The Bulletin

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The Bulletin

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CONTRACT 4 SUBWAY CONTROVERSY
by Bernard Linder
(Continued from November, 2015 issue)

As soon as Gerhard Dahl became BMT's Chairman, he began to improve service. But he was unable to relieve overcrowding on several lines because the City refused to extend the 14th Street-Eastern Line and build the Nassau Street Line. In his book, ***Transit Truths***, he explains how he urged the City and Mayor Hylan to complete the construction planned under Contract 4.

Mr. Dahl states, "The 14th Street Line and the Nassau Line were important parts of the system in which the company agreed and they are essential to rendering of proper service on the lines now in operation in Brooklyn and Queens. Failure to complete these lines for operation has resulted in the disgraceful and dangerous operation that occurs at Canal Street station every morning and evening of the week and has existed for years and must continue for the period of years necessary to construct these lines unless your Board or the Transit Commission can devise or suggest some form of immediate relief that has not occurred to this Company.

"As to the 14th Street Line, the subway portion, completed some years ago under contracts let in 1915, was put in operation on June 30, 1924, as a shuttle line. The remainder of the line was, under the provisions of Contract 4, to be of elevated construction. The Transit Commission, however, at the suggestion of City authorities, asked the attitude of this Company upon a proposed modification of this contract so as to provide for underground construction. The Company replied that it would agree to the modification suggested provided certain physical conditions could be met. It thus replied in the hopes that thereby definite steps would be taken towards actual construction. It is still willing to agree to a modification to a subway as outlined to your predecessor. It is also aware that a subway, if begun, will sometime be completed. And conditions at Canal Street are such that relief must be provided. The completion of the 14th Street Line to East New York, with proper connection, and of the Nassau-Broad Line will allow a large diversion of travel that now congests the Broadway elevated and the Centre Street loop and creates abnormal and dangerous crowding and transferring at Broadway and Canal Street."

(Editor's Note: To inform the public, Mr. Dahl authorized the publication of an advertisement in the leading New York newspapers. This advertisement appears on page 6.)

Construction started shortly after the contract was signed, but was delayed frequently. Ground was broken on April 8, 1916. Construction was delayed by a shortage of materials during World War I and by the postwar inflation. The original line, extending from Sixth Avenue to Montrose Avenue, which cost $23 million, was isolated from the rest of the system. To transfer cars from the main line, the roof was omitted from the Manhattan-bound track at the north end of the station and a temporary ramp was built southward to the street level just north of Montrose Avenue. Third rail was not installed on the track, which extended across Bushwick Place and entered the Long Island Rail Road yard. Cars were transferred from the main line by a South Brooklyn locomotive, which hauled the cars on McDonald Avenue to Avenue I. Then a LIRR switch engine hauled the

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FROM RECOGNITION TO DOMINANCE: THE NEW YORK CONNECTING RAILROAD (BRIDGING THE BAY AND CONNECTING THE PIECES)
by George Chiasson
(Continued from December, 2015 issue)

PIECES TO CONNECT, PART 1— THE HARLEM RIVER & PORTCHESTER RAILROAD

From its beginnings as the New York & New Haven Rail Road in December, 1848, what simply became better known as the "New Haven" was forced by written agreement to perpetually and completely rely upon another company, the New York & Harlem Rail Road, for its sole main line access to New York City. After merging in the Westchester County municipality of Williams' Bridge, initially it used the Harlem Line's tracks on Fourth Avenue down the length of Manhattan as far as E. 4th Street, then followed the Bowery and Broome and Centre Streets. At Canal Street the New York & New Haven diverged west for one block to serve its first terminal at Broadway, which contained its offices and the passenger station. By statute, the jointly-operated Harlem and New Haven Railroads were required to use teams of horses in place of steam locomotion south of 14th Street, if not even farther north, nor were their trains to exceed five miles per hour in speed. After the New York City Council passed an 1854 ordinance barring the Harlem line from using steam power south of 42nd Street, effective June 1, 1856, both companies established a new 12-track "Union Station" as a compromise in 1857, fronting Madison Avenue between E. 26th and 27th Streets. At that facility the New York & Harlem occupied the northerly half and the New York & New Haven the southerly half, while all passenger operations farther south were given up. By then, as Manhattan continued its drawn-out pattern of northward development, steam engines were generally prohibited south of 32nd Street, again with teamed horses drawing trains for their final few blocks into and out of the terminal. As for the Council's ordinance, it was in general disregarded and ultimately overturned by the courts in July of 1858.

On April 1, 1873 the New York & Harlem Rail Road was leased to form a key component of the New York Central & Hudson River Railroad system, which was created in 1869 and had legislation in hand authorizing it to construct and occupy an entirely new, centrally-located Manhattan railroad station, at the end of Fourth (Park) Avenue where it intersected E. 42nd Street. This it would access through the addition of a link, built upon a franchise carried by the Spuyten Duyvil & Port Morris, between the Hudson and Harlem Lines that followed a natural "gorge" along Spuyten Duyvil Creek and the Harlem River, which then formed the southern boundary of Westchester County (and would later become part of the Bronx). The end result was the union of most New York Central (and as a consequence New York & New Haven) operations into a single "Grand Central Depot." Harlem trains were actually the first to service the new terminal in November, 1871, after which time its use of the older Union Station was forsaken. Hudson River trains followed a month later, and finally the New York & New Haven in 1872, when it was merged with the Hartford & New Haven to assume its best-known corporate identity: the New York, New Haven & Hartford Railroad Company. To complete its Manhattan terminal project, the New York Central executed the Fourth Avenue Improvement Contract in 1872, wherein all tracks leading to Grand Central were depressed into cuts and tunnels along what became Park Avenue, a task that was accomplished by May of 1876. So was the state of affairs for railway access from Connecticut into New York City as the Harlem River & Portchester Railroad came to life.

