1900. Through this entire time, steam-powered Long Island Rail Road rapid transit trains continued to serve stations at Flatbush Avenue, Bedford Avenue, East New York, Howard House, Bradford Street, Linwood Street, Railroad Avenue, Union Course, Woodhaven Junction, Clarenceville, Morris Park, Dunton, (old) Jamaica, New York Avenue and Rockaway Junction.

LONG ISLAND RAIL ROAD SERVICE BY EL NUMBER 1-THE CHESTNUT STREET CONNECTION

29 years after the South Side Railroad began running full-scale railway trains to the Rockaways, the Brooklyn Elevated Railroad provided its first taste of rapid transit operations. On July 17, 1898 seasonal, joint through service was instituted from Broadway Ferry to Rockaway Beach, with steam-powered elevated trains running along the Broadway (Brooklyn) elevated to East New York and continuing up the Jamaica Line (as then configured to Cypress Hills) through the Norwood Avenue station. From that point they swung one block south on a short new elevated structure, erected above Chestnut Street, to a specially-constructed ramp that descended to merge with the Long Island Rail Road's Atlantic Divi-



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The Genesis of "Dashing Dan"

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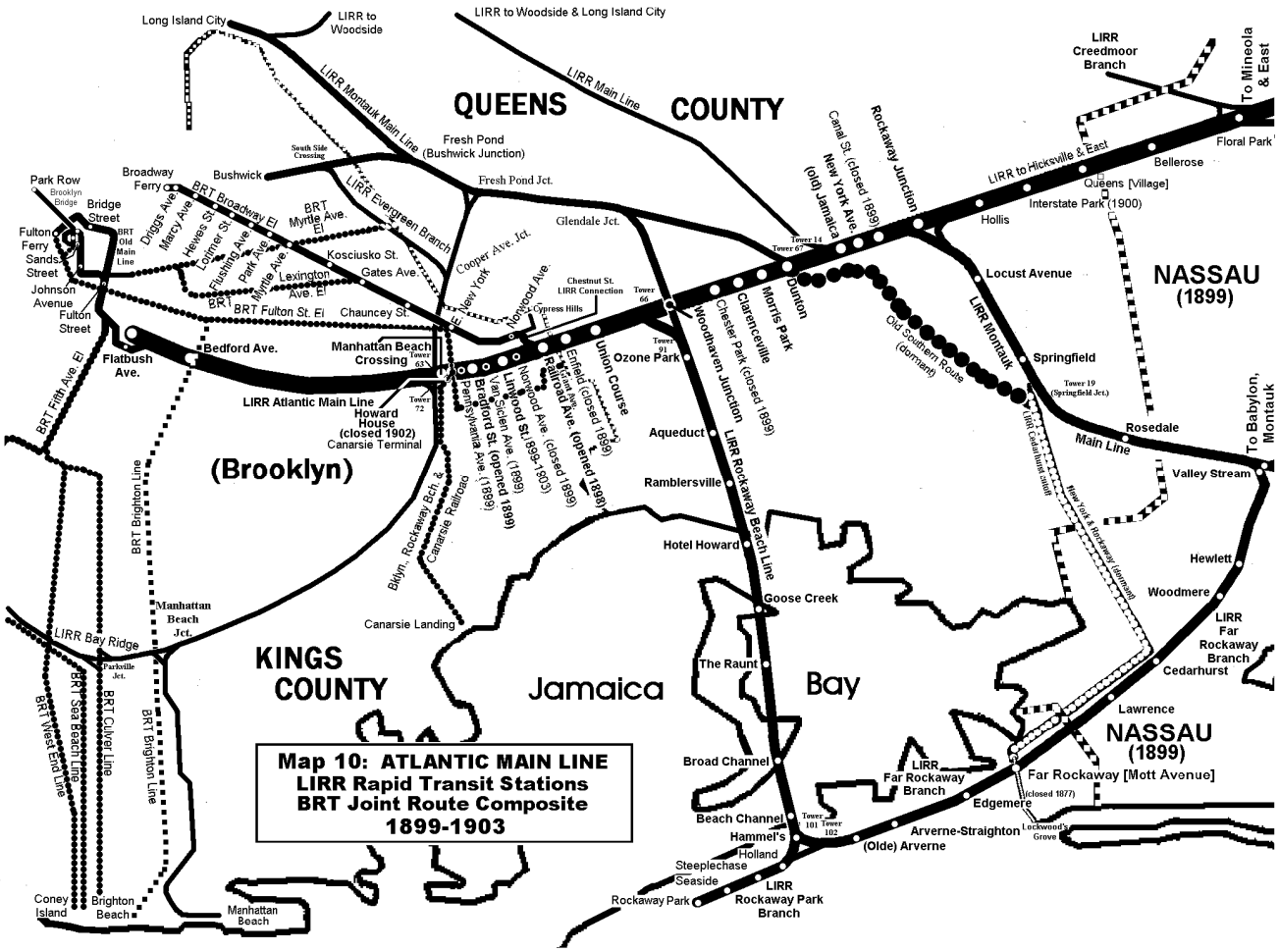

sion main line just west of its new rapid transit stop at Railroad Avenue. Once on LIRR these "visiting" elevated trains proceeded onto the Rockaway Beach Branch at Woodhaven Junction and then continued to Rockaway Park, where the Brooklyn Elevated even established its own "depot." Service was operated with both Brooklyn Elevated Railroad and Long Island Rail Road steam-powered equipment in 1898, and ran on a generous schedule throughout the day during the summer months. A premium fare was collected on these "Rockaway Beach Specials," for which they paused on the Chestnut Street Connection, but on the Broadway-Brooklyn elevated line they made all local stops as far as East New York (with advertised free connections from Downtown Brooklyn and Lower Manhattan via the Lexington Avenue El at Gates Avenue), then no stops at all for the remainder of the trip; vice versa toward Broadway Ferry. Through "express" trains were initially projected, but it is unknown if they ever actually materialized over the relatively long life of this service. As it spanned some 20 warm weather seasons (1898-1917) such a potential certainly existed, but even as the center express track was open on the Broadway-Brooklyn line for its last summer the service was in a precipitous decline by that time and its probability uncertain.

When the peak of summer traffic to the beach resort waned for 1898, the Brooklyn Elevated and LIRR cooperated on a cold weather service alternative from Broadway Ferry on the Broadway-Brooklyn El to the Rockaway Junction station. When begun on October 4, these trains also used the Chestnut Street ramp to reach the Atlantic Division mainline, then continued through "Old" Jamaica Station to their ultimate destination, complete with a steam-powered Brooklyn Elevated consist and a LIRR crew. Such an undertaking served to aid LIRR's stressed rapid transit service both operationally and financially, but was apparently not as successful as hoped since it was discontinued on January 10, 1899. Steam-powered trains from both the Brooklyn

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The Genesis of "Dashing Dan"

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Elevated and LIRR then continued to be utilized on the annual service to Rockaway Park for the next few summers, even though the Broadway-Brooklyn elevated itself was electrified on July 1, 1900 after the Brooklyn Rapid Transit Company had assumed control. With all BRT trains electrified prior to the 1905 season, LIRR then had to provide all the rolling stock for this jointly operated service because they still rostered the "Forney" locomotives that were required once off of the BRT's Jamaica elevated, along with about 50 earlier wooden "rapid transit" coaches dating from the 1877-9 period.

