

# The Bulletin



**Electric Railroaders' Association, Incorporated**

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## The Bulletin

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## IND EXTENDED TO CHURCH AVENUE 80 YEARS AGO

In 1933, IND expanded into Queens and Brooklyn, reaching Roosevelt Avenue (E) and Nassau Avenue (GG) on August 19, followed by Church Avenue (A) on October 7. The new route was constructed under hilly terrain, probably deposited near Prospect Park by a prehistoric glacier.

To avoid digging a deep tunnel under the steep hill east of the Gowanus Canal, the Smith Street-Prospect Park Line crosses the canal on a high elevated structure. The alignment includes the highest station on the transit system, Smith-9<sup>th</sup> Street — 87.5 feet from the street to the base of rail — and a tunnel that follows the contour of the street above.

The following grades are encountered by a southbound train:

FROM	TO	PERCENT GRADE	
Carroll Street	Smith-9 <sup>th</sup> Street	+3.15	
Smith-9 <sup>th</sup> Street	4 <sup>th</sup> Avenue	-2.85	Portal is at south (east) end of 4 <sup>th</sup> Avenue station
4 <sup>th</sup> Avenue	7 <sup>th</sup> Avenue	-3.1 (A); +3.1	
7 <sup>th</sup> Avenue	15 <sup>th</sup> Street-Prospect Park		Almost level
15 <sup>th</sup> Street-Prospect Park	Fort Hamilton Parkway	-2.56; -3.0	
Fort Hamilton Parkway	Church Avenue		Almost level

(A) The Fourth Avenue station, which is on a low structure, is approximately 31 feet lower than Seventh Avenue, which is in the subway

We do not have weekday October, 1933 schedules, but we have the following week-end schedules:

	HEADWAYS		CARS	
	Saturday Effective 10/7/33	Sunday effective 10/8/33	Saturday	Sunday
Mid-night	12	12	3	3
AM Rush	4	—	6, 8	—
Morning	5	6, 5	6	4
After-noon	5	5	6	5
Evening	6	5, 6, 8	6, 4	5

### UNUSED EXPRESS TRACKS

Although the express tracks were in place when the line opened in 1933, regular express service did not begin until August 19, 1968. The express track alignment is unusual. Two tracks follow a direct route in a separate tunnel from south (east) of Seventh Avenue to north of Church Avenue. This 8,130-foot tunnel descends southbound on a 3.0 percent grade.

Rush hour express service began on August 19, 1968. Coney Island trains, whose running time was six minutes faster than locals, made express stops north of Kings Highway in the direction of heavy traffic (northbound AM rush, southbound PM rush). Kings Highway trains, whose running time was three minutes faster than locals, made express stops north of Church Avenue in the direction of heavy traffic. All F trains made

*(Continued on page 6)*

**REMINDER: JAPAN TRIP—MAY, 2014**

## THE GENESIS OF “DASHING DAN”

### Part Two—The Long Island Rail Road Eyes Manhattan

by George Chiasson  
(Continued from September, 2013 issue)

#### THE SAGA OF MILE-A-MINUTE MURPHY

One tale worthy of mention as we depart the Central Railroad of Long Island for the moment involves the folly of “Mile-a-Minute Murphy.” Charles Murphy was a bicyclist of national renown in the 1890s, a Brooklyn native who had worked in a bicycle shop and made an avocation of studying ways to get the most out of the designs which paraded through his establishment, or improve upon them with innovations of his own. By 1895 he had seven world cycling championships to his credit, had won 17 North American titles, and owned 29 New York State records in the sport, all before gaining employment with the New York City Police Department following the municipal consolidation of 1898. In early June of 1899, so Murphy claimed, he was party to a serious discussion as to who was the world’s fastest cyclist, and in a pang of defiance claimed rather loosely that he could match any locomotive in the world...at speed! To his credit Mr. Murphy did have some built-in authority on the issue of self-generated velocity, as he already had set a record of “rolling” one mile in 37 seconds on a stationary device similar to a grocery conveyor.

In any case, upon “happening to meet” a Special Agent of the Long Island Rail Road soon after, he brokered a deal with the line to test out his theory, which, for lack of a better term, could be described as the principle of streamlined motion. The proposal was that he could attain a faster speed riding his bike in the hypothetical air “vacuum” that he presumed was naturally created behind a speeding train than would otherwise be subject to the limitations of the bicycle itself. To test the dynamics of his supposition, Murphy had the railroad construct a protruding, boxy shroud off the end of one of its parlor coaches, which had an open vestibule on the rear, and two miles of the gauge on the (otherwise largely idle) Central main line from Babylon to Farmingdale were planked over to provide the ap-

pearance of a fairly smooth riding surface. The test was conducted in the late afternoon of June 21, 1899 before a body of media aboard the parlor car and in the presence of various officials who would be able to formally record the outcome for posterity. The aim was for the LIRR locomotive to get up a full “head of steam” to about 60 mph as it traversed the straight, level track and that Murphy would be able to ride within the shroud, be shielded from the natural drag this speeding train would otherwise create, and of his own volition be able to match its speed for one mile and within one minute. As things turned out the train required more than one start to attain the desired 60 mph speed within the planked-over testing zone, and then when it finally did the engine’s force was such that it made the planking undulate excessively, with cinders being shaken out at all angles the whole while and ejected into both the shroud and Murphy’s face. As he successfully reached the finish line by the Maywood (freight) station at the end of the test (at an average speed officially measured at a hair above 60 mph), the steam was shut off and Murphy’s bicycle crashed into the rear of the coach, though the cyclist himself was fished away from disaster by the hands of the media and sporting enthusiasts who had been rallying him along from the platform. Murphy was briefly incapacitated from the stresses of his adventure, but recovered sufficiently to receive his due commendation for the everlasting spectacle he produced. So was born the legend of “Mile-a-Minute Murphy,” who for years thereafter claimed to have the world’s greatest understanding of the phenomenon of streamlining, much as it was later applied to railroads, automobiles, and even aircraft (and was actually consulted on the subject in various professional capacities), all thanks to the complicity of the Long Island Rail Road.

*(Continued on page 3)*

#### IND Extended to Church Avenue 80 Years Ago

*(Continued from page 1)*

express stops north of Church Avenue in the direction of light traffic. Rush hour GG service was extended to Church Avenue.

Because the heaviest riding is north of Church Avenue, there were many complaints from passengers who no longer had a one-seat ride to Manhattan. To please these passengers, schedules were revised. Effective

June 16, 1969, Kings Highway trains made local stops north of Kings Highway. Several years later, August 30, 1976, express service was discontinued north of Church Avenue and all GG locals were turned at Smith-9<sup>th</sup> Street. Rush hour Coney Island trains, whose running time was three minutes faster than locals, made express stops between Kings Highway and Ditmas Avenue in the direction of heavy traffic until service was finally discontinued on May 26, 1987.

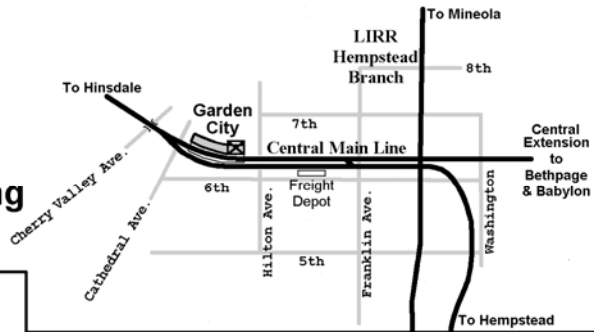
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**The Genesis of “Dashing Dan”**

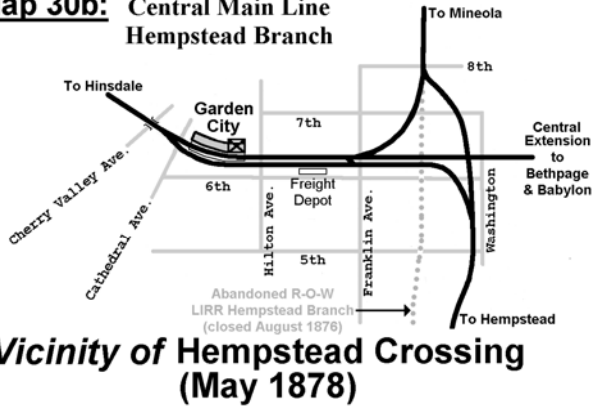
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**The Evolution of Hempstead Crossing**

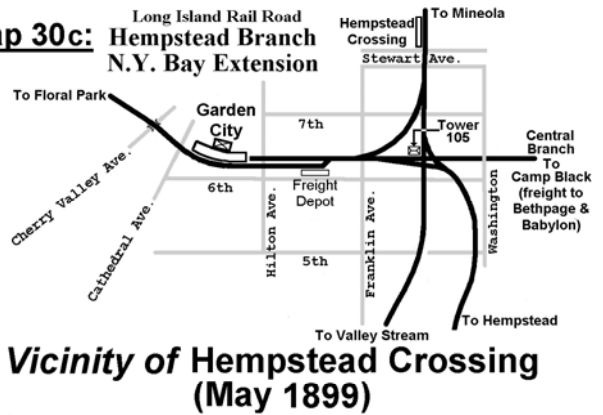
Flushing, North Shore & Central  
Central Main Line  
**Map 30a:**  
Vicinity of  
Hempstead Crossing  
(September 1874)



Long Island Rail Road  
**Map 30b:** Central Main Line  
Hempstead Branch



Long Island Rail Road  
**Map 30c:** Hempstead Branch  
N.Y. Bay Extension



**Vicinity of Hempstead Crossing  
(May 1878)**

**Vicinity of Hempstead Crossing  
(May 1899)**



Long Island Rail Road  
Hempstead Branch  
N.Y. Bay Extension  
**Map 30d:**  
Vicinity of  
Hempstead  
Crossing  
(July 1909)

**1874  
to  
1909**

*(Continued on page 6)*

**IND Extended to Church Avenue 80 Years Ago**

*(Continued from page 2)*

Recently, trains have been rerouted to the express tracks due to the rehabilitation of the Smith-9<sup>th</sup> Street station and the elevated structure in the vicinity.