Originally incorporated as a speculative venture on April 23, 1866, the Harlem River & Portchester Railroad was leased by the New Haven in 1873 to provide an alternative terminal outlet, allowing it some latitude through an ability to get into New York purely on its own rails. This strategically-placed entity would assist in sidestepping the thorny issues of dividing revenue with, and completely relying upon, the New York & Harlem Rail Road for market access, as had been the case since its 1848 founding. For its part, the Harlem Line was then entangled with its inevitable annexation by the oversized and still-forming New York Central system, whose long-term intentions were anything but apparent. Otherwise, there was little to stop the surveying, grading and completion of HR&PC once it was financed, as the new line was contained entirely within what then was rural Westchester County, New York. For its eleven-mile length, only farmlands and private estates needed to be conquered as it passed across the tidal plain of Long Island Sound, confronted only by three natural water obstructions before reaching a terminus located at as meaningful a location, short of Manhattan itself, as was then physically possible. The most formidable of these was Pelham Bay, at the origin of the Hutchinson River, where a trestle of approximately $^{6}/_{10}$-mile in length was required to gain passage, with a navigation draw span at its deepest point near Goose Island. Elsewhere, an abbreviated crossing of the busy Bronx River also mandated the installation of a single draw span, while the Bronx Kills itself framed the line at its southernmost extreme and provided a course of navigation for the railroad to the Harlem River basin, precisely

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From Recognition to Dominance

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where the new terminal was to be established. This location, at E. 131st Street and Alexander Avenue, in a neighborhood then identified as "North New York" and later recognized as Mott Haven, was about as far as deep-water vessels could travel along the East River before being confronted by a series of bridges across the Harlem River, strung northward from the present-day Second Avenue up to E. 155th Street.

It is also worthy of note that at that time, the Harlem River was only navigable by mercantile standards as far as the "High Bridge" at 175th Street, which greatly impeded the region's overall logistical mobility. It was not until 1895 that the Harlem River Ship Canal opened its namesake waterway to commercial navigation from both ends, after five full years of construction. Planned as early as 1829, this massive 2½-mile dredging project, a public works undertaking largely implemented by the Army Corps of Engineers, was designed to save many hours (if not a full day) of shipping time between northerly points and New York Harbor. Its success and utility remain readily apparent 120 years later, as boats of all kinds continue to circle Manhattan many times each day. The New York Central & Hudson River Railroad was finally realigned to a four-track right-of-way along the northerly edge of this new waterway between the Spuyten-Duyvil and Fordham Heights (now University Heights) stations in 1906, as part of the latter-day Grand Central Terminal installation and corresponding railroad electrification within New York City. As a result the line's original, winding survey through the "woods" along the original Harlem River and Spuyten Duyvil Creek was forsaken.

When it was finally opened on November 24, 1873 (the Monday before Thanksgiving), the Harlem River & Portchester Railroad was owned and operated from the beginning by the New York, New Haven & Hartford as its "Harlem River Branch." Double-tracked and entirely at-grade, the line offered passenger service between New Rochelle and the Harlem River Terminal as well as localized freight haulage supplied by the maritime liter trade, which was moved to and from all points on the NYNH&H system. It diverged southwestward from the original New York & New Haven main line just past Webster Avenue, about a ½-mile west of the existing station serving New Rochelle, and quickly passed into rustic Pelham Township, which contained a station called Pelham Manor at Milepost 1.7. This segment curved south to the lengthy trestle and drawbridge across Pelham Bay, from which the tracks were again landed in the Township of Westchester, a lightly populated, true suburban setting. Two more station stops were located in this municipality, one dubbed "Baychester," at Williams Bridge Road (Milepost 5.7) and another pegged "Van Nest's," which lay at Milepost 6.7 by the Bronxdale (White Plains Road) crossing. This was really a theoretical and quite speculative site named after a nearby farm. As it resumed a generally southwesterly heading from there, the Harlem River & Portchester Railroad next encountered West Farms, where a depot was located at the eastern edge of the Township on Watson's Lane (at Milepost 7.6, that road is now gone, but would be closely paralleled by Bronx River Avenue and just north of E. 174th Street). This was before it crossed the drawbridge at the Bronx River and next encountered a station known as "Westchester Turnpike" (now Westchester Avenue), at Milepost 8.3. At that point the line again assumed a southerly course and completed its journey by traversing lightly occupied, former farmland on the periphery of Morrisania. There one station was situated at the Hunts Point Road crossing (Milepost 8.9) and another at a vague spot on the map titled "Casanova" (Milepost 9.6), which was then somewhere between the present-day surveys of E. 149th Street and Leggett Avenue, and would now be in the shadow of the Bruckner Expressway within CSX's Oak Point Yard. The line then seems to have passed into something resembling an urban setting at last when it entered Port Morris, where the East River makes its final thrust toward Long Island Sound. A station so named sat at Milepost 10.6 between E. 135th and 136th Streets, just before the Harlem River Branch turned due west on the alignments of E. 130th and 131st Streets (the former non-existent, the latter partially so), then followed the north side of the Bronx Kills to the end of its trail at the mid-sized Harlem River Terminal, a tightly-fitted yard of a dozen or so tracks which covered a two-block distance through Willis Avenue, where the company's railhead and pier sat on the northerly bank of the river.

South of that point the forms of conveyance available in those early times are poorly documented, but aside from a probable maritime connection that distributed train passengers along the East River waterfront, the closest transit alternative would have been horse car lines on Third Avenue, one block away, which clip-clopped across the "Harlem" (Third Avenue) Bridge to the upper reaches of Manhattan. From E. 125th Street, the Third Avenue surface car line could be reached for furtherance to the City Hall area, while the more well-known Third Avenue Elevated wasn't to reach 129th Street until December of 1878, or Mott Haven until the middle of 1886. All in all, the onerous picture painted of this potential secondary journey grants an understanding of the new railroad's inherent and most irreconcilable failing as a viable passenger operation: its lack of convenient access to the southern half of Manhattan. By all apparent measure, the Harlem River Branch held a secondary status throughout its service life in large part because of this inadequacy, forever being subservient to the New Haven's primary service to Grand Central across its 57 years as a local passenger operation.