Another significant change in that time was addition of the two outer tracks to the Atlantic Division mainline in the first half of 1905, as well as the installation of a more elaborate interlocking at Woodhaven Junction, all to add capacity in anticipation of its imminent electrification. The two new tracks were added from the base of the Chestnut Street ramp to Woodhaven Junction, and were intended for use by "rapid transits" to Rockaway Junction along with LIRR's Rockaway Local trains, while joint BRT/LIRR Rockaway Beach Specials would continue to operate as express trains and use the (original) middle irons. Even after the Atlantic Division and Rockaway Beach Branches were initially electrified in July of 1905, the joint BRT Specials were still required to use steam-powered rolling stock because the Chestnut Street ramp had not as yet been equipped with third rail. This finally changed when BRT integrated the former Brooklyn, Rockaway Beach & Canarsie excursion railroad into its elevated system on July 28, 1906, at which time all Rockaway Beach Specials also began to utilize electric third rail for motive purposes. The two operators then resumed the former sharing of equipment and crews, with LIRR supplying sets of MP-41 MUs bracketing T-39 wooden gate cars for its portion of the joint service (this after the original Broadway-Brooklyn El was reinforced for the added weight). Through the years Rockaway Beach Specials used BRT personnel from its terminal at the Brooklyn (later Manhattan) end as far as Chestnut Street Tower, and LIRR Engineers and Conductors from there to Rockaway Park, even though both crews apparently rode through to both terminals (and were members of the same union—the Brotherhood of Locomotive Engineers). Of further interest was the observation that the Broadway and Jamaica Els were then still using an early form of third rail that was closer to the running rail, open-topped and slightly higher than the wooden-guarded, LIRR type. This required the newly-electrified ramp to have a unique conductive shoe "adjuster" installed at its base to enable the Long Island Rail Road MU and BRT el cars' third rail shoes to be either raised or lowered slightly so they could run on both companies' lines. Use of these adjusters required that all rolling stock that (slowly) passed through them be modified with "Boyd" cam-mounted shoes, and so equipped were the LIRR MP-41s plus BRT's 1200-, 1300-, and 1400-series motors. The T-39 wooden cars and BRT trailers were powered by jumper cables and did not have third rail shoe beams at all.

Although most Broadway-Brooklyn elevated service was rerouted from Broadway Ferry to the new Delancey Street stub in Manhattan via the Williamsburg Bridge in September of 1908, its start occurred too late for implementation on that summer's BRT/LIRR trains to Rockaway Park. These were finally extended at the start of the following season on May 30, 1909 and remained as such for the next five summers. BRT's own elevated service to Broadway-Brooklyn, Cypress Hills, and Canarsie, along with the Rockaway Beach Specials, were extended as one from Delancey Street to the new Chambers Street terminal on August 4, 1913. Initially they only used the northern and western tracks of the new subway under Delancey and Centre Streets (now J2 and J4) in an ironic preview of their consolidation 91 years later. This changed again when the first BRT subway trains began running into Chambers Street off the Manhattan Bridge on June 22, 1915 and all runs toward the Williamsburg Bridge, including the joint Rockaway Park service, were switched over to Track J1 through the Canal Street and Bowery stations.

In any case, BRT and LIRR did manage to run specials from Chambers Street to Rockaway Park through the summer of 1917, by which time the United States was involved in the Great War in Europe. As joint service for that year ended on September 3, its patronage was down to less than a third of that enjoyed before 1910. This combined with the mentality of wartime made such perceived frivolities as "beach trains" to be frowned upon in general, and the Public Service Commission imposed an order to cease its operation. The Chestnut Street connection was partially stripped of track in 1921 and never again regularly used, while the LIRR ramp, the one-block connecting structure, and the former BRT tower at Chestnut Street were finally demolished in 1942 to provide scrap material for World War II. Nevertheless, the "ghost" of a structural remnant was still visible until the aged steel girder work at Chestnut Street was replaced as part of the capital reconstruction of this portion of NYCTA's J line in 1981-3.

(To be continued)

Commuter and Transit Notes

No. 287

by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

As I write this at the end of August, it has been one year since Tropical Storm Irene caused devastation along the eastern United States. On August 27, MTA reported that it had submitted its Federal Emergency Management Agency (FEMA) and insurance claims to recover the $65 million in losses it suffered due to flood and wind damage to the infrastructure. FEMA has so far approved a total of 59-project worksheets system-wide totaling $27.7 million covering multiple locations throughout the MTA service area. Each "project worksheet" was verified, including site visits and document reviews. Copies of contractors' bids and contracts, audited payrolls including overtime payments, invoices for material procurement, project completion, and more were included in the thousands of pages that were submitted to FEMA and more than 13 companies that insure MTA. Typically FEMA reimburses about 75% of approved costs. This recovery is expected to cover a significant portion of the MTA's $25 million insurance deductible. Metro-North's claim for losses is approximately $27 million, of which $21 million is dedicated towards the west-of-Hudson. Metro-North repairs came in well below initial estimates made immediately after the storm and were completed in less than three months. Details of this service disruption were reported starting with the October, 2011 ***Bulletin*** and continuing through the March, 2012 ***Bulletin***. Other MTA agencies also submitted claims.

MTA METRO-NORTH RAILROAD (EAST)

Shortly before 4 PM August 20, a contractor cut a signal cable in the vicinity of Glenwood/Yonkers, causing delays of up to 30 minutes and train cancelations. Riders were offered the option of using the Harlem Line. Metro-North employees worked through the night to make repairs and were able to return two of the four tracks to service for a normal morning inbound commute. Outbound commuters were told to expect up to 20-minute delays, later reduced to 5-10 minutes. Metro-North issued this statement: “The underground cables are located on railroad property adjacent to an old power substation currently being renovated by a private developer. Both at the site and in writing, Metro-North officials have repeatedly warned the contractor and developer to cease all work until the proper approvals were in place and told the parties that there were Metro-North utilities buried in the area. The complete disregard of these directives is inexcusable. As a result of this damage, trains had to operate at a severely restricted speed of 15 mph through this area, resulting in delays.” At 3:39 PM, almost 24 hours after the incident began, trains were reported as operating on or close to schedule.

As was reported in last month’s ***Bulletin***, new timetables were issued for the Hudson Line, effective August 27. Although there were no changes, the Harlem and New Haven Lines (July 2-October 13) also got revised editions due to the change in ticket refund policy. The August 27 Hudson Line timetable included a note that the change would go into effect on September 4.

Busing on the Waterbury Branch, which began on July 2 and was scheduled to end on September 2, has been extended until September 23. Rail service was scheduled to return the next day.

There were Madonna concerts at Yankee Stadium on Thursday, September 6 and Saturday, September 8. PDF versions of the schedules were on the Metro-North website. Service was similar to what is operated for Yankee games. According to news reports, the concerts were sold out.

The 2012 edition of ***Metro-North’s Service to Football Games at the Meadowlands*** was available during the first week of September, in time for the September 9 game featuring the Jets vs. Buffalo. The service is one train in each direction, as has been done in recent years. Train #3137 departs New Haven at 8:48 AM and the return, Train #3148, departs from New York Penn Station at 5:54 PM. Details of the service are included under **NJ TRANSIT**, below.

Midday service on the New Canaan Branch was replaced by buses between September 10 and October 5 to permit track maintenance work. Affected are trains departing from New Canaan between 9:36 AM (Train #1745) and 3:27 PM (Train #1771) and from Stamford, 9:06 AM (Train #1712) and 2:57 PM (Train #1734).