**ANOTHER ANNIVERSARY**

On August 19, 1933, E trains started operating between Roosevelt Avenue and Chambers Street, making local stops. Three-car trains were scheduled for rush hours and two-car trains were operated at other times. GG trains provided shuttle service between Queens Plaza and Nassau Avenue. E headways were as follows:

WEEKDAYS EFFECTIVE SEPTEMBER 7, 1933		SATURDAY EFFECTIVE SEPTEMBER 9, 1933		SUNDAY EFFECTIVE SEPTEMBER 10, 1933	
Midnight	12	Midnight	12	12	
Rush Hour	4	AM Rush	4	—	
Midday	5	Morning	5	8, 6	
Evening	6, 8	Afternoon	5	5	
		Evening	6, 8	6, 8	

## SCENES ON THE CULVER LINE



13<sup>th</sup> Avenue, looking north, October 28, 1959.  
Bernard Linder photograph



Fort Hamilton Parkway, looking east, with ex-SIRT cars.  
Bernard Linder collection



Ditmas Avenue, looking north, October 14, 1968.  
Larry Linder photograph



Fort Hamilton Parkway with car 2701 in the lead, April 12, 1969.  
Larry Linder photograph



Two photographs of car 2712 in the lead, April 12, 1969.  
Larry Linder photographs

*(Continued on page 5)*

**Scenes on the Culver Line**  
*(Continued from page 4)*



**Van Sicklen Avenue station, looking north, October 14, 1968.**  
Larry Linder photograph



**Looking north from Van Sicklen Avenue station.**  
Bernard Linder collection



**Avenue N station, looking north, October 14, 1968.**  
Larry Linder photograph



**Avenue I station, looking north, October 14, 1968.**  
Larry Linder photograph



**Fourth Avenue station.**  
Bernard Linder collection

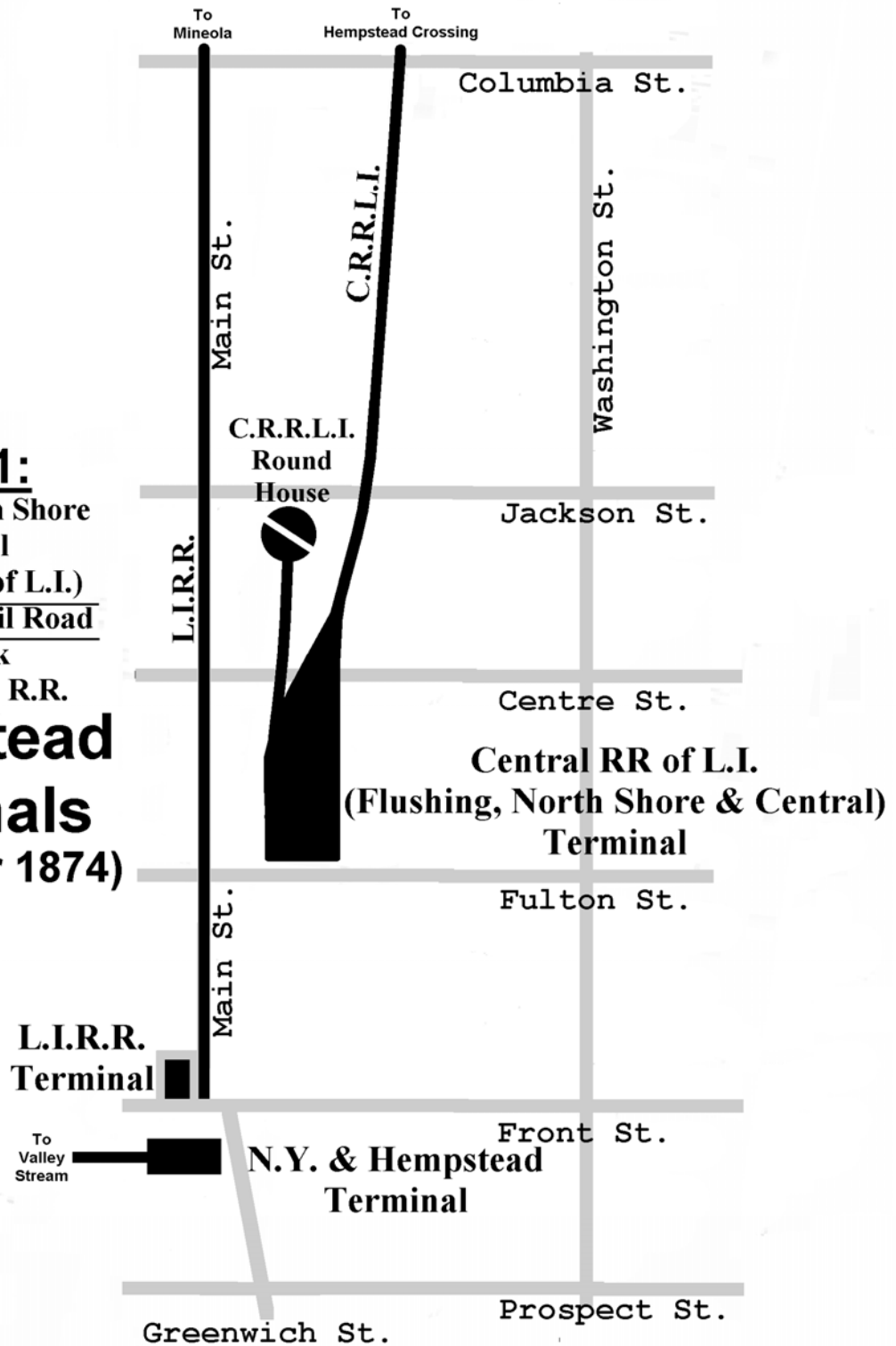


**Fourth Avenue station, looking north.**  
Bernard Linder collection

**The Genesis of "Dashing Dan"**

*(Continued from page 3)*

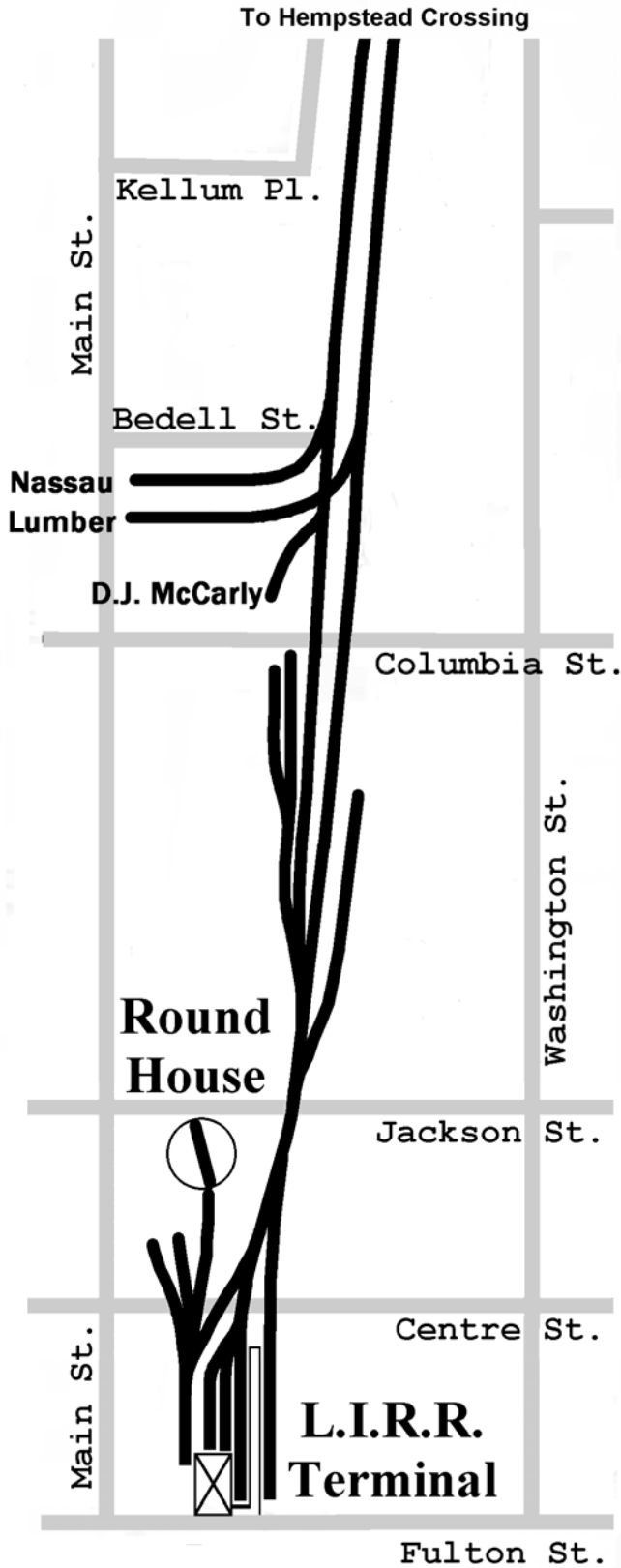
**Map 31:**  
Flushing, North Shore  
& Central  
(Central R.R. of L.I.)  
Long Island Rail Road  
New York  
& Hempstead R.R.  
**Hempstead  
Terminals**  
(September 1874)



*(Continued on page 7)*

**The Genesis of "Dashing Dan"**  
*(Continued from page 6)*

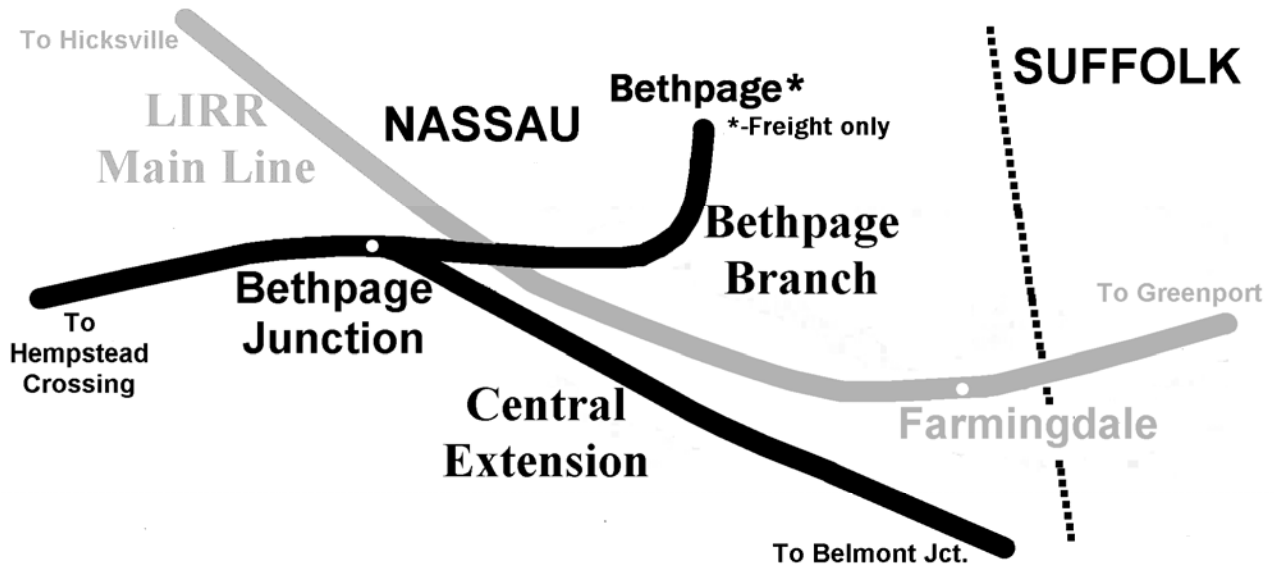
**Map 32:**  
Long Island Rail Road  
**Hempstead Terminal**  
**(May 1908)**