(Continued next issue)

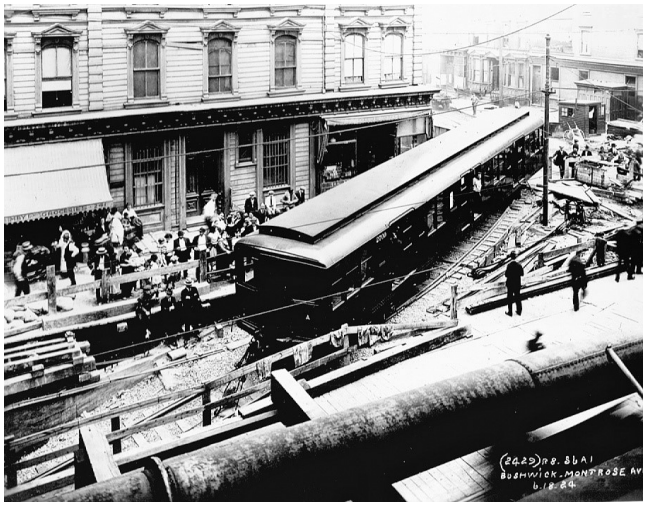
Contract 4 Subway Controversy

(Continued from page 1)

Myrtle Avenue station, Canarsie Line, May, 1969.
Larry Linder photograph

Myrtle Avenue station, Canarsie Line, May 2, 1969.
Larry Linder photograph

DeKalb Avenue station, Canarsie Line.
Larry Linder photograph



Montrose and Bushwick Avenues, June 18, 1924.
Bernard Linder collection

Sixth Avenue station, Canarsie Line, October 26, 1968.
Larry Linder photograph

Eighth Avenue station, Canarsie Line, May 2, 1969.
Larry Linder photograph

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Contract 4 Subway Controversy

(Continued from page 4)

WHICH WILL IT BE?

Delaney and Dig? OR Delaney and Delay?

On May 26, 1919, Governor Smith appointed the Hon. John H. Delaney Transit Construction Commissioner. On August 18, 1920, Mr. Delaney wrote the following letter:

"It is my intention to press forward with all speed possible the completion of all lines included in the Dual Subway Contracts, and specifically the Nassau Street line as well as the others.

"The engineers have begun work on the preliminary sketches for the Nassau Street line. The Fourteenth Street-Eastern District line will be given preference, however, as we hope to have that ready for the preparation of contracts before the end of this year."

On July 1, 1924, the Hon. John H. Delaney was appointed Chairman of the Board of Transportation by Mayor Hylan. On August 16, 1924, he made the following public statement:

". . . . the building of the Nassau Street line may be deferred for some time, there being some question on the part of the City concerning its obligation to build, which must be settled by litigation."

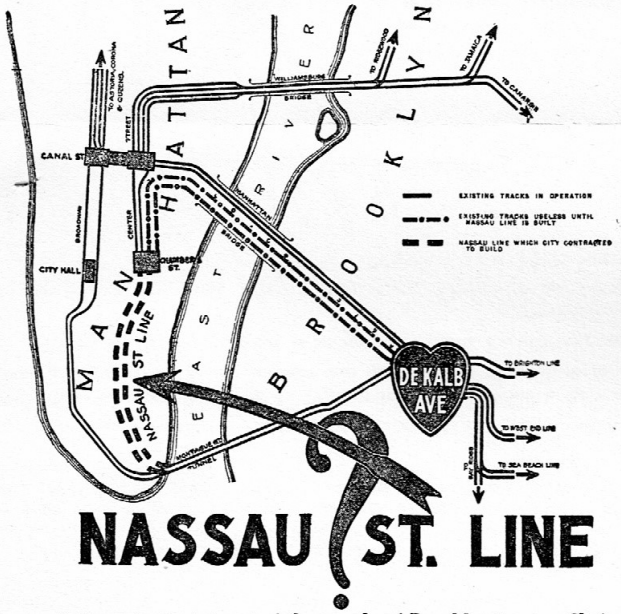
On August 22, 1924, Mr. Delaney repeated: "We will not make any effort to build this line unless the Courts compel us to do so."

Why did Chairman Delaney promise "speed" in 1920 and then decide upon delay in 1924?

There is only one reason: In 1920, under Governor Smith, he was a free official whose word was as good as his bond. He could make pledges in the public interest and urge the city to fulfill them.

Today, under Mayor Hylan, is he forced to break his official promises?

Here are 8 reasons why *Chairman Delaney was right in 1920* when he promised to complete the Nassau and 14th Street Eastern Lines.



1. It will permit the B. M. T. to run 30 more *trains* per hour during rush periods;
2. The work can be completed in three years at a cost of $11,000,000. No other subway construction work can be completed in this time or at this cost which will provide anything like the same amount of additional transportation facilities;
3. This will increase the maximum service through DeKalb Avenue station from Brooklyn at least 50% to Lower Manhattan and through Times Square;
4. The increased service will be available immediately to all passengers on the Fourth Avenue, Sea Beach, West End, Culver and Brighton lines;
5. It will provide another trunk line through Lower Manhattan;
6. Completion of the Nassau and the Fourteenth Street lines to East New York will practically eliminate the necessity for transfers at Canal Street during the rush hour when 50,000 car-riders have to walk two city blocks across busy streets to get to and from their trains;
7. The B. M. T. will be able to increase the number of steel cars;
8. In addition, the City has the money; the plans are ready; and the City, on March 19, 1913, CONTRACTED TO BUILD THE NASSAU LINE.

Is it not in the interest of the people of Brooklyn to urge Chairman Delaney to "speed" the construction of this line?

If the people of Brooklyn and East New York really want transit relief *now*, here is their opportunity. Nassau is the short cut to better service.

"Delaney and Dig" is a *real* constructive policy. Support it!
"Delaney and Delay" is a Hylan policy. Defeat it!

GERHARD M. DAHL, Chairman,
Brooklyn-Manhattan Transit Corporation,
85 Clinton St., Brooklyn.