Metro-North is holding four information sessions in the Bronx between September 10 and October 22 on the Penn Station Access Study, which would add service in the east Bronx and new stations at Co-op City, Morris Park, Parkchester, and Hunts Point via the Hell Gate Bridge to New York Penn Station.

MTA METRO-NORTH RAILROAD (WEST)

Metro-North issued a revised April 1 Port Jervis/ Pascack Valley Line timetable effective September 4, to reflect the new ticket refund policy.

Bus service was provided between Ramsey/Route 17 and Port Jervis over the weekend of September 21-24 to enable replacement of the switch at Central Valley, as well as culvert maintenance work at Sloatsburg. Riders were told to expect 20-55 minutes of additional travel time. Leprechaun Bus Lines provided the buses for this work and for the midday weekday work to accommodate a separate tie replacement project between Middletown and Salisbury Mills. This work is scheduled to

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continue through November 9.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

M-8 status remains unchanged from July 31, showing 128 cars with 122 in service and 6 undergoing Kawasaki inspection. Meanwhile, member Bill Zucker has observed 9100-9211, 9214-25, 9230-3, and 9238-43. The latter six cars were being tested.

The first train of M-8s entered service on May 10, 2011 (July ***Bulletin***), and it took until September 4 for me to take my first ride in this equipment. I chose this day because I was taking care of my grandson. Upon arrival at Grand Central Terminal, the departure board showed a local train (#1326) leaving at 11:37 AM, which had M-8s. It was an uneventful trip, and the cars are quite comfortable. My grandson enjoyed the ride as well. After detraining at Stamford, we went over to the westbound platform and caught Train #1559, an express composed of M-2/M-4/M-6s, and being it was past my grandson's naptime, he slept all the way back to Grand Central Terminal.

MTA LONG ISLAND RAIL ROAD

New timetables were issued for the period September 4-November 11. This edition includes some of the trains that were canceled due to the budget cuts in June, 2010 and have been restored per MTA Board action (August ***Bulletin***). With these PM Peak restorations, one train to Huntington and two trains to Ronkonkoma, which had stops added to their runs, have had them removed. In anticipation of the opening of Barclays Center Arena in Brooklyn, evening service to and from Atlantic Terminal is adjusted between 1 and 5 minutes on five late-night trains to improve connections and open up capacity for event-specific service. Timetables were also issued for Mets-Willets Point, September 4 and Belmont Park Fall Meet, September 8-October 28.

The next round of track work, which is taking place during weekday middays and on weekends, has caused some adjustments to trains:

- MAIN LINE: Concrete tie replacement work results in two of four tracks between Jamaica and Queens Village being out of service. Three late night/early morning trains are adjusted 1 to 7 minutes later to accommodate this work. On work weekends (October 27-28 and November 3-4, 10-11, and 17-18), westbound riders at Hollis and Queens Village have replacement bus service
- HUNTINGTON/PORT JEFFERSON: To allow tie work to occur between Syosset and Huntington, some midday Huntington and Port Jefferson trains are adjusted between 1 minute earlier and 1 minute later than usual
- OYSTER BAY: Because of the track outage on the Montauk Branch between Freeport and Wantagh for third rail replacement, five westbound Oyster Bay trains are moved 10 minutes later to accommodate connections in Jamaica
- LONG BEACH AND BABYLON: Over the weekends of September 8, 15 and 29, one of four tracks was out of service for switch resurfacing and replacement in Valley Stream. On September 8, van service was provided for St. Albans riders between Jamaica and Rockville Centre, and a timetable card was issued
- BABYLON/MONTAUK: One of two tracks is out of service midday between Freeport and Wantagh so that third rail can be replaced. All eastbound and westbound express trains are cancelled midday weekdays. Patchogue/Speonk/Montauk Scoot connections have been moved to connect with local trains, both eastbound and westbound. Westbound trains have been moved 5 to 10 minutes later and eastbound riders will experience up to 17 minutes of additional travel time.

Special timetables for the Far Rockaway and Long Beach Branches and timetable cards for the Hempstead, Babylon, and Montauk Branches were issued for two Saturdays, September 15 and 29, to enable switch work to be performed at Valley Interlocking. Departure times are 3-19 minutes earlier than the normal train times.

These special timetables were also issued:

- Port Jefferson — September 22, switch renewal and track work. Service reduced to hourly at Huntington and every two hours at Port Jefferson
- Ronkonkoma — September 22, Sperry Rail Testing during the overnight. Bus service was operated between Ronkonkoma and Hicksville.

Member Howie Mann sent a report that LIRR ended the use of Train Orders on its railroad on September 2. This took place when Train #8743 (11:52 PM Southampton/Jamaica) was issued a directive at 11:43 PM that the train should operate at restricted speed at Ocean Avenue in Patchogue. There was one final Train Order at 11:59 PM, which formally retired the use of the form. Its replacement is "Form L," which is similar to what Metro-North uses. Both forms are used to issue instructions to crews and other personnel and evolved from the NORAC (Northeast Operating Rules Advisory Committee) rules, which are used by many railroads in the northeastern United States.

NJ TRANSIT

The Atlantic City Line got a new timetable effective September 9 to enable Sunday-Thursday night busing. Academy Bus is providing the service between Lindenwold and 30th Street Station. There is an additional note about SEPTA's work on its Airport Line (September ***Bulletin***). Riders were advised to check SEPTA's website for schedule information. Regular service returns on November 18.

The dates that Meadowlands rail service operates are being presented differently this year. In past years there

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was a listing of dates and the events on a page. To access this information now, once at the NJ Transit website, select Ticket Options/Meadowlands Ticketing. Next to "Event," there is a dropdown menu listing all of the events and dates. At the same time, you can order Round-Trip Adult Tickets, also by way of a dropdown. Effective August 1, only round-trip tickets are sold to this venue (September ***Bulletin***). Below are the dates that rail service did or will operate through the end of this year. The dates that are **bolded** reflect 1 PM games with Metro-North service from New Haven. The December 2 and 30 (*) games could change from 1 PM due to the National Football League's (NFL) Flexible Scheduling, and if so there would not be service from New Haven. Only events scheduled through the end of this year are currently listed.

DATE	EVENT
August 24	Giants vs. Bears
August 26	Jets vs. Panthers
August 29	Giants vs. Patriots.
September 5	Giants vs. Dallas Cowboys
September 8	Syracuse vs. USC College
September 9	Jets vs. Buffalo Bills
September 16	Giants vs. Tampa Bay Buccaneers
September 19, 21, 22	Bruce Springsteen and E Street Band
September 30	Jets vs. San Francisco 49ers
October 7	Giants vs. Cleveland Browns
October 8	Jets vs. Houston Texans
October 14	Jets vs. Indianapolis Colts
October 21	Giants vs. Washington Redskins
October 28	Jets vs. Miami Dolphins
November 4	Giants vs. Pittsburgh Steelers
November 22	Jets vs. New England Patriots
November 25	Giants vs. Green Bay Packers
December 2*	Jets vs. Arizona Cardinals
December 9	Giants vs. New Orleans Saints
December 23	Jets vs. San Diego Chargers
December 30*	Giants vs. Philadelphia Eagles

To provide additional service to the "Rock The Bells" Concert at the PNC Arts Center on September 1 and 2, four trains that normally operate as shuttles between New York Penn and Secaucus Junction were extended to Aberdeen-Matawan. Those trains are: #7629 (8:51 AM), #7633 (9:50 AM), #7637 (10:54 AM), and #7641 (11:55 AM). There was also additional return service: Trains #7670 and 7672, which departed from Aberdeen-Matawan at 11:15 and 11:45 PM, making most station stops to New York Penn Station.