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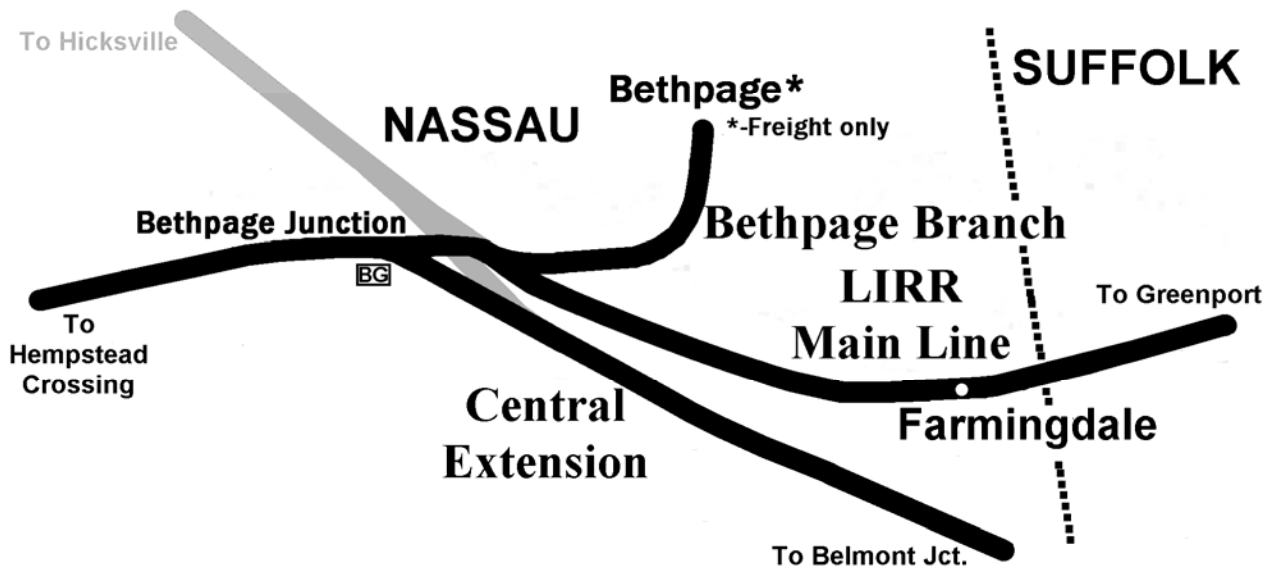
**The Genesis of "Dashing Dan"**

*(Continued from page 7)*



**Map 33a: Central R.R. of L.I. Extension & Bethpage Branch  
Bethpage Junction-September 1874**

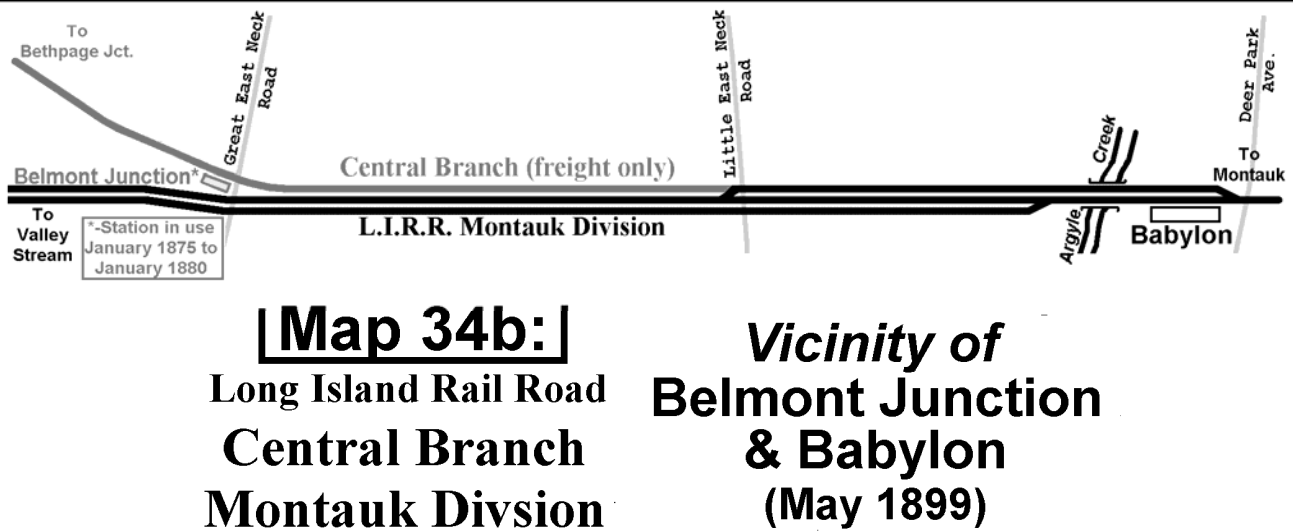
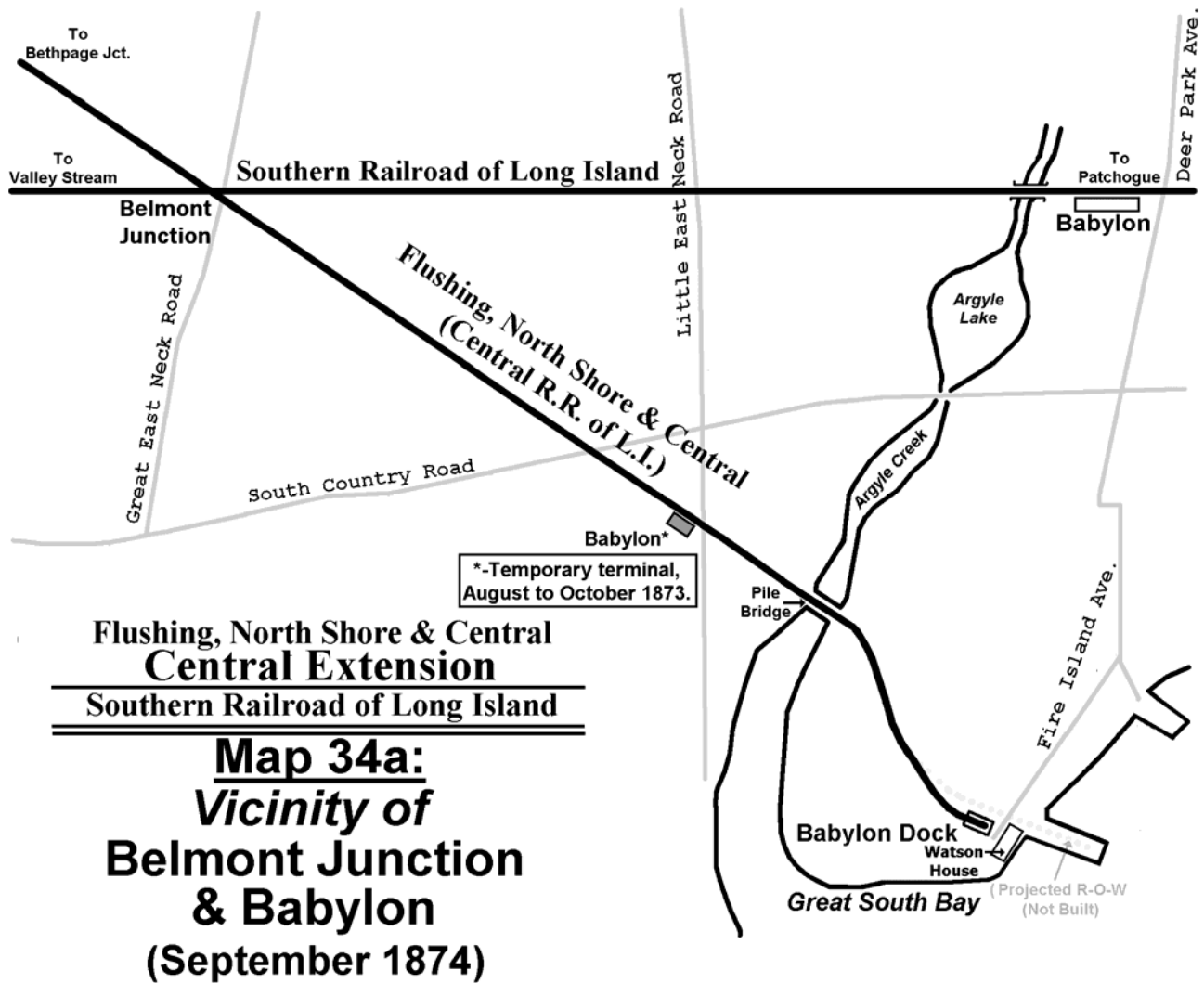
**Map 33b: L.I.R.R. Central Extension & Bethpage Branch  
Bethpage Junction-September 1884**



*(Continued on page 9)*

**The Genesis of "Dashing Dan"**

*(Continued from page 8)*



*(Continued next issue)*

# Commuter and Transit Notes

No. 299  
by Randy Glucksman

## METROPOLITAN TRANSPORTATION AUTHORITY

On August 12, MTA awarded the first three of its Manhattan South Structures contracts to fabricate and construct the permanent concrete lining interior structures, and fit-out for caverns and tunnels excavated underneath Grand Central Terminal for the East Side Access project. These contracts are valued at \$200,602,743.