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Contract 4 Subway Controversy

(Continued from page 5)

cars to the LIRR Bushwick Terminal Yard. A huge motor truck hauled each car separately to the top of the incline, after which each car was attached to a cable and lowered by a block and tackle down the 16.9 percent grade of the incline.

Twenty cars were transferred to the line before trains started running on June 30, 1924. Six three-car trains running on a six-minute headway were in service during the evening rush hour.

Construction beyond Montrose Avenue was delayed because the residents objected to an elevated structure. The company agreed to a change of plans and built a subway under Wyckoff Avenue. In 1926, John F. Hylan, who was Mayor of New York City from 1918 to 1925, was succeeded by James J. Walker and the controversy ended. Trains started operating from Sixth Avenue to Rockaway Parkway, Canarsie on July 14, 1928.

STATUS OF NORTH AMERICAN TRANSIT PROJECT OPENINGS SCHEDULED FOR 2016
by Randy Glucksman

Using the latest available information, the projects listed in the table below are scheduled for completion during the year 2016. The Metrorail 91 (Perris Valley Line) Extension, did not open in December, 2015, and was moved to February, 2016.

DATE	AGENCY	CITY	TYPE	LINE	DETAILS
January-March	Sound Transit	Seattle, Washington	SC	University Link LRT	Westlake to University of Washington 3.15 miles, 2 stations
Early	Dallas Area Regional Transit	Dallas, Texas	SC	Oak Cliff Streetcar Phase II	Dallas Union Station to Arts District 0.7 mile, 1 station
Early	Los Angeles County Metropolitan Transportation Authority	Los Angeles, California	LR	Expo Phase II	Culver City to Santa Monica 6.6 miles, 7 stations
Postponed from 2015 February	Southern California Regional Rail Authority	Los Angeles, California	CR	Perris Valley Line 91	Extension from Riverside to Perris 24 miles, 4 stations
Postponed from Winter 2012-2013 Early	NJ Transit	Wood-Ridge, New Jersey	CR	Bergen County	Avalon-Westmont station opens
March 5	Los Angeles County Metropolitan Transportation Authority	Los Angeles, California	LR	Gold - Foothill Phase 2A (Pasadena to Azusa)	Sierra Madre Villa to APU/ Citrus College 11.5 miles, 6 stations
March 19	Valley Metro Rail	Phoenix, Arizona	LR	Northwest Phase I	19th Avenue/Montebello to Dunlap Avenue 3.2 miles, 3 stations
March	Kansas City Streetcar Authority	Kansas City, Missouri	SC	KC Downtown Streetcar Project	Union Station to River Market 2.2 miles, 14 stations
April 1	MTA New York City Transit	Staten Island, New York	HR	Arthur Kill Station	Replaces Nassau & Atlantic stations
April 22	Denver RTD	Denver, Colorado	CR	A (East Rail)	Union Station to Denver International Airport 22.8 miles, 8 stations
Summer	Denver RTD	Denver, Colorado	CR	B (Northwest Rail) - Segment I	Union Station to Westminster 6.2 miles, 2 stations
Summer	Amtrak	Miami, Florida	LD	Tri-Rail	Trains begin serving Miami International Airport station
August	Empire State Development Corporation	New York, New York	LD	Northeast Corridor	Moynihan Station Phase I

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Status of North American Transit Projects Scheduled for 2016

(Continued from page 6)

DATE	AGENCY	CITY	TYPE	LINE	DETAILS
September 15	South West Ohio Regional Transit Authority	Cincinnati, Ohio	SC	Cincinnati Streetcar Phase I	Findlay Market to Fountain Square/ 5th Street 3.6-mile loop, 18 stations
Fall	Massachusetts Bay Transportation Authority	Brighton, Massachusetts	CR	Framingham/ Worcester	Boston Landing station (fill-in station) opens
Fall	Trans Link (SkyTrain)	Vancouver, British Columbia	ART	Evergreen	Coquitlam to Lougheed 6.8 miles, 7 stations
Fall	Denver RTD	Denver, Colorado	CR	G (Gold)	Union Station to Wheat Ridge-Ward 11.2 miles, 8 stations
Third Quarter	New Orleans Regional Transit Authority	New Orleans, Louisiana	SC	Rampart Street/St. Claude Phase II	Elysian Fields - Canal Street 1.6 miles, 6 stations
Late	Sound Transit	Seattle, Washington	LR	S. 200th Street Link Extension	SeaTac Airport to Angle Lake 1.6 miles, 1 station
Late	Chicago Transit Authority	Chicago, Illinois	HR	Brown, Green, Orange, Pink, and Purple	Washington/Wabash station opens - Replacing Randolph/ Wabash and Madison/ Wabash
Late	Loop Trolley Transportation Development District	St. Louis, Missouri	SC	Delmar Loop Trolley	Forest Park to University City 2.2-mile loop, 10 stations
Late	Sonoma Marin Area Rail Transit	Petaluma, California	DMU	Phase I	Sonoma County Airport to San Rafael 43 miles, 10 stations
December	MTA New York City Transit	New York, New York	HR	Second Avenue Subway Phase I	96th Street to Lexington Avenue/63rd Street 6.3 miles, 3 stations
December	Dallas Area Regional Transit	Dallas, Texas	LR	South Oak Cliff Blue Line Extension	Ledbetter to University of North Texas 2.6 miles, 2 stations
?	Sound Transit	Seattle, Washington	SC	First Hill Streetcar	Occidental/South Jackson to Broadway/East Denny Way 2.5 miles, 10 stations
?	Chicago Transit Authority	Chicago, Illinois	HR	Orange	Midway to Ford City 2.3 miles, 1 station
?	Bay Area Rapid Transit	San Francisco, California	HR	Warm Springs Extension	Warm Springs to Warm Springs South Fremont 5.4 miles, 1 station
Winter	Denver RTD	Denver, Colorado	LR	R - (Aurora/I-225) Line	Nine Mile to Peoria 10.5 miles, 16 stations

Legend:
CR: Commuter Rail
DMU: Diesel Multiple Unit
HR: Heavy Rail
LD: Long Distance
LR: Light Rai
SC: Streetcar

MELVIN ROSENBERG PASSES AWAY

The following is excerpted from the **Pittsburgh Post-Gazette**, *October 19, 2015.*

The Honorable Melvin Rosenberg, age 76, of Squirrel Hill, passed away on October 18, 2015. He is survived by his beloved wife of 40 years, Cecelia Peck Rosenberg, and two sons, as well as six grandchildren.