The New Jersey Association of Railroad Passengers, in the August 29 edition of its ***Newsletter Report***, reported that a last-minute change in the August Board Agenda removed "1208-45 RAIL ROLLING STOCK PROGRAM: ENGINEERING ASSISTANCE CONTRACT AMENDMENT FOR DESIGN OF MULTILEVEL POWER CARS". Its approval would have started the process for the design of multi-level cars as motor cars, not trailers. This concept was reported in the June ***Bulletin***. Member Jack May, who is also an NJ-ARP Vice-President, delivered a statement with numerous questions. While it is known that these cars would replace the Arrow IIIs, how many would be purchased is unknown. Also to be answered is how many of the 230 Arrow IIIs would be retained, as there is an on-going project to rehab an unspecified number of them. These cars can be identified by their gray roofs.

Jack May rode the Princeton "Dinky" during August and reported that during the shutdown (August ***Bulletin***), "the work done was nothing short of a first-class rehab. The vegetation along the entire ROW has been cut back and removed. The overhead power-transmission wire has been replaced. The track lubrication system has been replaced before the (squealing) curve at the Junction. Major tie replacement and ballast renewal was (subsequently completed). Best of all, the rail was reversed — the equivalent of rotating tires — providing a brand new wear surface to the wheels."

I received an email advisory that beginning on or about September 14 and continuing through the end of October, platform work on the west end of Tracks 5-10 in New York Penn Station would be underway. Amtrak placed barricades on the platform along the west end of Tracks 5-6, 7-8, and 9-10 as work on the Moynihan Station project continues.

During mid-August, yellow decals were applied to the recently installed scanners on the fare gates at Secaucus Junction (Upper Level). These decals contain two QR codes plus a clear glass protecting the reader. Please see photo below.

For the third consecutive month, the security icon on monthly and weekly tickets is a star.

Several members sent reports about the ALP-45DPs, and I'll start off with Jack May and member (NJ-ARP

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Director) Phil Craig, who reported that as of August 8, six of the eight weekday starts on the non-electrified portion of the Montclair-Boonton Line (between Dover and Hackettstown), including those trains routed via the Morris & Essex east of Denville, are being propelled by ALP-45DP locomotives. These engines are capable of powering 10-car trains of multi-levels in electric mode and 8-car trains in diesel mode. The nine additional ALP-45DPs were ordered because nine additional locomotives were needed, and it was determined that it would be better to absorb the extra cost (between dual modes and straight diesels) instead of adding a new class of locomotive (with different parts and maintenance methods) to the roster.

Next up was this one from member Bruce Russell, who wrote: "I see them racing through South Orange where I live, taking current from their single pantograph. From Dover to Mt. Olive or Netcong they run as diesel-electrics. Finally, the Pascack Valley Line train that I rode home from Secaucus Junction on August 31 had 4509. For me, it was the first time that I had ridden a train powered by this type of engine."

PORT AUTHORITY TRANS-HUDSON CORPORATION

On August 26, PATH unveiled its new $66 million Control Center. According to the report in ***The Star Ledger***, when it becomes operational in the coming months, trains will be able to operate at four-minute headways rather than ten minutes. *(Editor's Note: That is not correct, as there are presently four-minute headways on the Newark/ World Trade Center route.)* The main control room of the new center includes a bank of 192 video screens that display multiple live images of all 13 stations, a feature officials said will enhance security. Thanks to Al Holtz for sending this report.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

One hundred forty AirTrain JFK passengers aboard three two-car trains were stranded for nearly two hours during the evening of August 25. All ultimately had to be escorted nearly a mile by Port Authority Police along the roadway to the nearest (unnamed) station where buses were waiting to bring them to their destinations. This incident began at 5:33 PM. According to the report in ***The New York Times***, there was a lack of information and at one point, the air-conditioning shut down. PA later reported that the cause was a computer malfunction that was eventually traced to a loose wire in the main computer. Service was restored at 10:18 PM. PA has a contract with Bombardier, which is responsible for maintaining AirTrain JFK, and promised a full investigation into the delay in notification.

METROPOLITAN AREA

Member Frank Pfuhler forwarded a press release reporting that on August 26, Governor Dannel P. Malloy and Democratic state legislators from the East Haven area announced that the State Bond Commission was expected to approve a $1 million state grant for the Shore Line Trolley Museum (Branford) to construct new trolley storage buildings above the flood plain. *(Editor's Note: At a recent ERA meeting, member Jeff Hakner gave a presentation about this project.)* Museum General Manager Wayne Sandford said a majority of the museum's collection of 100 trolleys, which are an average 100 years old, will be moved from their current location on a flood plain to two new buildings that will be constructed above the 500-year flood level and several feet above the high-water mark of the 1938 New England Hurricane, which is considered the most devastating New England hurricane in recent history and which buried the trolley property under 12 feet of water. Sandford has spent the past 18 months fundraising from museum members and the public to fund the estimated $2 million cost of building the new trolley sheds and track. The value of the trolley collection is estimated at tens of millions of dollars, he said. This action by the state will preserve an important part of Connecticut's heritage for many, many years to come. "This grant will help get these trolleys out of harm's way. It means so much to us. It's huge." Frank reported that the Connecticut Bond Authority approved the bond issue.

In a subsequent email, Frank wrote: "Our capital campaign is now at the 75% mark, and the finish line is in sight. The State grant ensures that the project phases of site work and construction of both buildings are fully funded. Final bids are now being received from 4 different bidders, and construction will start on November 1, with a groundbreaking ceremony at the museum on November 3. By early 2013, both buildings are expected to be up! But now is not the time to rest. With help from our loyal members and supporters, we will complete this campaign and enter 2013 knowing that the entire project will be accomplished.**"**

The 130-year old Sparta train station on the New York Susquehanna & Western was destroyed by a fire, which was reported by a passing motorist at 3:49 AM, September 3. ***The Star-Ledger*** reported that the building was being renovated by its owners, Station Holdings LLC, for office space use. The four-acre site, which includes the new Sparta PAL building, includes a former Superfund cleanup site. Passenger service at Sparta ended in 1935. The cause of the fire was under investigation.

AMTRAK

In advance of Hurricane Isaac, Amtrak on August 27 announced a suspension of service on August 28 and 29 into New Orleans. This affected Trains #1/2 *(The Sunset Limited)*, Trains #19/20 *(The Crescent),* and Trains #58/59 *(The City of New Orleans).* Those trains were terminated/dispatched from San Antonio, Atlanta, and Memphis, respectively. Well, that was the plan; however, Isaac had other ideas. Because of severe

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flooding, power outages, and track damage, service did not return on *The Crescent* until September 2 and on *The City of New Orleans* until September 4. Thanks to Al Holtz for these reports.

During late July, Amtrak issued a Master Plan for a $7 billion upgrade of Union Station in Washington, D.C. Part of the plan would enable the station to accommodate high-speed plans in the future.

Over the past few years, Amtrak has assigned its sole remaining Dome Car, *Ocean View*, now numbered 10031, to routes where Fall foliage can be seen. Al Holtz kindly forwarded this information, which shows when and where this car will be in operation.

