

The Bulletin



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The Bulletin

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This Month's Cover Photo:

Connecticut Company car
1717 at St. James Car
House, New Haven. Date
and photographer unknown.
(Frank Pfuhrer collection)

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The Genesis of
Dashing Dan —
A New Jamaica
and the Main
Line Complete
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NORTH AMERICA'S NEWEST LIGHT RAIL SYSTEM **by Jeffrey Erlitz** **(Photographs by Andrew Grahl)**

On June 21, 2019, North America's newest light rail line opened to the public. The Region of Waterloo's Grand River Transit Route 301 is known as the ION light rail line. This line connects the cities of Waterloo and Kitchener.

Construction began in August, 2014 with service projected to start in late 2017. However, the project was delayed several times because of delays in the manufacture and delivery of the rolling stock, specifically 14 Bombardier Transportation Flexity Freedom light rail vehicles. The ION fleet is stored and maintained at the ION Operations, Maintenance and Storage Facility (OMSF) located on Dutton Drive in Waterloo. Keolis Grand River – Keolis' local subsidiary – is responsible for the 9.94-mile light-rail line operations for the next 10 years and maintenance for the next 30 years. The contract, which was awarded in May, 2014, is under a Public-Private Partnership (PPP). This is Keolis' first light rail operation in North America.

Longtime ERA member Gary Grahl and his son Andrew, along with member Ray Mercado, traveled to Waterloo to attend the opening ceremonies and were, in fact, the very first customers to board the ION system. All of the following images were taken on opening day, Friday, June 21, 2019.



ION ribbon-cutting at the Fairway station in Kitchener.



A view of the line at Waterloo Public Square.

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North America's Newest Light Rail System

(Continued from page 1)



Bombardier-built Flexity Freedom car 510 makes the station stop at the Waterloo Public Square station.



Car 508 is photographed arriving at the Conestoga terminal.



A southbound car at the Borden station.



Karen Redman, Chair, Region of Waterloo, makes her remarks at the opening ceremony, held on the Fairway platform.



One of several times longtime ERA Member Gary Grahl was interviewed as the first passenger in line to ride at the Fairway station. The emcee of the event, Mike Murray, CAO, Region of Waterloo, mentioned he was amazed that "visitors from New York" came all the way to Kitchener to see the opening.