Judge Rosenberg received his Doctor of Law degree from Cornell University in 1967, his BA degree from CCNY, and was a graduate of James Monroe High School in the Bronx, New York. He served in the Army during the Vietnam War and was stationed in Korea. He was a member of the American Legion and the Jewish War Veterans. As a career government employee, he worked for the Internal Revenue Service, the Interstate Commerce Commission, the U.S. Postal Service, and the Pittsburgh Office of Hearing and Appeals for 20 years before his retirement in 2006. He was a member of the National Association of Retired Federal Employees, and was a Life Board Member of Congregation Poale Zedeck. As a transportation hobbyist from the age of 13, he was a member of many transportation-related organizations.

(Editor's Note: Mr. Rosenberg was a member of ERA for 63 years. About 25 years ago, he wrote several trolley histories for the **Bulletin**. *He was a transfer collector; we traded transfers and spoke on the phone frequently.)*

Commuter and Transit Notes

No. 326

by Ronald Yee and Alexander Ivanoff

Metropolitan Transportation Authority

MTA announced hat two milestones had been reached concerning the LIRR East Side Access project. A ventilation facility on E. 55th Street between Park and Madison Avenues in Manhattan as well as infrastructure improvements and track reconfigurations at Harold Interlocking in Sunnyside, Queens were completed. Harold is the busiest commuter rail switching complex in the nation. The ventilation facility sports a new design "high heel proof" design for its street level ventilation grates with spacings just ¼-inch apart as to not capture the thin high heels of passersby. (MTA website, December 7, 2015)

MTA Metro-North Railroad

The fifth of a series of seven planned yearly fare increases of 1% each were to take effect on January 1, 2016, covering all travel on the New Haven Line. Fares between Connecticut and New York stations and intra-Connecticut fares are the most affected. Due to rounding errors, some of the smaller intermediate fares may not change. This series of fare hikes is designed to help pay for the 405 new M-8 commuter railcars now plying the line. (Metro-North website, December 2, 2015)

Contrary to initial official statements during the spring of 2015 (upon completion of the M-8 contract deliveries from Kawasaki) that Metro-North had retained 24 M-2 dual-powered electric multiple unit (EMU) cars, enough to make up three, eight car trains as spare equipment to make up for any shortages of M-8s that may arise, the railroad actually retained 36 cars on its active roster, more than enough to make up four eight-car trains. As recently as Wednesday, December 9, 2015, a consist of M-2s was observed by member Joe Calisi at Grand Central Terminal on Track 21 at around 6:17 PM. One of your ***Bulletin*** Editors and contributors was fortunate enough to acquire a roster of the remaining active M-2 cars. The M-2 reserve fleet roster is as follows: 8510-1, 8522-3, 8700-7, 8714-5, 8720-1, 8726-9, and 8732-47. *(Editor's Note by Ron Yee: While 32 cars are of the 8700-series that were part of the second order of M-2s built by General Electric and delivered in 1976, surprisingly, four of the reserve fleet cars are from the original 8500-series built in 1973 with car bodies manufactured by Canadian Vickers. These car bodies apparently were afflicted with poor quality Low Alloy High Tensile (LAHT) steel members in the structural framework and when they were sent in for rebuilding around 2000, Morrison-Knudsen, the contractor performing the work, advised MNR to never rebuild these cars again as they were suffering from metal fatigue in key structural parts. It is a surprise to this Editor that Metro-North elected to retain four such cars as part of its reserve fleet. I am surmising that with the mass retirements in 2012-3 and resulting knowledge pool drain, that message from Morrison-Knudsen was lost.)* (Metro-North Railroad Staff, Joe Calisi, Ron Yee, December 9 and 14, 2015)

NJ Transit

Outgoing NJ Transit Chief Executive Officer Ronnie Hakim ordered that NJ Transit employees have their free transportation privileges restored as a response to the November, 2015 terror attacks in France. It was justified as a means to increase security by having the employees act as added sets of eyes and ears on trains and buses as well as serving as reporters for issues such as dirty trains, toilet issues, etc. The employee pass privileges had been suspended in 2013 as a cost-saving measure. (***Star-Ledger***, December 7, 2015)

Amtrak

Amtrak's President and Chief Executive Officer Joe Boardman announced his intentions to retire from his eight-year tenure in that position in September, 2016 in a message distributed on a special employee advisory. He is giving nine months' advance notice so that Amtrak will have an opportunity to search for and select the best possible successor to take the reins. He also stated that he wanted to stay on long enough to see all 70 ACS-64 locomotives placed in service (56 of the 70 units ordered have been delivered by Siemens) and Positive Train Control (PTC) implemented over the entire Northeast Corridor, and push for the implementation of PTC on sections of Amtrak-owned lines outside of the Northeast Corridor and for the railroad to place the order for the next generation of *Acela* consists. (Amtrak, December 10, 2015)

The $300 billion FAST Act approved by Congress and signed into law by President Obama will ease the path toward funding the construction of the Gateway Tunnels, a vitally needed pair of tunnels to replace and eventually supplement the former Pennsylvania Railroad tunnels damaged by Hurricane Sandy in 2012, which will need to be taken out of service for critical repairs sometime within the next 10-20 years. The FAST Act provides a clause allowing Amtrak to take its profits from the Northeast Corridor (NEC) and reinvest the monies into projects intended to improve the NEC instead of the current financial arrangement where the NEC provides subsidies to support the long-distance trains, which are losing money. There have been concerns that this redrawing of the financial formula could lead to the demise of the transcontinental train, but it is hoped that sufficient political pressure could be exerted to prevent such an occurrence.