DATES	DAYS	TRAIN	ROUTE
September 13-October 20	Mondays, Thursdays, Saturdays	Adirondack #69	Albany, NY and Montreal, Quebec
September 14-October 21	Tuesdays, Fridays, Sundays	Adirondack #68	
October 27; November 3, 10, 17	Saturdays	Cardinal #50	Chicago and Washington, D.C.
October 26; November 2, 9, 16	Fridays	Cardinal #51	

Member Todd Glickman reported that *Downeaster* schedules are being changed effective October 15, and on November 1, service will be extended to Brunswick seven days a week by two trips in each direction. There is also one round trip each day between Portland and Brunswick.

MISCELLANEOUS

At its national convention in Tampa, Florida, the Republican Party approved its platform, which calls for the end to federal funding for Amtrak and for high-speed rail in favor of allocating more federal transportation dollars for highway projects instead of other transportation options, such as public transit, bicycling, and pedestrian programs. ***Progressive Railroading*** included the following: "In particular, the platform takes a tough stance on Amtrak, calling it an 'extremely expensive railroad.'" Earlier during the month of August, the Republicans' soon-to-be nominee, Mitt Romney, told ***Fortune Magazine*** in an interview that his deficit-cutting plans included eliminating subsidies to Amtrak.

INDUSTRY

Members Joe Canfield and Allan Breen sent copies of a ***Wall Street Journal*** article (August 15) with the headline, "Streetcar Plans Plow Ahead." In this article, mention is made of all of the cities in the United States that are either considering or planning LRT. Those cities, for which construction is already underway, appear in the table below.

PROJECT	TOTAL COST (MILLIONS)	LENGTH	COMPLETION DATE
Cincinnati Streetcar	$110	3.6 miles	Late 2014-Early 2015
Kansas City Downtown Streetcar	$100	2.2 miles	Sometime in 2015
Atlanta Streetcar	$93	2.7 miles	End of 2013
Ft. Lauderdale Wave Streetcar	$83	2.7 miles	Early 2016
Salt Lake City Sugar House Streetcar	$56	2.0 miles	End of 2013

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

As was reported in last month's ***Bulletin***, MBTA officials met with representatives of Hyundai-Rotem and were informed of the delivery schedule for the agency's 75-car bi-level order. Under the original $190 million contract, the firm was expected to deliver rail cars in the spring of 2011. In September, 2010, "T" officials agreed to push the timeline back, with delivery dates beginning this past January. Since delivery did not occur, "T" officials have been frustrated by Hyundai-Rotem's failure to provide specific data so they can track progress. The temporary result is that Jonathan R. Davis, the Acting General Manager, flew to Seoul, Korea, along with a member of MBTA's engineering staff in early September to meet with company officials. Mr. Davis said: "We're very concerned that we don't have a production schedule that they can commit to and deliver the product." The state's top transportation officials called Hyundai-Rotem's president, Min Ho Lee, to Boston in June for questioning before the MBTA and Department of Transportation's Board of Directors, threatening to go so far as to terminate the contract and sue the company — moves that would potentially cost MBTA more money and push the clock back years, forcing a new start with another manufacturer.

On September 11, ***The Boston Globe*** reported that Acting GM Davis was "guardedly optimistic" that all 75 cars would begin arriving next year. In addition, Mr. Davis said: "I told them in no uncertain terms that they have to deliver on their most recent, revised schedule. .. They also have to deliver quality cars.'' That schedule calls for the first cars to arrive in January or February with the final deliveries in July, 2014. In order to meet that schedule, Hyundai-Rotem added a second production line.

Governor Deval Patrick notified all five members of the state Transportation Board on August 23 that they had been dismissed. This was the first step in the process of appointing members to a new seven-member Board that was created by the State Legislature in July. State Transportation Commissioner Richard Davey said

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that the administration pushed the reorganization through the Legislature with the hope of adding more expertise to the Board, by expanding it to seven members and by making the Secretary of Transportation an ex officio member. The reorganization also eliminated a system in which the same five-member Board acted separately to oversee MassDOT and the Massachusetts Bay Transportation Authority. Two members who have been especially critical of the Massachusetts Bay Transportation Company and MBTA indicated that they would like to continue serving, but questioned whether this would work against them. In the end, four of the five were appointed, including one of the members cited in the previous sentence. The other found it discouraging that she was not appointed.

In spite of the July 1 fare increases, which averaged 23%, MBTA reported that ridership held steady. Average weekday ridership was 1.28 million, which was -.1%, not the projected -5%. Thanks to Todd Glickman for these reports.

Member John Aurelius corrected something that I wrote in last month's ***Bulletin***, and with an explanation that I am including for the information of our members. "The Boston Type 7 light rail cars, like the Dallas, HBLR, City Subway, and Seattle cars (and others) were made by KinkiSharyo (not Kawasaki). Type 7 cars are high-floor. Dallas cars were high-floor but have been lengthened with a low-floor center section. HBLR/City Subway was the firm's first 70% low-floor car. Seattle's are also 70% low-floor. As a general comment, these cars have been delivered on time and have gone into service with few glitches. The firm has produced a prototype 100% low-floor streetcar (the 'AmeriTRAM') for the U.S. market and has shown it in Charlotte, N.C. and Dallas (probably other places too). I am not aware that they have any orders for it yet. The prototype has a Li-Ion battery that the firm claims can run the car for a few miles without overhead power."

PROVIDENCE, RHODE ISLAND

Todd also reported that since rail service was extended from Providence to T.F. Green Airport on December 6, 2010 the average ridership has doubled from less than 100 to 200 riders per day. Now, for the first time other than a weekday, special train service to New England Patriot games (September 6, October 7 and 21, November 11 and 18, and December 10, 16, and 30) is being operated from T.F. Green Airport via the Northeast Corridor to Gillette Stadium in Foxboro. There is also the usual service from South Station via the Franklin Line (branch off south of Walpole). The same NFL Flexible Scheduling is in effect for Weeks 11-17, but unlike the service to MetLife Stadium for the Giants and Jets, train schedules would be adjusted.

PHILADELPHIA, PENNSYLVANIA

SEPTA has added a new feature, *InMotion* I *A Video Program For Customers*. According to SEPTA, "InMotion aims to provide a new level of Customer Service to the people who travel, work and do business with SEPTA. From travel tips to online presentations, InMotion is the program to watch and learn about anything new and great happening around SEPTA." Thanks to member Lee Winson for this news.

Allan Breen, while at the Market East station on August 11, found that SEPTA had set up a 48-panel display with the results of the 11th edition of the Brunel Awards (2011) for outstanding visual design in railway transportation. Allan wrote: "Founded in 1985, the award ceremony was held on October 14, 2011 in Washington, D.C. Transportation secretary Ray LaHood presented the awards to the 44 winners from 150 entries. The awards ranged from bicycle racks, light rail, freight railroads, and airports to commuter rail. SEPTA won for its Fort Washington Station (Lansdale/Doylestown Line). Metro-North received its own awards (May ***Bulletin***)."

Member Bob Wright wrote: "I noted your lack of success trying to ride a Silverliner V on a weekend (August ***Bulletin***). I'm on the train occasionally on weekends and it seems to be very hit or miss — in late April/early May, on a couple of consecutive Saturdays, I managed to get a Silverliner V train on the Norristown Line, but not since. This past Saturday (August 18), on a round-trip to town, I saw no Silverliner Vs at all. One of my 'regular' Conductors attributes this to the retrofit of the cars on the property taking place, which according to him, are concentrated on weekends (to allow the maximum number of Silverliner Vs in service on weekdays), although he also said that many crews would prefer to have a train of Silverliner IVs anyway. I've noticed that some Conductors on weekend trains prefer to hang out in the vestibules and the Silverliner Vs, which have none, don't provide the same sort of 'hiding place.' Speaking of the Silverliner Vs, I finally saw the elusive 702 in service on a Norristown Line train headed outbound when I arrived at Market East last Friday."