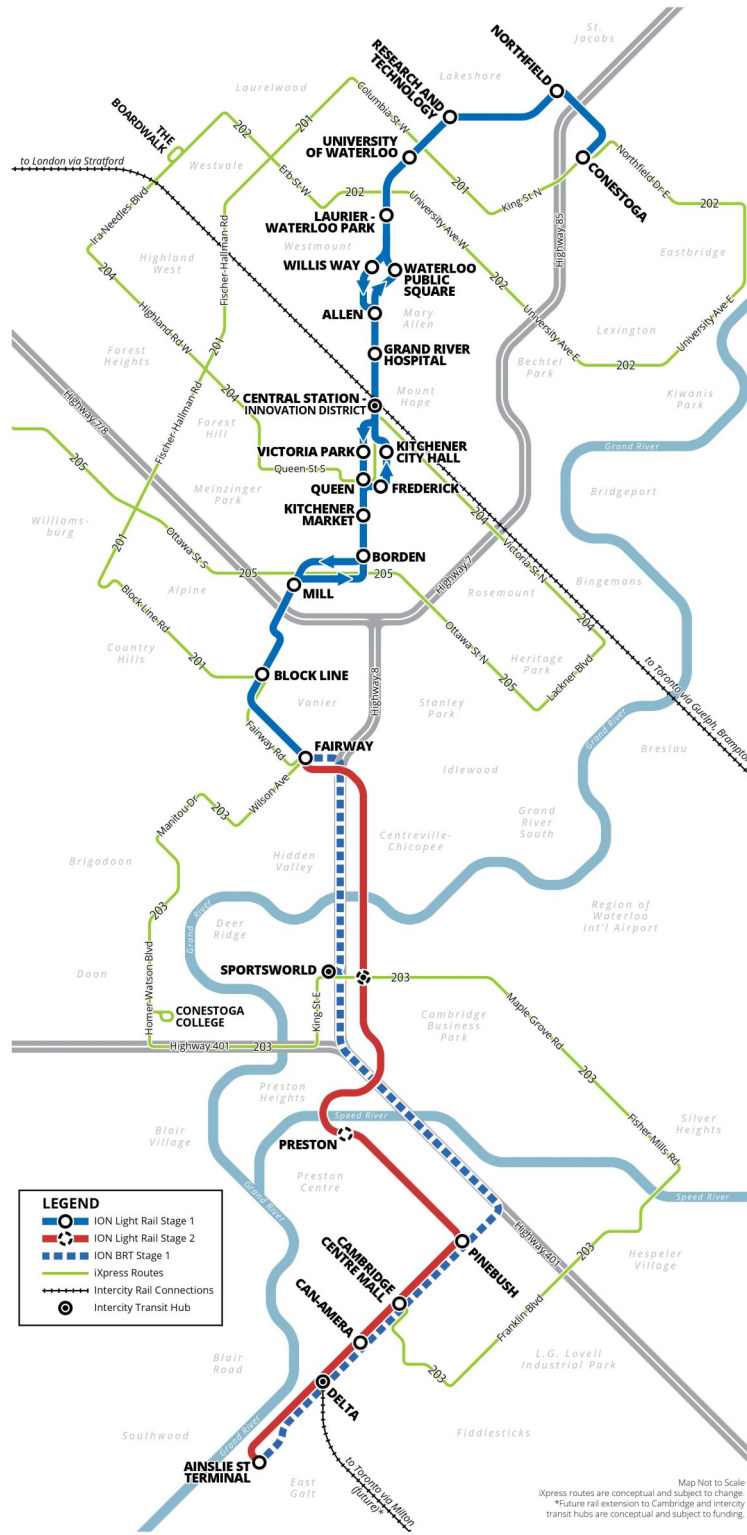


A northbound train departs the Allen station.

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North America's Newest Light Rail System

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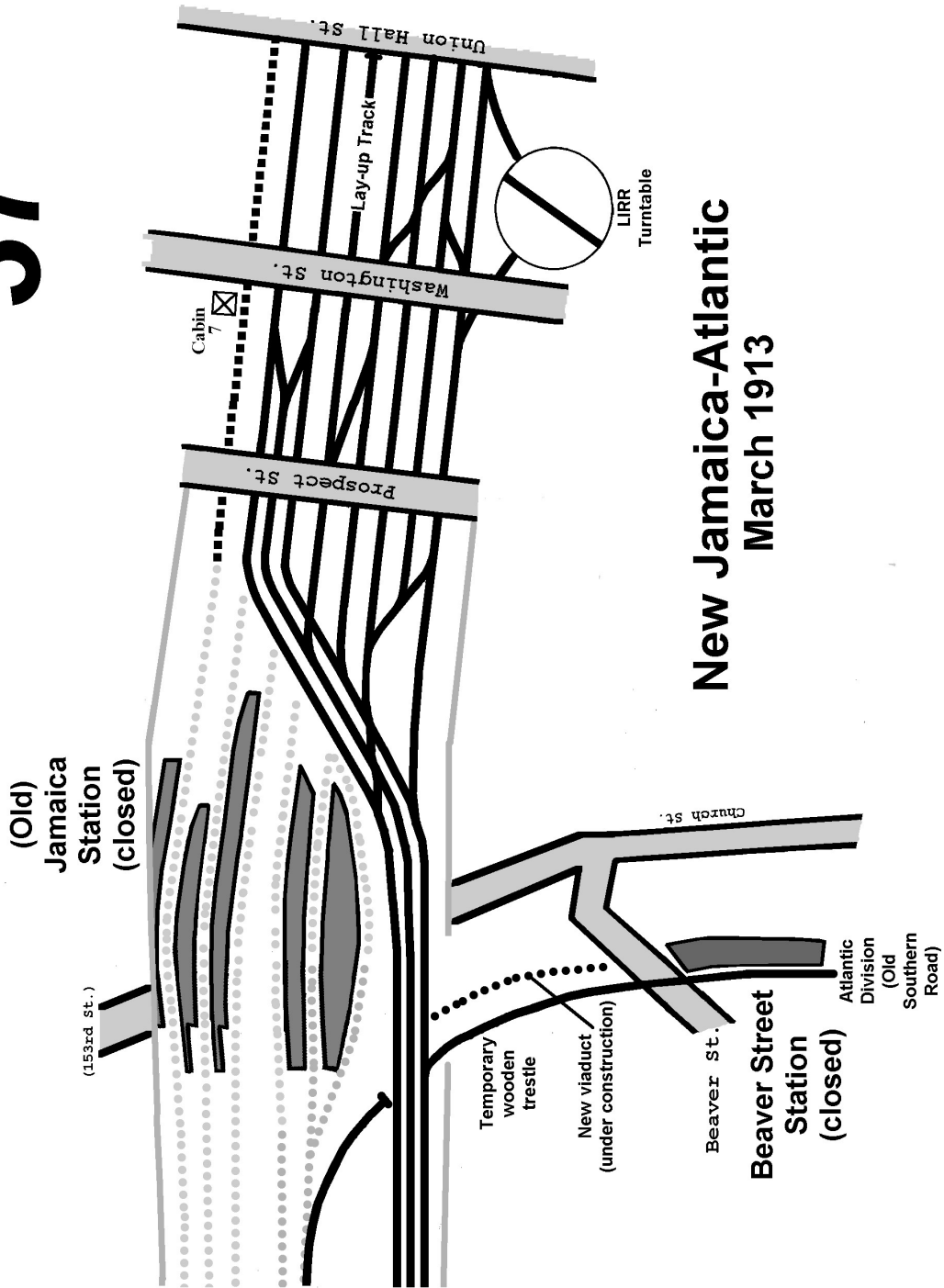
Map of the ION Phase I route.