Industry

California, Illinois, and Maryland have ordered a combined 34 Charger diesel-electric passenger locomotives from Siemens Mobility, bringing the number of state Departments of Transportation procuring these units to six and the total number of units to 69. The locomotives will be built at the Siemens rail manufacturing plant in Sacramento, California.

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Commuter and Transit Notes

(Continued from page 8)

The original procurement order ("framework contract") for 35 Charger locomotives worth $225 million was signed in March, 2014 by the Departments of Transportation in Illinois, California, Michigan, Missouri, and Washington State. The order included an option for up to an additional 222 locomotives.

Adding to the original 35 units, the California Department of Transportation (CALTRANS) ordered 14 Chargers for the Amtrak Pacific *Surfliner* route along the southern California coast from San Luis Obispo to San Diego via Santa Barbara and Los Angeles. The Illinois Department of Transportation (IDOT) will expand its fleet by 12 locomotives. Maryland Transit Administration (MTA) is the sixth agency to join the procurement process with eight units for the MARC commuter rail line that serves Baltimore, Brunswick, Frederick, Martinsburg, and Washington, D.C. as well as Harford County. With this order, CALTRANS, IDOT, and MTA have brought the total to 69 *Charger*s.

The Siemens Charger is designed for a maximum operating speed of 125 mph. A microprocessor control system manages performance and performs self-diagnostics that automatically notify the locomotive engineer and maintenance facility about required service measures. The locomotive's carbody structure meets the latest Federal Railroad Administration crashworthiness regulations, providing additional protection for the locomotive engineer. The prime-mover is a 4,400-hp, 16-cylinder Cummins QSK95 diesel engine.

The Charger is also FRA and Federal Transit Administration Buy America-compliant with parts produced by U.S. suppliers or offshore suppliers with domestic manufacturing facilities. This includes Siemens traction motors and gearboxes manufactured in Norwood, Ohio, and Siemens power inverters made in Alpharetta, Georgia. Cummins builds the QSK95 in Columbus, Indiana. (***Railway Age***, November 8, 2015)

Other Transit Systems

Boston, Massachusetts

With the project around $1 billion over budget, several contracts for construction of the Green Line extension from Lechmere to Somerville and Medford have been abruptly terminated by MBTA. While this does not mean that the project is being cancelled, Massachusetts Secretary of Transportation Stephanie Pollack stated that the option to cancel the entire project is being left on the table should costs continue to run out of control and not be reined in. If that were to happen, up to $1 billion in federal funding already approved would be forfeited and around another $740 million would already have been spent on this project. In the meanwhile, work will continue on contracts already underway. The manner in which the contracts are being administered and overseen was cited as being faulty, allowing costs to spiral upward unchecked. MBTA will now seek to place these contracts out for a re-bid. In the meantime, Somerville's Union Square development is well underway with the anticipation that the Green Line extension would service it when it is completed. An alternative option to the Green Line extension would be to replace the line extension with a commuter rail station or shuttle service. (Boston.com, December 10, 2015)

A follow-up to the December, 2015 ***Bulletin***'s coverage of the results of MBTA's October, 2015 passenger survey, which will be used to determine the color scheme of the next generation of rapid transit cars on the Red and Orange Lines and Light Rail vehicles on the Green Line: Artist's renditions of the winning designs are displayed below. (***Boston Globe***, November 12, 2015)

Red Line.

Orange Line.

Green Line.

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Commuter and Transit Notes

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Shortly after 6 AM Thursday, December 10, 2015, a MBTA Red Line train "ran away" without an Operator aboard but with around 50 passengers aboard, running out of Braintree and passing the Quincy Adams, Quincy Center, and Wollaston stations before third rail power was cut, bringing the train to a stop north of the North Quincy station. No injuries were reported, but an investigation is underway as to how a train was able to move without an Operator being aboard or at the controls. At press time, it was reported that the Operator, a veteran employee with many years of prior service, had stepped off the train to complete a process of insuring the train could still move during a signal failure. Procedures to secure the train's brakes may not have been properly followed, resulting in the runaway train. (CBS News, December 10, 2015)

Philadelphia, Pennsylvania

Member Bob Wright informs us of a major schedule change for SEPTA's regional rail services that became effective December 13, 2015. Most significantly affected is the line to Philadelphia International Airport, with all trains departing the airport station two minutes earlier seven days per week, and on weekends departing Center City up to 13 minutes earlier than previous timetables had them listed for. Connections to and from the Airport line have an increase in waiting times during transfers to allow a greater amount of time for passengers to transfer to other lines via Center City. (SEPTA, December 12, 2015)

SEPTA plans to spend $700 million between now and 2027 to modernize the trolley network and within the next five years, hopes to purchase a new fleet of light rail vehicles (LRVs) to replace the 1980-vintage Kawasaki LRVs that are well past the end of their designed service lives. The new cars would be low-floor and fully accessible to the physically challenged and carry around 100 passengers, 25 more than the present cars. Service improvements could come in the form of passenger shelters at station stops and greater spacing between station stops to speed up service. The 68-mile trolley system is the largest in track miles in the United States. (philly.com, December 13, 2015)

Las Vegas, Nevada

The Las Vegas Regional Transportation Commission released its 30-year transit plan, which includes light rail in the resort corridor, connecting McCarran Airport with the famous Las Vegas Strip corridor and Fremont Street in the downtown area as well as the University of Las Vegas. Anticipating a diversified economy and employment base in the long-range future, the city is planning major upgrades to the manner in which people will move about the city. An expansion of the current monorail system is also on the agenda but will not offer sufficient capacity to meet the needs of a changing city that a light rail line would provide. However, the cost of constructing such a line could ultimately be $7-12 billion in planning, construction, operation, and maintenance. Funding sources have not been fully identified but support from a sales tax on the region, a private sector partnership, and significant federal funding would be vital to the project going forward. Additional elements of the transit plan include a possible high-capacity transit line on Maryland Parkway and new transit centers. (***Las Vegas Sun***, December 7, 2015)