From ***Cinders***: As of mid-August, 108 of the 120 Silverliner Vs were delivered, and 79 were in revenue service. Single cars 735 and 736 and married pair 871-2, which were funded by the state of Delaware, were the latest to arrive. A ceremony was held in Wilmington on August 30 to mark their arrival.

It was expected that all remaining cars would be on SEPTA's property by late September, but a report in ***The Philadelphia Inquirer***, sent by member Dave Safford, reported, "'The more things change, the more they are the same' is an old saw, but Hyundai Rotem seems to have adopted it as their motto. Having consistently missed all published delivery dates for SEPTA's Silverliner Vs, they are carrying that consisten-

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cy to the wire. With only 10 (of 120) new cars to go, five of the AWOL ten should show up by the end of September, but the last five won't make it until sometime in October. The reason? They don't have enough parts, such as (so help me!) 'drain plugs.' One may only trust that their arithmetically challenged purchasing department manages to get the count right this time."

WILMINGTON, DELAWARE

Delaware On Line reported that SEPTA would expand service to Wilmington and Newark, Delaware, using four new Silverliner Vs owned by the State of Delaware. (Please see above.) Annual ridership is up 74% compared to a decade ago. Effective September 9, daily trains to Wilmington and Claymont went from 35 to 36, and trains serving Newark and Churchman's Crossing were increased from 17 to 20. Also added is a morning peak express from Philadelphia to Delaware for reverse commuters. Thanks to Lee Winson for this news.

PITTSBURGH, PENNSYLVANIA

Mass Transit Magazine reported that after receiving concessions from Amalgamated Transit Union Local 85 valued at $60 million, PAT announced that the service cuts that were to take place last month have been deferred. The cuts, announced in January as the authority began the 2012-3 budget process, would have reduced service by 35%, and ended nearly all service to Allegheny County's suburban areas and most weekend and evening service as well. There would have also been layoffs of hundreds of authority employees.

CHICAGO, ILLINOIS

Metra's Cicero Station (BNSF Aurora Line) was described by CEO Alex Clifford as the system's most decrepit. As a result, the station, which was built in the 1970s, will be getting a $4.5 million facelift. Although used by only 250 riders per day, ridership is comparable to other close-in Chicago stations. When the project is completed in 18 months, passengers will find an enclosed, heated waiting area on the inbound platform, an enclosed warming area on the outbound side, high-intensity lighting, and landscaping, plus a new 136-car parking lot. Thanks to member Jim Beeler for this news.

Two other Metra stations, Ravenswood (UP North Line) and Fox River Grove (UP Northwest Line) are being renovated. Groundbreaking ceremonies were held in August. Riders will benefit from improvements from longer platforms that can accommodate 7- and 8-car trains, warming shelters, expanded parking lots, lighting, utilities, high-intensity lighting, and ADA accessibility.

On December 16, the Chicago Transit Authority (CTA) will add service on its most congested rail lines. All lines except the Pink and Yellow will get additional trains and more frequent service under the plan, with the Red, Blue, and Brown Lines seeing the biggest increases during the morning and evening rush periods. The goal is to reduce the number of passengers on cars from 80-90 during the busiest travel times, to 70-75 per car on average. The Red Line would gain two extra runs in the AM and three in the PM. By slowing the retirement of its oldest cars, the fleet will increase by 76 cars. The CTA Board approved this plan on September 4. Thanks to member Ira Haironson for sending this news.

DALLAS, TEXAS

On August 29, the Dallas Regional Area Transit (DART) announced that a new fare system would be implemented that makes it easier and cheaper to transfer from buses to trains and establishes a new money-saving midday pass, which will be valid between 9:30 AM and 3:30 PM on weekdays. There are no changes to the reduced fare structure and the price of a para-transit fare remains at $3. The new system takes effect December 3 when the second section of the Orange Line light rail from Las Colinas to DFW Airport property and the Blue Line extension linking Garland and Rowlett opens. The current single-ride ticket ($1.75) is being replaced by a two-hour pass ($2.50). With the new pass passengers may ride any DART bus or rail service or Trinity Railway Express between Union and CentrePort/DFW Airport stations and is designed to encourage ridership during the parts of the day when DART has additional capacity.

Other major changes include:

- Consolidation of three general fare classes (Local, System, and Regional) into two classes (Local and Regional)
- Local Base Fare and Day Pass increase from $1.75 and $4, respectively, to $2.50 and $5
- The current System Base Fare and Day Pass decreases from $3.50 and $7, respectively, to $2.50 and $5
- Simplification of corporate annual passes to reflect a price equal to 75% of the individual annual pass price

EL PASO, TEXAS

Now this is really interesting. The City of El Paso hired a consultant to do the preliminary engineering and environmental study for a possible return of trolleys. After the study was completed, the recommendation was to go forward with the project, but here is where it gets interesting. The consultant recommended that double-ended replica vintage trolleys be used because it would be cheaper and faster to obtain the cars. However, the City Council selected its long-stored PCCs as their preferred alternative. According to ***PCC Cars of North America*** by Dr. Harold E. Cox, El Paso City Lines purchased 20 PCCs from San Diego between 1950-2. Those were part of a 28-car order that was constructed by the St. Louis Car Company in 1937-8. Six of those

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cars remain and are stored near the airport. Should this plan come to fruition, these cars would become the oldest PCCs in regular service. They would bump the PCCs used on the Mattapan/Ashmont Line (1945-6) to second place. Those cars were rebuilt twice, 1978-83 and 1999-2005.

Obtaining replica cars would take from nine months to one year and cost about $1.2 million per car vs. rebuilding the PCCs, which could take up to 18 months and cost $1.6 to $2.5 million to restore each car. One Councilmember said: "To the greatest extent possible, we would like to stay true to El Paso's routes. The idea of bringing the PCCs back that were in place from 1949 to 1974 is going to be met with great enthusiasm." When last used in 1974, the line crossed over the border into Juarez, Mexico, something that is not being contemplated. The 5.2-mile line would operate from downtown El Paso to the Glory Road Transfer Center in the Cincinnati Entertainment District. The environmental study was expected to be completed at the end of last month and the design work in January or February, 2013. Thanks to member Al Holtz for sending this news.

ALBUQUERQUE, NEW MEXICO

Special *Rail Runner* service operated over Labor Day weekend for the 25th annual Wine Festival. The event took place near the Sandoval/US 550 station and for those who did not care to take the short walk, free shuttle bus service was available.

SEATTLE, WASHINGTON

Sounder service to Lakewood is scheduled to begin on October 8, extending south, about ten miles from Tacoma, and an intermediate station at South Tacoma. The first five of ten inbound and the last five outbound trains run from/to Lakewood. The remaining five trains in each direction only run between Seattle and Tacoma (Dome). The trip from Lakewood to Seattle has a scheduled running time of one hour ten minutes. Free rides were given on Saturday, October 6.