On September 18, Kawasaki was awarded a \$1.9 billion contract to deliver 676 M-9s for the Long Island Rail Road and Metro-North, starting with 92 for LIRR. Details next month.

## MTA METRO-NORTH RAILROAD (EAST)

Anticipating that there could be a ceremony to mark the opening of the West Haven station on August 18, I kept the date open so that I could attend. However, it turned out that the ceremony would take place the next day, and I would not be able to attend. Nonetheless, I decided to go there and was accompanied by my son Marc and member Barry Zuckerman. We were picking Marc up at a New Haven Line station, and as I drove into the parking lot, an NJ Transit train of single-level cars raced through the station, presumably doing qualification runs for the service that would soon start. We arrived at West Haven in time to photograph the second eastbound train, the fifth westbound train, and Amtrak Train #195. The station design is magnificent, and for my money it is probably best looking station on the line. Its 1,100-foot platforms can accommodate 12-car trains. West Haven comes with 650 parking spaces. Westbound trains were operating on Track 1 instead of Track 3 and bridges were installed for passengers to access trains. I spoke with a CDOT employee who told me that she heard that there was a huge crowd waiting to board the first westbound train when it departed at 4:44 AM. We saw the local NBC affiliate reporting from the westbound platform.

We then drove to the State Street station, arriving in time to photograph a westbound Shore Line East train. This was the first time that I had seen one of these trains making a station stop and was surprised to see that the train crew manually opens/closes the doors. The four-car train of ex-VRE cars was powered by ex-Amtrak P-40 840. I found adequate supplies of the August 17 SLE timetable and copies were posted around the station. Our next stop was a visit to the Shoreline Trolley Museum (Branford). Please see below.

As occurred earlier this year (August *Bulletin*), a timetable, this one dated August 18 for the New Haven Line, went into effect before the previous one was set to expire. One more note about this timetable: Barry wondered what affect this station opening had on the

timetable, and the answer is that the previous edition had started trains one minute earlier from New Haven.

A visit to Grand Central Terminal on September 3 found Harlem Line and New Haven Line timetables dated August 19. Due to bus service being provided between Melrose and Tremont in both directions until further notice to accommodate construction, in lieu of station times for these stations, the rows are shaded in yellow. The Hudson Line came out a few days later with the same August 19 date.

The Yankees-E. 153<sup>rd</sup> St timetable was due to be re-issued effective September 3-26, but was not.

Year Five of joint service to the Meadowlands began September 8, and the usual special timetable booklet was published; it is essentially the same as last year. This year Train #3137 departs 10 minutes earlier from New Haven. Service is scheduled to operate on the following Sundays for 1 PM games: October 6, 13, 20; November 3 and 10; and December 1\*, 8\*, 15, 22\*, and 29\*. (\* Denotes that the game time could be changed, and if so, this service will not operate.) The November 17 and November 24 games presently do not have 1 PM kick-off times; however, if they are changed to 1 PM, this service will operate. The return trip from Secaucus Junction has a scheduled departure time of 5:26 PM as Train #3148. Again this year, single-level cars powered by ALP-46 locomotives are used.

On August 14, Metro-North President Howard Permut told reporters that the Spuyten Duyvil derailment of a CSX garbage train (September *Bulletin*) caused July's on-time-performance to fall from 98% to 92%.

On August 30, just in time for the Labor Day crowds, a new ticket vending machine center with 9 TVMs was placed into service, bringing to 37 the number in Grand Central Terminal. These new TVMs introduce Smart Card technology, which offers a "contactless payment" option. Hudson News formerly used the site.

Changing technology has affected newspaper recycling, as Metro-North reported in the Summer, 2013 edition of *OnTrack*. With many riders now turning to digital news formats, the amount of newspapers being collected in the metal recycling bins has fallen, so the contractor has agreed to also accept mixed paper, which is defined as dry paper refuse (stationery, office paper, timetables, magazines, and periodicals). Container labels have been changed to reflect the new standards and also on the circular receptacles for cans, glass and plastic bottles.

Metro-North will very likely provide some special service for the February 2, 2014 Super Bowl.

(Continued on page 11)

**Commuter and Transit Notes***(Continued from page 10)***CONNECTICUT DEPARTMENT OF TRANSPORTATION**

Shore Line East issued a new timetable effective August 17. There were some train retimings, and, of course, the addition of West Haven as a stop. There was an interesting note on the SLE website relating to Train #1638 – “Leaves New Haven a few minutes later and has a slight pause in Guilford to allow an Acela train to pass.”

*The Hartford Courant* reported that the federal government will pay \$10 million toward the construction of a new platform that would eventually serve trains on the planned 62-mile New Haven-Hartford-Springfield rail corridor. Sixteen trains would operate each day. The state of Connecticut is still short an unspecified amount of the \$600 million that is required to have the service running by 2016.

The M-8 status last updated on July 24 shows 252 cars conditionally accepted, with 10 undergoing Kawasaki inspection. At the end of September, member Bill Zucker had observed 9100-9227, 9230-67, 9270-81, 9284-9307, 9314-5, 9318-29, 9334-5, and 9344-5, for 220 cars.

**MTA LONG ISLAND RAIL ROAD**

A public hearing was held at MTA Headquarters on August 27 for two proposals: restoration of half-hourly weekend service on the Port Washington Line and extension of Ronkonkoma Branch service to Greenport by approximately 10 weeks so that it operates from April to November, rather than from Memorial Day Weekend through Columbus Day Weekend. These service reductions began in 2010. Half-hourly Port Washington Line midday service on weekdays returned May 14, 2012 (June, 2012 *Bulletin*).

The new timetables that were issued effective September 3 through November 9 increased weekend service to Ronkonkoma by extending three trains in each direction that operated only to Farmingdale. Weekend Greenport service now will operate through November 10. These timetables also allow for construction activities during off-peak hours on the Hempstead Branch, affecting that branch as well as Huntington, Far Rockaway, and Babylon trains. Work on the Port Jefferson and Oyster Bay Branches has been completed and normal schedules resumed. The covers of these timetables all have a box in which mention is made of the new Route Q70 Limited bus which runs between LaGuardia Airport and the Woodside station. The first day of service was September 8.

The timetables that will replace the September 3 edition on November 11 restore half-hourly weekend service to the Port Washington Line. Weekdays, there will be a 4:09 PM train from Penn Station to Farmingdale, an 8:22 PM train from Penn Station to Hicksville, and a reverse peak train departing Farmingdale at 7 PM for

Penn Station. Next March, the 4:37 PM weekday express from Penn Station to Wantagh and 5:03 PM train from Penn Station to Farmingdale will be restored.

Special timetables or timetable cards were issued for:

- Oyster Bay: August 24, Greater Long Island Running Club Triathlon – two AM westbound trains originated at Locust Valley and one eastbound terminated at this station. Bus service was provided to/from Oyster Bay (card)
- Mets-Willets Point: September 3-29 (timetable)
- Belmont Park Fall Meet: September 7-October 27 (timetable)
- Ronkonkoma: September 14, Sperry Rail Testing, Ronkonkoma to Farmingdale, bus service Ronkonkoma to Hicksville (card)
- Port Washington: Miscellaneous Track Maintenance, September 21, bus service Port Washington to Great Neck (timetable)
- Port Jefferson: Sperry Rail Testing, September 24 and 25, Port Jefferson to Huntington, bus service Port Jefferson via Huntington to Hicksville (card)

26 (many of them nearly 7 feet high) high-definition monitors have been installed around the Long Island Rail Road's space in Penn Station. CBS Outdoor Advertising paid the costs and will use them for ads, but the railroad will have regular use of 11, although all can display train schedule and delay information.

The Oyster Bay Festival will take place over the weekend of October 19-20. Special timetables with trains added to provide hourly service will be issued as has been done in past years. Thanks to member Lee Winsor for this news.

**NJ TRANSIT**

Meadowlands rail service operated August 14 for a soccer match between Mexico and Ivory Coast. There was no direct westbound service from Hoboken. Attendees had to board trains at Secaucus Junction, where shuttles operated between 4:00 and 8:17 PM. Eastbound shuttle service to Secaucus Junction operated from 4:45 to 11:45 PM. There were four trains departing from the Meadowlands station between 12:00 AM and 12:40 AM that ran to Hoboken after their Secaucus Junction stop.

Rail service to MetLife Stadium operated for these pre-season football games: August 17 (Jets vs. Jaguars), August 18 (Giants vs. Indianapolis), August 24, (Jets vs. Giants), August 29 (Jets vs. Eagles), and September 8 (Jets vs. Buccaneers). With exception of five trips in each direction, trains shuttled between Secaucus Junction and the stadium. PDF versions of these timetables were on the Internet. Regular season game dates were reported under Metro-North (East). At Secaucus Junction, Meadowlands service departs from Track H, scheduled westbound service operates on Track F, and eastbound service uses Track E. This makes for some very close scheduling during the even-

*(Continued on page 12)*

**Commuter and Transit Notes**

*(Continued from page 11)*

ing commute and use of Laurel Interlocking west of the station as trains are routed to the Bergen County and Pascack Valley Lines.

A cold front passing through the metropolitan area on August 22 caused flooding that forced a suspension of the Gladstone Branch between Bernardsville and Gladstone shortly before 1 PM. Starting at 4 PM and continuing through the evening, eastbound rail service was suspended between Summit and Bernardsville. Buses were provided in both directions, but eastbound Gladstone Branch substitute busing was ended. Only westbound shuttle bus service from Bernardsville to Gladstone was provided. Service remained suspended west of Bernardsville through most of Sunday. Train #740 (8:52 PM Gladstone) and Train #735, the 7:49 PM from Bernardsville, re-started the service. The following day between 9 AM and 3 PM bus service ran between Bernardsville and Gladstone to accommodate additional repairs.