Kenosha, Wisconsin

Any plans or hopes for an expansion of the Kenosha streetcar line appears to have ended with the federal government agreeing to the city's proposal to permit a re-direction of $8.8 million in Federal Transit Administration funding from the expansion of the current streetcar line to a new bus system into neighborhoods not well served by mass transit. The city is looking into three bus routes, one connecting downtown Kenosha with Carthage College and the University of Wisconsin-Parkside, a north-south route connecting the Anderson Arts Center with the Sesquicentennial Bandshell in Pennoyer, Park and a third route linking the industrial parks in the outlying sections of the city with downtown. *(Editor's Note by Ron Yee: Some of the commentary to this news article mentioned that the $8.8 million FTA funding was originally purposed toward streetcar transit's role in the revitalization of Downtown Kenosha, not the outlying areas, where this bus proposal would be aimed.)* (Kenoshanews.com, December 12, 2015)

Toronto, Ontario, Canada

The Toronto Transit Commission Board of Directors has voted unanimously to sue Bombardier Transportation for at least $50 million for failure to deliver new streetcars on time, and without defects, according to an Oct. 30, 2015 report in the ***Toronto City News***.

The Toronto Transit Commission (TTC) was scheduled to have 67 of an order of 204 new Bombardier low-floor Flexity streetcars in service by the end of October, 2015, but there are only ten currently on Toronto's streets. The vehicles, whose carbodies are fabricated at Bombardier's Sahagun, Mexico plant and assembled at the Thunder Bay facility, have been plagued with mechanical and electric problems.

Bombardier's troubles are not confined to the rail sector. The company's aerospace division, also based in Montréal, is late and over-budget with its C Series jet aircraft. That program will get an investment from the Province of Quebec worth approximately C$1 billion in exchange for a 49.5% stake and as many as 200 million Bombardier shares. But news of the deal with the province caused Bombardier shares to nosedive 17.4%. Bombardier is the third-worst-performing stock in the S&P/TSX this past year, with a 68% decline as of October. (***Railway Age***, October 30, 2015)

TTC commenced a policy of all-doors boarding on all streetcar lines on Monday, December 14, 2015. Passengers with a valid *MetroPass* or proof of payment such as a transfer from a subway, bus, or another streetcar would be able to board the streetcars using any available door at all stops. Persons needing to pay an initial fare would continue to board at the front door

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TOUR OF TURKEY
by Jack May
(Continued from December, 2015 issue)
(Photographs by the author)

After a good night's sleep we woke up bright and early in drizzly weather in Kayseri. But we had work to do, so there was no time for dillydallying. Our hotel was not as nice as the ones in Istanbul and Samsun, nor was the breakfast buffet as robust, but it was perfectly acceptable. On the other hand, the view from our window was quite respectable, as we were directly opposite a splendid large mosque in a parklike setting. In fact it is reasonable to say that from a visual perspective Kayseri is quite a bit more attractive than Samsun. That may be because, *Kayseray*, the city's new light rail line, is effectively integrated with the monuments and architecture in its downtown area, not to mention the city's profusion of flowers. Kayseri has a population of about 800,000.

The light rail operations in the two cities are very similar, with Kayseri's just a little bigger than Samsun's. Its single line is 11.1 miles long and contains 26 stations. The rolling stock is very similar as well, with Kayseri operating 22 AnsaldoBreda Sirio units, to Samsun's 10. These 100-percent low-floor double enders are also painted in a red and white livery, but they have 60 seats instead of the 68 in Samsun. The entire line is on reservation, mostly center of the road. In the city center the tracks are laid in cobblestones, but further out, where wide medians prevail, the tracks are in grass. The eastern end of the route is straight and pretty dull, except for three underpasses. One has a very attractive station, accessible by escalators, while the other two are excellent spots for photographing the line from above.

The trackage in the city center is elaborate, with the line passing close to the Citadel, a 6th Century fort; the huge Hunat Hutun mosque, dating from the 13th Century; and the city's signature clock tower (1919) and adjacent bronze statue of Ataturk on a tall pedestal. It was very difficult to get all of these landmarks into the same photo, especially as background for a streetcar. The western portion of the line is more interesting, as it turns sharply at several places, and also runs past a brand new modernistic stadium. Just like in Samsun, there were a number of posters displayed along the line, these seeming to indicate that *Kayseray* had won a grand prize, perhaps for its design.

The stations have a mixture of center and side platforms, which are accessible by turnstiles actuated only by smart cards. The fare media can be purchased at machines, but the instructions are only in Turkish. Nevertheless, they are intuitive, and thus easy to master, and besides, a prospective passenger can always watch another rider buy a ticket. Signage is very good with the stops numbered and maps posted at all stations. Ridership is heavy and service is very frequent. I had no problems with security personnel regarding photography. Oddly, some tourists asked me for directions.

I began my riding and photography in darkness and drizzle, but gradually the skies got lighter and by mid-afternoon the sun had come out. As a result I doubled back to some previous locations to take photos in better light. I had noticed some restaurants along the line, and Clare and I had a good dinner in one of them. Clare spent the day visiting museums and shopping. All in all, we had a very good time in Kayseri.

The center of Kayseri sports a statue of Kemal Ataturk, surrounded by parts of the original medieval city wall and a major mosque.

Of course Kayseri's new east-west light rail line goes right through the city center, past the Ataturk statue and a 19th Century clock tower. And as in Istanbul, beds of flowers adorn the tramway's route.

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Tour of Turkey

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A three-quarter view of one of Kayseri's AnsaldoBreda Sirio trams in downtown Kayseri, alongside more of the city's plantings.

Two of Kayseri's modern low-floor Sirio trams are shown peeking out of the underground Buyuksehir Belediyesi station.

A westbound AnsaldoBreda low-floor tram is shown running in the center reservation of Sivas Blv., having just climbed the ramp leading from the Buyuksehir Belediyesi station, inside the underpass.