A construction kick-off ceremony for the 4.3-mile Northgate Light Rail extension was held on August 17. At $2.1 billion, Sound Transit reported this to be the biggest Sound Transit 2 construction project to date. The line will extend from Husky Stadium to stations serving the U District, Roosevelt, and Northgate, and will run mostly underground through one of the most congested travel corridors in the region. This project will add to the goal of delivering 36 miles of light rail extensions that were approved by voters in 2008. A 2021 opening is planned.

PORTLAND, OREGON

Bob Wright was recently in Portland for a couple of weeks visiting family and noticed that the Tri-Met MAX Type 1 cars (now in service for 26 years) have all seemed to be repainted in the new scheme. "The light rail bridge across the Willamette River for the Milwaukie extension is underway — it's a bit odd that it takes the line slightly in the wrong direction, going from southwest to northeast to cross the river at a perpendicular angle. I also got to ride the sky tram from the Streetcar connection on Moody Avenue up the hill to the U of O health services complex for the first time — at $4 round trip, a short and expensive but scenic ride."

Portland Streetcar's Eastside Line opened on September 22, following three years of construction. To be known as the Central Loop Line (CLL) on the west side of the city, the new 3.3-mile long streetcar line shares trackage with the North-South Line along 11th Avenue southbound and 10th Avenue northbound, looping via SW Market Street. The CLL crosses over the Willamette River on the Broadway Bridge, which connects Portland's northwest and northeast areas. The Broadway Bridge — which had streetcar tracks in the past — is located north of the Steel Bridge; the latter is a lift bridge with its upper deck being used by motor vehicles and all four of Tri-Met's light rail lines and its lower deck by Amtrak and the Union Pacific Railroad.

After crossing the Broadway Bridge and running in the east side of the city primarily along Martin Luther King Boulevard (southbound) and Grand Avenue (northbound), the CLL will have a temporary terminal at the Oregon Museum of Science and Industry (OMSI), located on SE Water Avenue. In 2015, the Central Loop Line will cross the Willamette River for a second time on a new transit-only cable stay bridge using joint trackage with Tri-Met's Orange Line, now under construction. The CLL will then join the South Waterfront end of the existing North-South Line and follow it north through Portland State University to 10th and 11th Avenues to create a bi-directional streetcar loop serving both sides of the city. Tri-Met's Orange Line, its fifth light rail route, will run from Union Station to Milwaukee via the Transit Mall on 5th and 6th Avenues. Service was free on September 22 and 23. Thanks to Phil Craig for this report.

Tri-Met sent an email advisory that since September 1, its ticket machines only dispense "validated" tickets, which are time-stamped and ready for immediate use. Riders can still buy un-validated tickets in books of 10 at most Albertsons, Fred Meyer, and Safeway stored, and the Tri-Met ticket office in Pioneer Courthouse Square, and online.

SAN FRANCISCO, CALIFORNIA

Member Howard Golk forwarded a report from the Market Street Railway that E line service did in fact begin on August 25. Single-ended PCC 1008, resplendent in SF Muni green/cream colors, made its debut in service. Its return to service followed 1,000 miles of burn-in testing.

LOS ANGELES, CALIFORNIA

With the release of the Draft Environmental Impact Report, the Metro Gold Line Foothill Extension Con-

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struction Authority began soliciting bids for the extension from Azusa to Montclair, California. The proposed 12.3-mile light rail extension includes six new stations and two new grade-separated crossings. The evaluation proposes mitigation measures to lessen impacts where possible. The entire Metro Gold Line Foothill Extension is a 24-mile extension of the Metro Gold Line light rail system. The project is planned in two segments: from Pasadena to Azusa, and from Azusa to Montclair. Segment 1 is fully funded by Los Angeles County's Measure R and is on schedule to be completed in late 2015. Segment 2 is still in the planning stage and not yet funded. Thanks to member Bill Vigrass for this report.

Member Pete Donner sent news of several changes that were made by the Los Angeles Country Metropolitan Transportation Authority (LACMTA). Light rail stations have been renamed as follows:

LINE	OLD NAME	NEW NAME
Blue / Green	Imperial/Wilmington	Willowbrook
Blue	103rd Street	103rd Street/Watts Tower
Green	Vermont	Vermont/Athens
Green	Hawthorne	Hawthorne/Lennox
Gold	Mission	South Pasadena

Like many other transit systems, Metro uses a series of color-coded circles to identify its rail lines. The newly opened Expo Line uses teal as its designated color. Unfortunately, the teal color can be mistaken for the Blue Line color. To help passengers differentiate lines, a block capital "E" has been placed in the center of the teal colored circle.

Metrolink has stored a number of former NJ Transit Comets on the Antelope Valley Line in the Newhall-Santa Clarita area. Although stored on a siding with full fencing, many of the cars are in deplorable condition due to vandalism, which may or may not have occurred at the current location, a sad end to a series of cars, which provided many years of reliable service. It is appears Metrolink has replaced the majority (if not all) of the Bombardier cab cars with new units built by Hyundai -Rotem. My son Marc was in Newhall in April (May ***Bulletin***) and reviewing his photos, the cars were, with only two exceptions, untouched by graffiti.

On September 10, Metrolink unveiled its first train with positive train control (PTC). This system was mandated by Congress in the Rail Safety Act of 2008. It followed the tragic accident in Chatsworth, California, which took place on September 12, 2008, killing 25, including the train's Engineer. Railroads meeting certain requirements are mandated to have this system in place by December 31, 2015. In the New York metropolitan area, PTC would overlay the existing signal systems, and provide additional protections. If a train is moving in unauthorized areas or going too fast, PTC can override the error that caused the movement and stop the train before an incident occurs.

HONOLULU, HAWAII

Hawaii's Supreme Court halted construction on Honolulu's 20-mile LRT project on August 24, until a complete archaeological survey has been completed. According to city officials, every month that there is not work cost $7-10 million. The location of old burial grounds along the proposed right-of-way caused the court to stop the project. It is possible that there could be a nine-month delay. Thanks to member David Erlitz for this report from the ***Honolulu Star-Advertiser***.

MONTREAL, QUEBEC, CANADA

The twenty ALP-45DP locomotives that were ordered by AMT remain out of service as a result of the derailment in Central Station shortly after the first one entered service last December 9 (January ***Bulletin***). Jack May sent an article from ***The Montreal Gazette*** in which AMT chief executive Paul Côté said in an interview during the first week of September, that "we won't celebrate the first anniversary without them on the tracks." In July, the TVA network quoted an internal study commissioned by AMT and CN that indicated CN tracks at Central Station may have been defective and could not support the new locomotive, which is more powerful than others in the AMT fleet. AMT spokesperson Brigitte Léonard said AMT has hired an external engineering firm to provide "a range of possible solutions" that would allow the locomotives to be return to service. "It could be different solutions — the scope is very large. It could be changes to the tracks or to the (locomotives)," she said. TSBC spokesperson John Cottreau said the Board's investigation is in progress. He could not say when it may be completed. On average, it takes the agency 16 months to complete rail investigations.