Map courtesy of Region of Waterloo ION website

THE GENESIS OF DASHING DAN — A NEW JAMAICA AND THE MAIN LINE COMPLETE

by George Chiasson
(Continued from July, 2019 issue)

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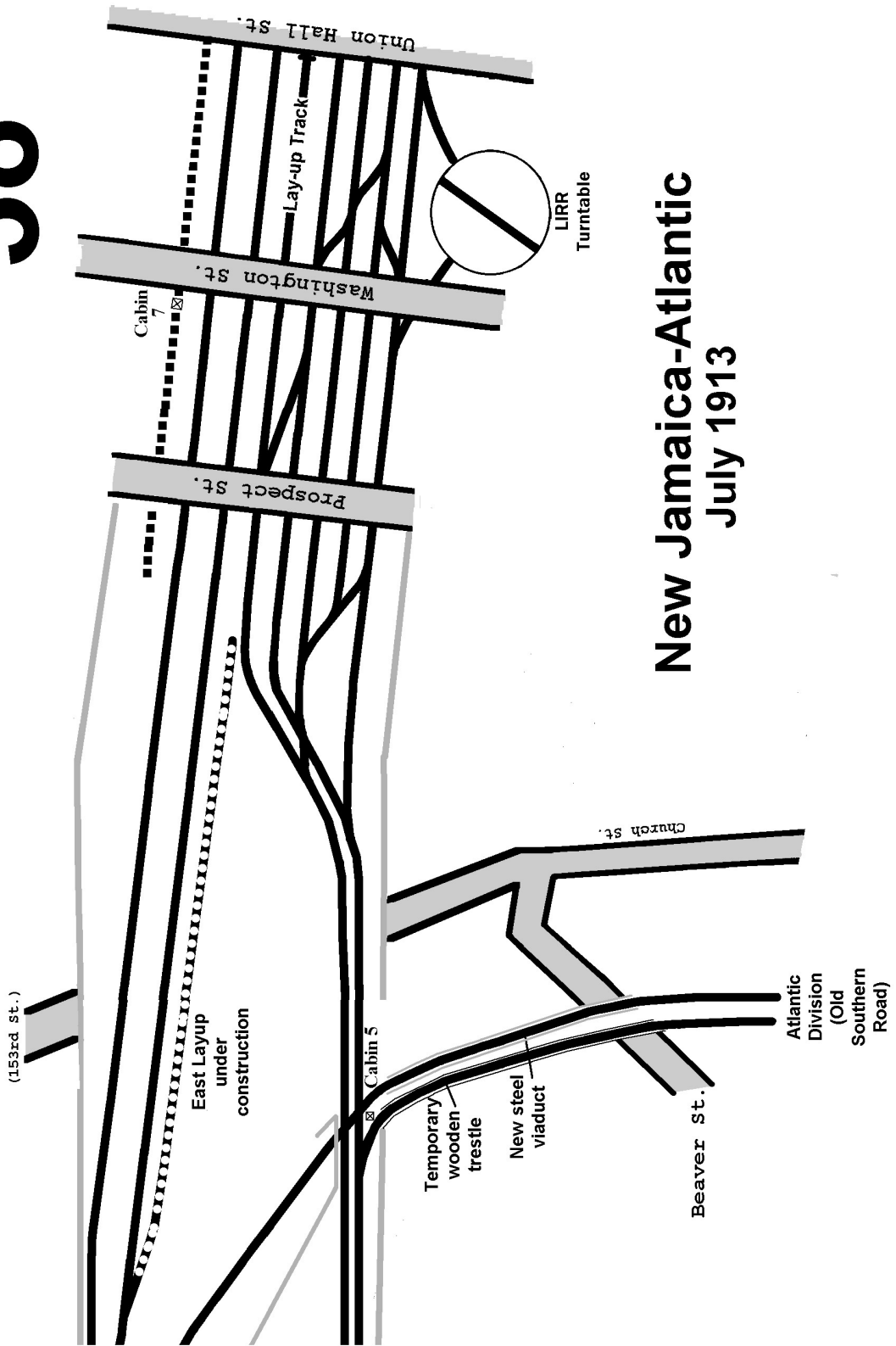