Signs posted along the light rail line seem to indicate that the project earned a major award for design.

The outer end of the line primarily consists of grassed central reservation. A westbound Sirio tram approaches the Stadyum station.

Kayseri's brand new stadium is a major traffic generator for the line.

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Tour of Turkey

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The signage at the Stadyum station is modern and informative.

The window of a fish store and restaurant was very appealing, but since we had fish in Samsun, we ate elsewhere in Kayseri.

The view outside our hotel room's window early in the morning.

Commuter and Transit Notes

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of a CLRV or ALRV and pay at the farebox located next to the Operator. For riders boarding the new Flexity light rail vehicles (LRVs), passengers must purchase a ticket from a vending machine aboard the LRV with their *Presto* card, cash, or credit or debit card and remember to validate it on the validator machine adjacent to it. Ticket vending machines have been and will continue to be installed at key stations with high passenger volumes. (680news.com, December 13, 2015)

The Board of Directors of MetroLinx, which oversees GO Transit, approved a 5% fare increase to be effective February 1, 2016 to offset increases in operating and maintenance crews as well as fund new projects. To encourage an increased shift of passengers using the "Presto" farecard media, the current 10% discount will be increased to 11.5%. Since April, 2015, the system's schedules have added 19 new train trips and the West Harbour station in Hamilton has been opened. Beginning Fall, 2015, new cab control coaches from Bombardier have gradually begun appearing as fleet additions. (***Globe and Mail***, December 3, 2015)

The Union-Pearson Express (UPX), linking Toronto's Union Station with Pearson International Airport, will reduce its fares to attract additional ridership on the line, which has thus failed to meet its ridership expectations. Recently, a two-for-one fare (free return trip on a round trip purchase from the Ticket Agent window) was implemented and beginning January 1, 2016, children under the age of 13 were not to be charged a fare. The C$53 round-trip fare was reduced starting November 30, 2015 to $44 and is discounted to $38 for persons using a *Presto Card*, a fare many say is too high compared to the base TTC one-way cash fare of $3, $6 round-trip. Daily ridership levels are hovering at 2,500, just half of

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Around New York's Transit System

Holiday Train Operated in December, 2015

The NYC Transit Holiday Train operated on Sundays, December 6, 13, 20, and 27, 2015. It had been reported in the December, 2015 ***Bulletin*** that it had been expected to commence operation on the usual Sunday after Thanksgiving. However, this year, this run was replaced by a single round trip of the eight-car R-1 to R-9 set over the former Eighth Avenue IND to celebrate the centennial of the birth of musical composer Billy Strayhorn, who created Duke Ellington's famous song, "Take the A Train" in December, 1938. The following Sunday, the Holiday Train began its seasonal operation following the route of Ⓜ between Second Avenue and Queens Plaza. The consist that operated on Sunday, December 6 was N-100-484-381-1575-1802-1000-1300-401-S. In addition, D-Type triplex 6112A-B-C served as an annex store for the Transit Museum offering souvenirs and gifts for sale. This author observed a very brisk level of business in the store and it appears that the concept will prove to be quite successful. *(Editor's Note by Ron Yee: The train was based in Brooklyn's Pitkin Yard due to planned track work that cut off access from Concourse Yard to Ⓐ during the December Sundays that this train operated. In addition, a couple of members of the regular train crew that rides with the train mentioned that R-7A 1575 is unlikely to be a head-end operating motor on these holiday runs, ostensibly because it lacks a second front window on the left side and results in shoving matches amongst the "nose pressed to the glass" children's railfan "club".)*

Record Subway Ridership

New York City's subway system recorded 15 days where its daily ridership exceeded 6 million. A new ridership record was set with 6,217,621 riders on Thursday October 29, 2015. Weekend ridership has increased as well, with 3,730,881 riders on Saturday, October 31, 2015, when the city hosted the annual Halloween parade and a New York Mets World Series game at Citi Field. Ridership has increased 1.4% in the one-year period since 2014.

NYC Transit Subway Head Retires

Joseph Leader, NYC Transit's Senior Vice President for Subways, retired on Friday, December 11, 2015 after a 30-year career with MTA. During that time, he played a major role in transforming the subway system from its state of decay in the early 1980s to the system that it is today. His most recent endeavor was an effort to get trains to move through the congested system more smoothly and with fewer delays with some operational changes on ❻, ❼, and Ⓕ, which included additional Platform Conductors to move people in and out of trains more quickly as well as boosting maintenance and inspections to reduce instances of road service failures of trains. MTA representatives did not reveal any reason for his decision, but it is known that he had been a candidate for NYC Transit President until it was announced that the position was awarded to Veronique Hakim from NJ Transit, which could have influenced his decision to retire.

Capital Program Includes Funds for Test of Open Gangway Trains

In a modification to the 2015-9 capital plan, NYC Transit will spend $52.4 million for a test set of new concept subway cars featuring open gangways between cars, that is, eliminating the doors between cars of unitized consists, much like those seen with Toronto's newest subway cars and in various other places around the world such as Hong Kong's MTR. A part of the proposed R-211 contract, which is intended to replace the 1975-8-vintage R-46 fleet as well any remaining R-32s not replaced by the R-179 class, this one conceptual test train would provide up to 8-10% additional passenger-carrying space, an important feature in a system straining at capacity on several lines, as well as permit passengers to safely move about freely between cars within these unitized sets.

Second Avenue Subway Status Report

The Second Avenue Subway is slated to open in December, 2016. However, there are four parts of the project that have not been completed: Permanent power at the 86th Street station; construction of entrances at the 72nd Street station; installation of communication and traction power equipment; and installation of track at the 72nd Street station. MTA's Independent Engineering Consultant has stated that there is a "moderate risk of delay," but MTA has been working with the involved contractors to ensure that the line opens as planned.

Commuter and Transit Notes

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the target of 5,000, and the line needs 7,000 riders daily to break even on operating costs, not including the $456 million it cost to build and equip the line with Diesel Multiple Unit trains. (***Globe and Mail***, November 30, 2015)