TORONTO, ONTARIO, CANADA

Member Julien Wolfe reported: "The last day for passenger service for the Ontario Northland Railway (ONR) between Toronto and Cochrane was September 28. For those who have not ridden the Northland, it was one of the more unusual trains in North America (non-Amfleet, non-LRC, non-Superliner, non-post-war lightweight cars). It was one of the last, and perhaps the last (other than what runs up in Labrador) non-Amtrak, non-VIA long distance trains, which again makes it well worth riding. The service from Cochrane to Moosonee is not affected, and ONR buses will continue to serve the communities that lost rail service. The Algoma Central from Sault Ste. Marie, Ontario to Hearst, Ontario (296 miles), and now operated by CNR, is of course another non-Amtrak, non-VIA commercial passenger service. They use refurbished former Tempo cars that they actually had built for them by Hawker Siddeley (HS) in 1967 to add capacity for the Montreal Expo, but these only ran between Toronto and Windsor, and then went to the Ski Train in Denver before going to the Algoma Cen-

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tral. The ONR cars on the "Northlander" were originally single-level aluminum cars built by HS for GO Transit (their original cars), and Ontario Northland in their North Bay shops rebuilt them for long distance travel (put in traps, better seats, etc.) and they have been on the *Northlander* for many years. The *Northlander* has had some unusual equipment in its life, as starting around 1978 they ran Trans Europe Express (TEE) sets on it, that used to run between Amsterdam and Zurich behind a large Dutch built diesel. These were replaced by F units after a few years, and ultimately most of the TEE sets were withdrawn and scrapped, though one made it back to Europe and a group is trying to rebuild it."

Between September 4 and the end of October, visitors to the Evergreen Brick Works had an opportunity to see one of the new *Flexity Freedom* LRVs that will soon be on the streets of Toronto, specifically on the new Eglinton-Scarborough Crosstown LRT and eventually on the Sheppard and Finch Lines. Thanks to Jack May for this report.

CALGARY, ALBERTA, CANADA

On August 25, Calgary Transit extended service 1.8 miles on its Northwest LRT Line from McKnight-Westwinds by two stations, Martindale and Saddletowne. Regular service began on August 27.

More LRT news: the West LRT, a four-mile extension from 7th Avenue to 69th Street, with six stations, is likely to open in December, rather than in 2013. Work began on this project in February, 2010, but according to the report sent by Al Holtz, due to an excellent summer construction season, the opening date may be moved up.

JERUSALEM, ISRAEL

"Buses using the Givat HaMitvar Sation have improved performance because of better traffic light operation, and now only lose 5 instead of ten minutes. There are two crossings of the LR tracks within the station complex and one major road crossing of the tracks nearby. Some Egged drivers are doing their best to make the complex work better, including dropping connecting passengers off at the first platform corner reached before stopping at the assigned loading-unloading spot, plus waiting for connecting passengers seen on the platforms. But we now have a maintenance situation. In proper shape, the light rail cars are as quiet inside and out as a well-maintained PCC. But some are beginning to sound like something between a Boston Type 5 and a Baltimore PCC in its very last days! Apparently either lubrication isn't frequent enough or the right lubricants aren't used. I also heard one major flat wheel situation. One of the sharp curves is near a friend's window, and there is an occasional loud screech, possibly because of incorrect tread profiling. I have seen no evidence of flange oilers as yet. And one garage occasionally omits the engine-compartment noise shields on normally quiet low-floor buses, giving passengers and the environment a real racket." Thanks to member David Klepper for this report.

FROM THE HISTORY FILES

50 years ago: In October, 1962, a crossover at PATH's 9th Street station, which had been removed in October, 1918, was re-installed.

40 years ago: On October 12, 1972, the State of the Art Cars (SOAC) were delivered to the USDOT Test Center in Pueblo, Colorado. They were built from NYCT R-44 shells, and subsequently saw service on NYCT's Ⓐ Ⓓ Ⓔ and Ⓝ lines, MBTA's Red Line, SEPTA's Broad Street Subway, CTA's Skokie Swift, and PATCO. One car had suburban seating, the other subway seating. These were acquired by the Seashore Trolley Museum in Kennebunkport, Maine.

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

New York & Queens Cars Quit 75 Years Ago

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- Flushing-Jamaica
- Flushing-College Point
- Calvary (Borden Avenue) cars that ran from the 34th Street Ferry to Metropolitan Avenue were isolated from the rest of the system. They were allowed to run on Steinway's tracks to lay up in the Woodside barn
- Jackson Avenue (Northern Boulevard) cars discontinued through service between Flushing and Long Island City. NY&Q operated cars from Flushing to the Woodside barn, where passengers transferred and paid an additional nickel on Long Island City-bound Steinway cars. NY&Q rented the eastern half of the Woodside barn and outside storage space to Steinway

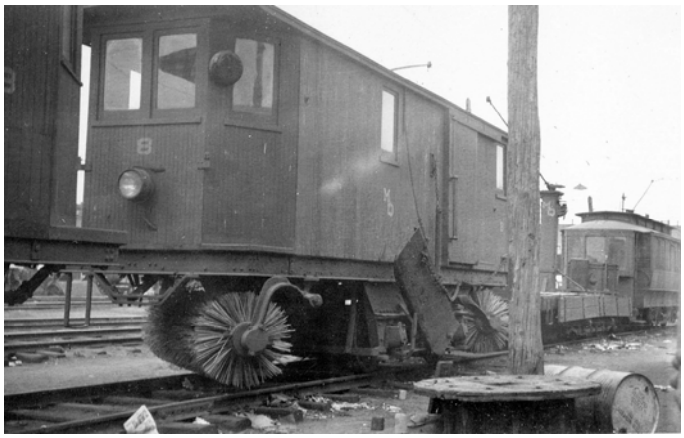
The company lost $6,000 during the first year and could not afford to pay the assessed $339,000 for paving Jackson Avenue. Fortunately, the Transit Commission allowed the company to charge a 6-cent fare effective June 30, 1924. Flushing civic organizations fought this increased fare for several years until it was reduced to 5 cents on August 16, 1931.

The company made a profit in the 1930s, but was forced to convert to bus because of political pressure from the city administration. The following lines were converted:

DATE	LINE
August 23, 1937	College Point-Flushing-Jamaica
September 5, 1937	Northern Boulevard
October 30, 1937	Calvary

MANHATTAN & QUEENS TRACTION COMPANY — QUEENS BOULEVARD TROLLEY CONVERTED TO BUS APRIL 17, 1937

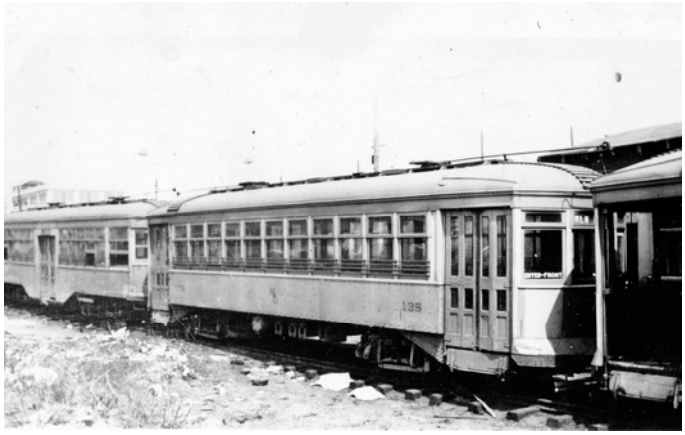
Manhattan & Queens Traction Company operation along Queens Boulevard in 1935.
Bernard Linder collection



Manhattan & Queens Traction Company sweeper 8.
Bernard Linder collection

Manhattan & Queens Traction Company car 102 at Queens Boulevard and Roosevelt Avenue.
Bernard Linder collection

Manhattan & Queens Traction car 112 at Queens Plaza.
Bernard Linder collection



Manhattan & Queens Traction Company car 135.
Bernard Linder collection

Manhattan & Queens Traction Company car 136 at Queens Boulevard and Roosevelt Avenue.
Bernard Linder collection