A special excursion for the 110<sup>th</sup> Anniversary of the Morristown & Erie Railroad (M&E) took place on August 24. M&E did not do this alone, but with the assistance of Norfolk Southern (NS) and NJ Transit (NJT). Tickets ranged from \$1,250 for a four-person Bedroom Suite to \$199 for Coach Class. The top accommodations were sold out well in advance of departure; however, First Class (\$389), Deluxe Coach (\$279) cars, which are privately owned, and Coach Class (\$199) tickets were still available at departure. Many of these private cars were also on display at the May 11-12 celebration of Grand Central Terminal's 100<sup>th</sup> Anniversary. Powering the train were NS 3031 (GP-40-2) – M&E 18 (C-424) – NJT 4802 (P-40-BH (supplying head-end power)). Coach class passengers like myself, Marc, and Steve Lofthouse rode in one of three Comet Vs (6211, 6201, or 6205). A few of our members were also on board. The 18-car special departed from Hoboken (on time) at 8:30 AM with more than 700 aboard operating via the Morristown Line and 0.8-mile Hudson Line to the Northeast Corridor (NEC), stopping at Newark to pick up additional passengers. From there we left the NEC for the Lehigh Line at Hunter on trackage that is used daily by Raritan Valley (former CNJ mainline) trains and owned by Conrail Shared Assets. Arriving at CP Port Reading Junction put us on the NS-owned portion of the Lehigh Line. East of Phillipsburg the train crossed from the former Lehigh Valley mainline back to the CNJ mainline. Our train arrived at 11:30 AM at Geisingers, stopping on the running track between the Lehigh and Reading Lines, where a hot catered lunch was awaiting us. During lunch, the engines were run around the train and repositioned, so that M&E 18 was leading, followed by 3031 and 4802.

The train departed shortly after 1:30 PM, retracing our

steps to Phillipsburg and operating at track speed until we entered NS's Washington Secondary, where it took over 3 hours to travel the 22 miles to NJ Transit trackage at Hackettstown. We were told that the speed was 10 mph. As the train passed Port Morris Yard there were a number of Arrow IIIs that appeared to be out of service, including 1388-9 and 1476-7, and at the MMC, there were also a number of Arrow IIIs and Comet IVs that appeared to be out of service and could be part of group of Sandy-damaged unrepaired cars. The latest report shows 27 Arrow IIIs, 22 single-levels (Comet IV/V) and 38 multi-levels listed as awaiting repair (please see table below). A friend who rode home on the Raritan Valley Line sent a report that between Garwood and Cranford, on a track on the south side not used for passenger service, he observed Arrow IIIs 1356-7, 1404-5, 1522-3, 1430-1, 1328, and 1360-1 plus Comet IVs 5547, 5355, 5025, and 5540. He added that as the train was moving fast, he could not get all of the numbers, but estimates that there are about 30 in total. After making a stop at Broad Street Newark to discharge some passengers, we returned to Hoboken, arriving about five minutes ahead of schedule. It was a great trip.

NJ Transit's post-Sandy rail fleet status is being regularly updated. The numbers on the top line of the table below are carried over from last month's **Bulletin** and the bolded numbers are the latest. The number of daily trains operated (685 out of 700) reported in the July **Bulletin** remains unchanged, but could change when new timetables are issued.

TYPE	TOTAL FLEET	VEHICLES DAMAGED	RE-TURNED TO SERVICE	AWAITING REPAIR	AVAILABLE FOR SERVICE	CURRENT PERCENTAGE AVAILABLE
Rail Cars	1152 <b>1155</b>	273 <b>273</b>	173 <b>186</b>	100 <b>87</b>	1052 <b>1068</b>	91% <b>92%</b>
Locomotives	207	70	51 53	19 17	188 <b>190</b>	91% <b>92%</b>
Total Fleet	1359 <b>1362</b>	342 <b>343</b>	203 <b>239</b>	139 <b>104</b>	1215 <b>1258</b>	90% <b>92%</b>

I recently got my first ride in one of the recently delivered multi-level cars. Under an option that was exercised on July 14, 2010, 100 are being delivered. This time there two not three varieties: ten cab cars with toilets (7052-61) and 90 trailers (7678-7767) without toilets. The digital signs are different with this group as they are LED vs. the LCD that was used for previous orders.

At the east end of Secaucus Junction (Lower Level), during late August I saw construction equipment between Tracks G and H for the project to extend the platform to accommodate 10-car trains (April **Bulletin**).

On August 26, Governor Christie announced a partnership with the Obama Administration to make the state's infrastructure more resilient for future disasters.

*(Continued on page 13)*

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

New Jersey is collaborating with the U.S. Department of Energy to design NJ TRANSITGRID — a first-of-its-kind electrical microgrid capable of supplying reliable power during storms (Sandy) or other times when the traditional centralized grid is compromised. A memorandum of understanding has been signed among the US Department of Energy, NJ Transit and the New Jersey Board of Public Utilities to collaborate with Sandia National Laboratories to study and design NJ TRANSITGRID. This could be accomplished by designing, constructing and operating self-generation power facilities, a new, dedicated power grid and distribution of self-generated power to overhead catenary wire network and key facilities.

There was yet another day of bus replacement for the “Dinky”, this time on September 14.

At the September 12 Board Meeting, the Directors approved a \$12.5 million contract for design, engineering, and other technical services for the Mid-Line Loop Project. This project would eliminate the at-grade crossing conflict that exists on the NEC in the vicinity of MP 32 at the Jersey Avenue Station/County Yard. Currently, trains traveling eastbound must cross Northeast Corridor Tracks 4, 3, and 2 at grade to access eastbound Track 1. A grade-separated Mid-Line Loop track would allow trains from the eastbound track at Jersey Avenue (and the associated County Yard) to reach the inbound side of the NEC (towards Newark/New York) without interfering with train movements on express tracks in either direction. Elimination of this at-grade conflict would facilitate increased rail service along the Northeast Corridor and allow for future Amtrak track expansion/upgrades along the Northeast Corridor. The “at-grade” crossing currently limits the number of trains that NJ Transit would be able to operate to meet the future ridership growth on the NEC (horizon year of 2030). A separate deal would construct a new station with an initial 1,500 parking spaces in Phase I, which would increase to 3,500 in Phase II.

Fall is here, and according to news reports from earlier this year, the Pennsauken Transit Center should open soon, but the “season” does not end until December 20. The \$36.2 million project, funded under the American Rehabilitation and Recovery Act, added a station at the junction where the Atlantic City Rail Line crosses above the *RiverLine*. The Atlantic City Line has two 300-foot-long high-level platforms, while the *RiverLine* has a low-level center island 200-foot platform. A parking lot to accommodate 280 cars was also built. Over the length of this project, member Bob Vogel has been providing photographic evidence of the progress, which has been reported in the *Bulletin*. New timetables for both lines are anticipated.

Newark Light Rail got another timetable effective

August 31. I could not find any changes.

Due to increased ridership, effective September 3, 12 evening departures between 7:30 and 10 PM, affecting three trips in each direction between Hoboken/Bayonne and West Side Ave./Tonnel Avenue, are operating with two-car trains instead of one car.

**PORT AUTHORITY TRANS-HUDSON CORPORATION**

A ceremony was held on August 16 to mark the start of construction of the new Harrison station that will replace the existing station, which opened in 1936. When completed in 2017, riders will have a glass-and-steel 21<sup>st</sup> Century facility.

Due to “police activity,” PATH fare media was honored by NJ Transit at Newark between 8:57 and 9:25 AM August 22. Usually it is PATH that honors NJ Transit tickets. Oddly, the same thing occurred the following morning, this time between 8:25 and 9:05 AM.

Member Bob Wright traveled to New York City near the end of August and wrote: “As I passed the Harrison Maintenance Facility, I saw PA-4 843 in the west end of the yard in my travels each day, where the work equipment usually is stored. For some reason it has a blue end cap (same color as the PA-5s) instead of the yellow that many of the other PA-4s have. Not sure why.” One of our members supplied the answer — PA-4s 843 and 844 are CED (Car Equipment Department) rail cars.

On September 11, nearly one year after the Port Authority said that it would study an extension of PATH service to Newark Airport, sources in New Jersey who are familiar with the plan reported that Governor Chris Christie would soon announce his support for this \$1 billion project.

**AMTRAK**

With the success of the recently launched service between Norfolk and New York last December 12, and with new tax revenues, the Commonwealth of Virginia, Norfolk Southern, the city of Roanoke, and Amtrak are joining forces to extend service from Lynchburg to Roanoke. In an August 9 press conference, Governor Bob McDonnell announced that the goal is for a 2016 start. News stories reported that the last time that passenger service operated from this city was 34 years ago, in 1979. Not finding any details on the Internet, I turned to my timetable collection, which showed the distance as being 79 miles with a stop at Bedford, Virginia. At that time the train was named *The Hilltopper* as #66 & #67. #67 departed from Boston at 10:10 PM and #66 from Tri-State Station in Kentucky at 5:33 AM. Today's Train #66 departs from Boston at 10:05 PM and #67 from Virginia Beach at 2:15 PM, both as *Northeast Regional*, but for many years this train was also known as *The Night Owl* or *The Federal*. The last appearance of *The Hilltopper* came in the July 29, 1979 timetable. With the October 1-October 27, 1979 National Timetable, the train was no more.

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**Commuter and Transit Notes***(Continued from page 13)*

Member Dave Safford commented on an article from *The Philadelphia Inquirer*. "There are projects in process to upgrade Amtrak's 30<sup>th</sup> Street Station. The \$30 million surface reconstruction that has kept the west entrance closed for nearly a year is projected to be complete by Thanksgiving, although the structural work below grade will continue for another year. A separate \$3 million project to replace the elevators to the track platforms and the building office elevators is scheduled to begin soon. Finally, and most curiously, a \$2 million project to shroud the station in scaffolding is expected to begin soon and be completed by the end of September. The last is preparation for a much larger project to restore the building exterior. That project, however, is unfunded, and appears to have no immediate prospect of being funded, leaving the prospect of a steel cocoon being the visual hallmark of Amtrak's third busiest station into the indefinite future."

For the weekends of August 24 and 31, and after September 5, each Thursday, Saturday, and Monday northbound and after September 6, each Friday, Sunday, and Tuesday, Amtrak's last remaining dome *Great Dome* (10031) has been assigned to *The Adirondack* (Trains #68/69). This car is added for the portion of the run between Albany and Montreal until November 1. Amtrak has offered this service in previous years.