New Jamaica-Atlantic
March 1913

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The Genesis of Dashing Dan
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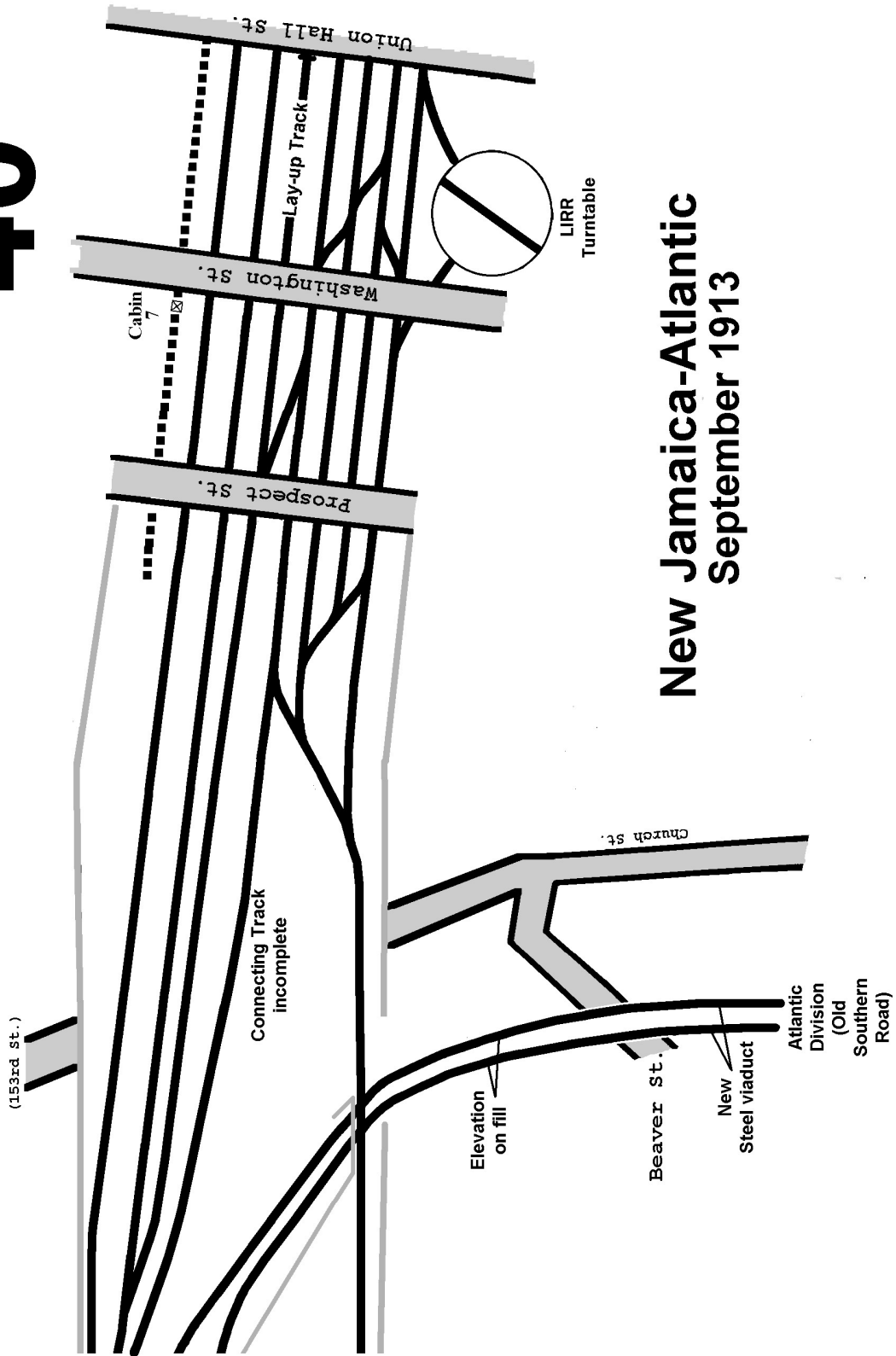