Amtrak offered a special "*Autumn Express*" train on November 2, from Philadelphia's 30<sup>th</sup> Street Station operating via the historic Port Road Branch, which does not have passenger service, along the Susquehanna River, passing through Enola Yard, crossing the Shocks Mill and Rockville bridges before continuing over the Columbia Secondary and back to Philadelphia via Amtrak's Keystone Corridor through Lancaster County. The train will be powered by a P-42 with Horizon coaches and a café car. Tickets were \$89 for adults and half-priced for children ages 2-15, but were sold out within a few days, even with extra coaches added. All tickets include a boxed lunch and free souvenir tote bag emblazoned with the special "Autumn Express" inaugural logo. Other commemorative merchandise will be available for purchase aboard the train as well as special announcements highlighting key landmarks along the route.

Bob Vogel sent photos of ACS-64 (Sprinter) 602 being tested on a run between Washington, D.C. and Boston, as it passed Penn Park late in the afternoon of August 31. The balance of the consist were four Amfleet cars, plus AEM-7 901 (trailing), presumably as a protect motor.

**MUSEUMS**

We were all interested in seeing the progress of Branford's "Elevating the Collection" project. Several days in advance of our visit, members were emailed

this link - <http://www.bera.org/etc-photos.html>, where progress photos from the start of construction in May can be seen.

BERA President Jeff Hakner fills in some of the details: "The general contractor is making rapid progress on the construction of these two buildings, which will provide 24,000 square feet of new housing for the museum's collection above the flood plain. Site work is nearly completed, with building foundations to begin in September. By mid-November both buildings will be finished. However, the museum still needs the help of the rail enthusiast community. The buildings will only serve their purpose when the tracks are connected to them! Our Elevating the Collection campaign has raised \$1.7 million of our \$2.0 million goal. Closing this gap and finishing the campaign will allow the museum to buy all the ties, rail, switches, overhead wire, and fittings needed to join these buildings to the museum's historic railway. The museum has extended its Bricks Drive and still has a few major naming opportunities open. For more information, call museum manager Nathan Nietering at the museum (203) 467-6927 or email [office@shorelinetrolley.org](mailto:office@shorelinetrolley.org)."

Fortunately for us, it turned out to be a "Guest Operator/Rapid Transit Weekend" and Barry and I shared the enjoyment of operating IRT R-17 6688. He operated the outbound trip, and I the inbound. It was the first time that I had operated this type of subway car since June, 1980, when I was promoted to Train Dispatcher. For me it was like I had had never stopped being a Motorman. Barry did an excellent job. The trolleys that were in service included New Orleans 850 and Connecticut Company 775. Some of the other cars that were displayed outside the barns included IRT Lo-V 5466 and Johnstown 357. My favorite, TARS 629, had the head-out spot in its barn.

**INDUSTRY**

Member Dave Klepper forwarded an email from an acquaintance who had observed new CTA 5000-series cars, as well as rebuilt cars being transported by truck from Hornell, New York to Chicago. He wondered why they were not shipped by rail. That is a good question, and it was answered by member John Aurelius: "Railroads don't know what to do with rapid-transit cars. The wheels probably don't meet AAR specifications, the couplers don't fit, and the braking systems are different. Putting the rapid-transit car on a flatcar exposes it to vandalism. The whole thing is a special move which, even with extra charges, won't make the railroad rich. Automobiles are in sufficient volume to get special railcars with protective sides and ends to protect against vandals and keep the bums out. Even better to haul coal, which isn't in a hurry and is hard to damage."

BOSTON, MASSACHUSETTS

MBTA reported on August 26 that due to a crackdown at key stations, fare evasion has been reduced signifi-

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

cantly. Transit Police had issued 2,838 citations for fare evasion compared to 3,187 for the same period last year, representing an 11% decline. Member Todd Glickman comments: "The south end of the southbound Red Line at Kendall Square is a huge problem – two gates with no supervision. One day a few weeks ago I was waiting there for about seven minutes and counted over 20 'tailgaters' (when one person pays a fare, the gates open ('T' gates open much like two-panel subway doors), and someone passes through behind the fare-payer before the gates have a chance to close). I have repeatedly reported this and have never seen any surveillance nor attempt to put in a different style of gates that would stem this practice. I have even sent pictures of NYCT's HEET (High Entrance/Exit Turnstile) as an example of what would help. Since this is not an accessible entrance (stairs only), that style could be installed there. But MBTA has no HEET-style gates anywhere on the system."

With the Commonwealth of Massachusetts the owner of trackage known as Track 61, a project has been quietly placed on a fast track to operate DMUs on a route between Fort Point Channel in the Seaport District and Back Bay. Track 61 has not mattered much to anyone for a few decades. Its real heyday was nearly a century ago. Back then, the line was busy with freight cars carrying goods to and from the cargo ships that docked in the Port of Boston. But after World War II, the port began to shrink, and freight lines fell dormant as companies shipped by truck. The new line is expected to open within 2 years.

There is a rumor that the newly delivered Rotem 1800-series cab cars cannot be used as control cars even on the North Side. Previously they were banned from South Side use due to cab signal issues. So for now, all 16 of the accepted cars are used only as blind trailer coaches.

The MPI HSP-46 engines that will be delivered to MBTA later this year will be numbered 2000-39 instead of the previously planned 1200-39. No reason given so far.

Last spring, MBTA launched its New Perspectives MBTA Map Re-design competition, and between September 10 and September 20, the six finalists were online for those who were interested to cast a vote. Thanks to Todd for these reports.

*BUFFALO, NEW YORK*

In June, member Julien Wolfe and his wife stopped in Buffalo as part of a road trip and sent this report. "After arriving at Main Street we walked to the nearby Seneca stop, where I noticed a one-car LRV heading south, which looked odd during what should be the rush hour. I soon found out via notices and yellow tape around the northbound mini-platform that a two-direction shuttle

service was operating just along the south track, between the Church stop and the last stop, Erie Canal Harbor (originally Auditorium). We thus crossed the street and waited for car 121 to reappear, and we rode "wrong rail" to Church, where we crossed over again to await a northbound train that came in southbound from the tunnel over the northbound track and then reversed direction. A friendly transit employee, probably from operations and just assigned to station duty for the start of this strange service, informed us that they were replacing track along the southbound track from the portal to this location, thereby requiring this shuttle service. However there was more to it than that, as what 'really' was happening was that they were cutting back the sidewalks and platforms along Main so as to reintroduce autos onto this street. He felt that this would result in schedule delays and less reliable service, and in the meantime a flat 20-minute headway was in place for the entire summer, even during peak hours, and that this would be repeated next summer and perhaps the summer after that, too. Obviously they will lose riders with this reduced service, and the need to change trains to reach the southern part of the downtown area, but the auto proponents on council apparently won out on this one. However, he felt that they might finally be able to extend the line to the University of Buffalo's North Campus beyond the current terminal; he also was less than pleased with the pace of rebuilding the cars by Ansaldo-Breda – only 4 or so of the 26 cars (originally 27) have been rebuilt, and cannot operate with the original cars. The work was supposed to take place at the SuperSteel plant in Schenectady, but when that plant closed in 2009 they switched to Gray Manufacturing in Hornell. At this point the total cost has risen to \$1.7 million per car and is moving at a glacial pace. A study of extending the line to the north campus of the University of Buffalo is progressing, but it might be 2020 at the earliest before this goes into service; they are also looking at the extension of regular service to a new parking deck beyond the current shop, but nothing definite has happened to this plan, either. Some businesses from time to time suggest that the transit line should be removed in order to put regular parking back on the street, but so far this has not been taken seriously. After a 5-minute wait a 4-car train showed up, changed ends, and we rode in car 103 to the last surface stop, Fountain Plaza, originally Huron. The "Theatre" stop, just before the portal, was removed in February, 2013, as it was deemed 'unsafe,' no doubt due to the introduction of autos on Main Street. After a 10-or-so-minute wait we got on car 122, another 4-car train, wrong-railing southbound, and at Church changed back to the single shuttle car (121), riding it to the last regular stop, Erie Canal Harbor. This car continued to the yard to pick up another Operator but came back in only a few minutes and we rode it to our starting point at Seneca. We had noted that at the

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**Commuter and Transit Notes***(Continued from page 15)*

Erie Canal Harbor stop there was construction for a new high-rise condo, indicating that perhaps things were starting to improve in the downtown area. By the way, there is one more stop to the south of Erie Canal Harbor, called 'Special Events,' and is used only when some hockey game or other event is underway at the First Niagara Center. The tracks extend south beyond this stop to the shop and storage area in the old Lackawanna terminal."

*LINDENWOLD, NEW JERSEY*

Dave Safford also sent this news and comments about PATCO's elevators: "As a mildly macabre coda to an earlier release noting that all PATCO stations lacking elevators were scheduled to have them installed, they released (or *The Inquirer* dug up) the information that in over half of PATCO's stations the existing elevators or escalators are broken and out of service. Further, they are not likely to be repaired soon, as the current service contract, with Otis, lapsed at the end of July, and entering a new contract must await the mandated bidding and award process. It was not explained why management did not think to start this process so that the new contract could follow seamlessly after the lapse of the old one, but doubtless it will help patrons with their physical fitness programs."

A mea culpa appeared on PATCO's website. "We let PATCO customers down, and we apologize", wrote John Matheussen, CEO of DRPA and President of PATCO. "Our customers deserve much more from us. We're in the process of putting an interim contract in place, and we hope to have the out-of-service elevators and escalators working as soon as possible. This should never have happened, and we're working to make sure it never happens again."

In a subsequent report, Dave added: "Giving the lie to the canard that no one reads the newspaper any more, the Chair of PATCO hastily ordered an emergency \$50,000 be provided for those emergency repairs. The temporary contract is expected to go to Otis. Bids for a permanent contract were expected September 3, although at publication time, there was no information that this had been done."

According to member and retired PATCO Superintendent Bill Vigrass, the first cars, which were due to return from overhaul in September, are now slated for this month.

*PHILADELPHIA, PENNSYLVANIA*

The track replacement project on Lancaster Avenue between 40<sup>th</sup> and 44<sup>th</sup> Streets that caused shuttle buses to replace the trolleys was completed on August 31. During the shutdown, approximately 4,000 track feet was replaced. Thanks to Lee Winson for this news.

Bob Wright reported: "I noticed today (August 27) that 738, the last single-unit Silverliner V, has the Snapple

full wrap. It covers the side numbers so it's not easy to tell (I saw this from a couple tracks over a while back and thought it was 730). 738 was on my homebound train today although I didn't ride in it - was on the next car back (729). It appears that all the Tropicana wraps are gone and there are almost no other wraps of any kind on the Silverliner Vs from what I've noticed lately."

From *Cinders*: SEPTA reportedly will be leasing 2101, an SW1001 locomotive from Norfolk Southern, which traces its heritage to Reading (2612) and Conrail. Built in 1973, its last known location was at Enola Yard near Harrisburg. 2101 will be a temporary replacement for BL1500 51, which has been sent to a shop in South Carolina for conversion to a genset unit. According to a source on the Internet, genset "is short for "Generator Set," or sets of engines turning a generator. The large diesel engine and generator found in almost all existing freight locomotives are replaced with two or three much smaller diesel engines and generators. These smaller engines are similar to large off-road diesel engines and are Environmental Protection Agency Tier II, Tier III, or soon to be even Tier IV railroad compliant to meet EPA mandates. Advanced computer technology allows for precise control of the engines, starting and stopping only as their power is needed.

Six retired Silverliner IIs (203, 208, 9003, 9005, 9013, and 9106) were transferred from Wayne Electric Shop to Woodbourne Yard for pickup by CSX and delivery to the scrapper.

Member Lee Winson sent a report from *The Philadelphia Inquirer* that Miller/Coors sponsored free rides at a cost of \$45,000 between 10 AM and 6 PM on the Broad Street Subway for the Eagles home opener, September 15. An additional \$30,000 was spent on advertising, of which SEPTA gets 62%. The remainder goes to the ad agency, Titan. SEPTA also ran 10 extra Sports Expresses, which stopped at Fern Rock, Olney, Erie, Girard, Spring Garden, Race-Vine, City Hall, Walnut-Locust, and AT&T (Sports Complex).

*BALTIMORE, MARYLAND*

Baltimore's fleet of ABB-built LRVs, many of which have been in service since 1992, will be going to Alstom's plant in Hornell, New York for an overhaul under a \$150 million contract that was awarded on September 6. The first cars are to be shipped this month, and the last car is expected to return in May, 2018. To minimize any impacts on service, no more than five cars will be off the property at a time.

*WASHINGTON, D.C. AREA*

Metro announced that as of the second week of August, the intercoms had been fixed, and the 6000s were back as lead cars (August *Bulletin*).

Maryland's Governor, Martin O'Malley, announced on September 5 that weekend MARC service on the Penn Line would begin effective December 7. Under the plan, there would be nine round-trips on Saturdays and six on

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**Commuter and Transit Notes***(Continued from page 16)*

Sundays between Penn Station in Baltimore and Washington D.C.'s Union Station at a cost of \$46 million. \$52 million has also been allocated for the purchase of 10 new diesel-electric locomotives and to add two week-day round-trips on the Camden Line. Finally, \$689 million has been approved for right-of-way acquisition and final design to start construction of the Red Line, a 14.1-mile, east-west light-rail connecting Woodlawn in Baltimore County to the Johns Hopkins Bayview Medical Center campus on Baltimore City's east side. Thanks to Steve Erlitz for these two news items.

With the first phase of the Silver Line set to open next January (August **Bulletin**), WMATA issued a new Metro map that shows the line with terminals at Wiehle-Reston East and Largo. Thanks to member Jack May for this report.

*SOUTH FLORIDA*

**Railway Age** reported that the South Florida Regional Transportation Authority approved the remaining three-year extension of the contract that Veolia Transportation had to operate Tri-Rail. This contract will now expire at the end of June, 2017.

*ST. LOUIS, MISSOURI*

Construction of the proposed 2.2-mile Loop Trolley that would connect University City and Forest Park is in jeopardy over a funding issue, according to a report in **Railway Age**.

*FORT WORTH, TEXAS*

One of the Leonard's M&O (for Marvin and Obidiah) Subway trolleys will be restored and placed on display at One City Place. When it opened on February 15, 1963, it was and remained the only privately owned subway in the nation. **Headlights** (March, 1963) reported that the line was 4,000 feet in length. The subway was built to connect the Leonard's department store to a huge parking lot (5,000 cars) with four stations, using PCC cars purchased from D.C. Transit. Later arrivals were ex-MBTA. Jack May, who sent this report from **The Star-Telegram**, wrote: "Brings back lots of memories. I couldn't believe it when in 1963 the line was opened with rebuilt PCC cars. And, if I recall correctly, the layout was changed and the cars were rebuilt again, before Leonard's was sold to Dillard's and then replaced by the Tandy Center." After the store was demolished, the subway, renamed the Tandy Center Subway, continued to run until it was closed on August 30, 2002.

Two of the cars survive. Car 1 was located on a farm southwest of Fort Worth. Marty Leonard, a daughter of Marvin, purchased it from a scrap metal dealer for \$400 and placed it there. This car will be reconditioned by a shop near Ennis, Texas and then moved to One City Place. The other car went to the McKinney Avenue Transit Authority, which provides the trolleys for DART's Line M. According to the McKinney Avenue TA website,

the car, now numbered 143 or "Winnie," was purchased in February, 2003 and transported via truck to Dallas. Modifications were made to return the subway car back to a trolley car. However, due to numerous mechanical failures, the car was moved to DART yard storage, where it will become a test bed for new technologies that may be applied to the ex-Toronto and ex-Dallas PCCs. I rode the M&O Subway in early 1970, while I was in the Army, when the original cars were in service. My next visit would come in the spring of 1990, when the "modernized" cars were in operation.

*SALT LAKE CITY, UTAH*

The opening of the Draper TRAX Line on August 18 (September **Bulletin**) marked the completion of the FrontLines 2015 program, two years ahead of schedule and \$300 million under budget. FrontLines was a \$2.9 billion project to construct 70 miles of light rail in seven years.

On August 28, the Utah Transit Authority began running test trains on 20-minute headways on the 1.9-mile (not 2-mile) Sugar House Streetcar Line, which will be known as Line S in honor of the streetcar's founding cities Salt Lake, South Salt Lake, and the Sugar House neighborhood. Line S cars feature a white and silver design reflecting the area's industrial heritage. The cars are the same Siemens S70s that operate on TRAX lines, but will run as single cars and operate at speeds of 20 mph or less. A December 3 opening is planned. Thanks to **Railway Age** and **Progressive Railroading** for these reports.

*TUCSON, ARIZONA*

The first of eight modern streetcars arrived on August 30. Built by United Streetcar in Oregon, this car will undergo 4-6 weeks of testing before it will be permitted to run on the 3.9-mile line. The final car is due to be delivered next April, and opening day is scheduled for next summer. Thanks to member Pete Donner for this news.

*PORTLAND, OREGON*

On July 25, TriMet reported that the Portland-Milwaukie Light Rail Transit Project reached its 50% construction completion milestone. Construction on the 7.3-mile line began in May, 2012 between downtown Portland and North Clackamas County, with the bridge construction over the Willamette River beginning in July, 2011. Project partners, including the City of Portland, Metro, state legislators, Clackamas County, and representatives for the Oregon Congressional delegation celebrated the milestone. Opening day is set for September 12, 2015.

TriMet announced on August 16 that the process to officially name the Portland-Milwaukie Light Rail Bridge would begin September 5 and last until next spring, with two phases of public input. This will mark the first time in the region's history that the public will have the opportunity to suggest names for the first new bridge over the Willamette River in more than 40 years.

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## Commuter and Transit Notes

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Here is one more report from Bob Wright: "I was in Portland during the week of August 19 visiting relatives and had the opportunity to ride both WES and the East Side Streetcar (called the Central Line (CL), while the 'original' line is now the North-South (NS) Line). WES is interesting with its variations of equipment — my brother-in-law and I rode a two-car train of the DMUs (1003-2001) from Beaverton to Wilsonville and back, picking up a good-sized crowd both ways. 1003 is one of the powered units (1001-3) and 2001 is a cab trailer. The 1000s have a streamlined cab at one end and a straight end at the other, but there is an operating cab (similar to most EMUs) at the straight end. On the line that day, 1002 was operating as a single unit (must've been crowded based on what we saw distributed between two cars) and the RDC set (1702-1711) was also in service. The RDCs are a bit interesting as they are combines and the baggage door is now used for passenger loading/unloading in each car (the end doors appear not to be used). 1001 was nowhere to be found — didn't see it at the shop at Wilsonville and was told it might be at TriMet's Elmonica shop. (I think the Portland & Western rail line, which WES uses, connects to the shop from its line toward the west, which branches off the WES spur to Beaverton Transit Center a few blocks south of the Center).

"The East Side streetcar is a nice ride but a bit slow. The line operates in two portions, sharing the 10<sup>th</sup>/11<sup>th</sup> Avenues downtown tracks — NS running from South Waterfront to NW 23rd and CL from Portland State to OMSI (Oregon Museum of Science and Industry). The end of the CL line uses the MAX Milwaukie line trackage to cross over the Union Pacific tracks and roll into the temporary terminal just south of OMSI. When the new bridge over the Willamette River opens for MAX in two years, the CL will tie into it and then operate as two loop lines between downtown and the East Side (not sure if the OMSI terminal will remain as is). This is why the bridge appears to be pointed in the wrong direction (on a southwest/northeast alignment crossing the river), and the Milwaukie line will curve to the southeast once it crosses the UP tracks. Other portions of this line are under construction in southeast Portland as well."

SAN FRANCISCO, CALIFORNIA

Market Street Railway released its **Vision For The E-Line**, an eight-page full color brochure in which the organization makes a good case for extending this line to Fort Mason. You can find it at <http://www.streetcar.org/uploads/E-line%20vision%20MSR%200313.pdf>. Thanks to Pete Donner for this news.

OTTAWA, ONTARIO, CANADA

Julien Wolfe reported that the 8 km (4.97-mile) O-Train was shut down on April 26 so that the line could

undergo C\$59 million in upgrades that would enable trains to run more frequently. OC Transpo's new 107 bus route ran between the South Keys and Lebreton stations during construction, while passing sidings were added. The line re-opened as planned on September 3. The three, 12-year old Bombardier-built DMUs used on the O-Train will be replaced next year by six Alstom Concordia Line 41 DMUs, which arrived on July 22. Julien wrote that he and his wife rode in these original *Talent* cars on a free introductory Sunday, which he believes was around November, 2001, and did make several subsequent trips. (*Editor's Note: I also got to ride in these cars during my one and only visit to Canada's capital*). Where will these relatively new cars go? Julien wrote: "I am sure this is quite improbable, but a good use for them would be on the Dinky at Princeton. Who knows?" Jack May and Al Holtz also contributed to this report.

KITCHENER-WATERLOO, ONTARIO, CANADA

On August 27, an agreement was signed between the Regional Municipality of Waterloo and Bombardier for the purchase of 14 *Flexity* LRVs at a cost of C\$63 million. Deliveries are expected in the second half of 2016. There is an option for 14 additional LRVs. Thanks to member Al Holtz for forwarding this report.

CALGARY, ALBERTA, CANADA

Calgary Transit, apparently happy with its previous orders of Siemens LRVs, on September 12 ordered 60 S200s for delivery between August, 2015 and December, 2016. With the addition of these cars, train lengths will be increased to four cars and some of the oldest (1981-vintage) U-2s may be retired. Use of the word "may" means that due to increasing ridership, the cars could continue to be used. According to **Railway Age**, the transit agency expects to increase its fleet of LRVs from 192 to 390 over the next 30 years as its network continues to expand.

UNITED KINGDOM AND THE NETHERLANDS

At the end of July, member Howie Mann sent this report: "Just returned from a two-week trip to Manchester (UK) and Amsterdam. My wife and I visited our son Daniel to celebrate his Master's Degree received from the University of Manchester and then spent one week in Amsterdam. Both cities are great places to visit and have interesting transit systems, but Amsterdam takes transport to whole new level. In Manchester, the light rail system is called Metrolink and is owned and managed by Transport for Greater Manchester and operated under contract by RATPdev, the French transit operator. It is extensive and growing. All branches run through the center of the city through one multiple route junction at Piccadilly Gardens, which is a great place to watch and photograph. There are two branches under construction as extensions of existing lines. One is the extension to the airport branching off East Didsbury at St. Werburgh's Road, due to open in summer, 2016. Another is the extension from Droylsden to Ashton-

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**Commuter and Transit Notes***(Continued from page 18)*

Under-Lyne due to open in fall of 2013. A third project is not an extension, but, when completed in 2014, will re-route the existing Oldham-Rochdale Line off the private right of way (formerly a railroad line) route through Oldham Mumps onto street trackage through the center of the same community. The Rochdale branch will also be extended past the Rochdale railway station to Rochdale Town Centre in 2014. There are two types of rolling stock. One is the older class from the initiation of service manufactured by Ansaldo known as T-68s. The M-5000s are a newer class of cars (Flexity) manufactured by Bombardier. There are reliability issues with the T-68s and so they are being retired. The Metrolink is a convenient way to get to the East Lancashire Railway in Bury, which is a steam tourist operation connecting Bury to Rawtenstall and Heywood. I was only able to ride from Bury Bolton Street to Rawtenstall because their schedule varies from month to month and week to week. This is a nice ride in 1950s suburban coaches through fields and country to a very small community, Rawtenstall. My train was pulled by a 0-6-0 steam switcher, 132 Hunslet Austerity "Sapper". Their roster is large and varied. We also had the opportunity to ride Eurostar and Thalys high speed rail services from London and Brussels respectively. My wife and I enjoyed

meals and wine at our seats. As with high-speed rail services elsewhere, you hardly have the sensation that you are traveling that fast.

"Amsterdam is my new favorite city because it has great energy and vitality. Without doubt the transit system is comprehensive and functional. The system is made up of buses (articulated and single-unit), trams, metro, and ferries, all operated by GVB. I rode several tram lines with the advice of Jack May, who provided me with wonderful advice for my stay in Amsterdam. One major issue I faced was the shutdown of a large portion of the metro. The trunk line 51 to Central Station was closed for construction as well as for the construction of a new line. I believe, but cannot verify, that this made tram loadings on lines ending at Centraal Station much higher. The tram system uses private right of way, street running and transit/pedestrian only streets. I rode several lines including 2, 4, 5, 9, 10, 14, 16, 17, and 26. Most of these trips were made to visit sites and sections of the city. I observed the following series of rolling stock: 700-, 800-, 900-, and 2000-series cars. The 900s are double-ended and are used on 5, which ends at a stub-ended terminal. The newer 2000-series cars are the Combino model, which employ a Motorman and a Conductor who has his own little compartment. Both of the staff sell tickets and make change.

"On our last day my wife and I visited the Electrisc

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and 9:32 AM.

**Next Train Announcements on Astoria Line**

On August 7, a newly installed automated system started informing riders when the next two trains are expected to arrive at the 39<sup>th</sup> Avenue, 36<sup>th</sup> Avenue, Broadway, 30<sup>th</sup> Avenue, and Astoria Boulevard stations on the Astoria Line. Unfortunately, these audio announcements do not specify whether the train is an **N**, **Q**, reroute, light, or work train.

NYC Transit has installed next-train countdown clocks in all Subdivision "A" (IRT) stations and the entire **L** line. Most of the Subdivision "B" (BMT/IND) stations do not have real-time arrival information. NYC Transit expects to install countdown clocks in all stations in three to five years.

**Aqueduct Racetrack Station is Open Full-Time**

An August 8 newspaper article reveals that the Aqueduct Racetrack **A** station is open 24 hours a day. Because only Manhattan-bound **A** trains stop at this one-platform station, riders from Manhattan must ride to Howard Beach and transfer to a Manhattan-bound train.

This station was originally open only when the horses were running at the racetrack, but was closed from

April, 2011 until August, 2013 due to construction. Since the Resorts World Casino opened in 2011, there has been enough demand from patrons and employees to keep the station open 24 hours a day.

**Flushing Line Extension Progress Report**

As of August, 2013, construction of this extension is nearly 90 percent complete. Service will be extended 1½ miles to 34<sup>th</sup> Street and 11<sup>th</sup> Avenue, to the center of Manhattan's newest neighborhood. This extension will make it possible for new housing, office buildings, and restaurants to expand on the far West Side of Manhattan. It will also provide convenient access to Penn Station and the Jacob K. Javits Convention Center.

Construction began in December, 2007 and trains should start running in June, 2014.

**Shortage of Subway Train Operators**

NYC Transit has a personnel shortage, and has been sending letters to 120 retired Train Operators. It asked them to return to work because there is a "critical and urgent need" for their experience.

NYC Transit needs additional crews to operate trains for its \$3.4 billion repair project. It also needs more crews for the **R** line, which is running less efficiently as two separate services. New Train Operators are being trained, but they cannot be certified until they spend six months in the classroom and the field. There are about 3,400 Train Operators.

## Around New York's Transit System

### Ⓡ Schedules Revised Due to Montague Street Tunnel Closure

In the previous issue, we published a summary of the new Ⓡ schedules, which went into effect on August 3, the day the Montague Street Tunnel closed. Checking the Internet, we found additional information about the schedules. Hours of operation are as follows:

BROOKLYN SERVICE			
<b>Weekdays</b>			
Leave 95 <sup>th</sup> Street	11:06 PM – 5:06 AM	Leave 36 <sup>th</sup> Street	11:56 PM- 6:01 AM
Leave 95 <sup>th</sup> Street	5:21 AM- 10:49 PM	Leave Court Street	6:00 AM- 11:32 PM
<b>Saturday</b>			
Leave 95 <sup>th</sup> Street	11:06 PM (Friday)- 5:06 AM	Leave 36 <sup>th</sup> Street	11:56 PM (Friday)- 5:36 AM
Leave 95 <sup>th</sup> Street	5:26 AM- 11:07 PM	Leave 71 <sup>st</sup> Avenue	5:15 AM- 10:46 PM
<b>Sunday</b>			
Leave 95 <sup>th</sup> Street	11:26 PM (Saturday)- 5:06 AM	Leave 36 <sup>th</sup> Street	11:56 PM (Saturday)- 5:36 AM
Leave 95 <sup>th</sup> Street	5:26 AM- 11:06 PM	Leave 71 <sup>st</sup> Avenue	5:15 AM- 10:44 PM
MANHATTAN AND QUEENS SERVICE			
<b>Weekdays</b>			
Leave 71 <sup>st</sup> Avenue	5:02 AM- 10:30 PM	Leave Whitehall Street	6:00 AM- 11:30 PM

HEADWAYS					
	Weekdays			Saturday	Sunday
	95 <sup>th</sup> Street	71 <sup>st</sup> Avenue			
Midnight	20	—	Midnight	20	20
AM Rush	7½	7½	Morning	10	15, 12, 10
Midday	10	10	Afternoon	10	10
PM Rush	7½	8½	Evening	10, 12	10, 12
Evening	10, 12	10, 12			

RUNNING TIME	
Between	Minutes
95 <sup>th</sup> Street and 36 <sup>th</sup> Street	12
95 <sup>th</sup> Street and Court Street	28-31
95 <sup>th</sup> Street and 71 <sup>st</sup> Avenue via Bridge	75-78
Whitehall Street and 71 <sup>st</sup> Avenue	48-58

The Court Street, Jay Street-MetroTech, Whitehall Street, Rector Street, Cortlandt Street, and City Hall stations are closed midnights and all day Saturday and Sunday.

In the morning rush, two trains are turned at Canal Street, arriving at 7:06 and 9:18 AM and leaving at 7:28

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### Commuter and Transit Notes

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Museumtramlijn, a terrific tram museum in the city, which runs over an abandoned regional railroad line, which last saw freight service in the 1970s and passenger service in the 1950s. They offer a scenic ride lasting 60 minutes for the round trip. There are street crossings, passing sidings, crossing gates, and interesting scenery. If you are into cycling, as I am, the line parallels a well-used bike path. I was only able to see a very small portion of their 100-plus cars. The museum operates out of the old railroad station called Haarlemmerstation, a beautiful old building. Many books are available for sale, but, unfortunately, most of them are in Dutch, including the museum's guidebook. Overall it was a terrific trip and I look forward to going back to both places."

### TEL AVIV, ISRAEL

**International Railway Gazette** reported that on August 13, Yisrael Katz, Israel's Transport Minister, announced that the National Infrastructure Committee had approved the first phase of Israel Railways' electrification project. According to Katz, the first lines to be electrified will be the new direct line to Jerusalem and the Acre-Carmiel Line. This initial phase is said to cost the equivalent of U.S. \$3.1 billion.

### FROM THE HISTORY FILES

**75 Years Ago:** On October 1, 1938, Boston's Atlantic Avenue El closed. It opened on August 22, 1901 and was demolished in June, 1942.

**70 Years Ago:** On October 16, 1943, the State Street Subway opened in Chicago. Now part of the Red Line, it is 7.5 miles long.

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