New Jamaica-Atlantic
July 1913

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The Genesis of Dashing Dan
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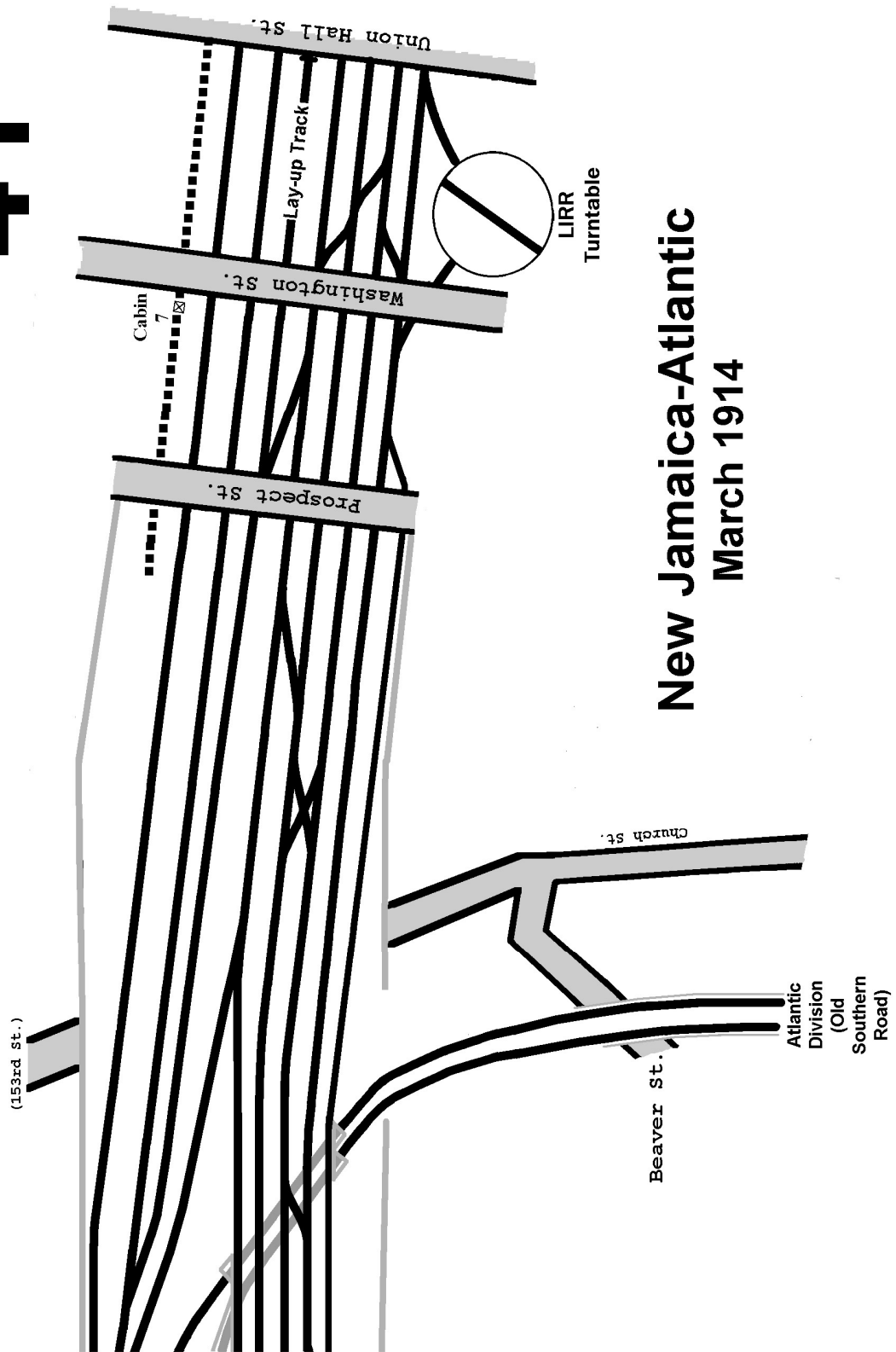


New Jamaica-Atlantic
September 1913

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The Genesis of Dashing Dan
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New Jamaica-Atlantic
March 1914

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Commuter and Transit Notes

No. 367

by Ronald Yee and Alexander Ivanoff

PORT AUTHORITY TRANS-HUDSON CORPORATION

The totally rebuilt eastbound platform and station facility of the PATH Harrison station opened at 9 AM on Saturday, June 15, completing the multiple-year-long rebuilding process for that 76-year-old station. Gone is the original brick-and-mortar headhouse, replaced by a state-of-the-art steel-and-glass facility that is fully ADA compliant with widened stairwells and elevator and escalator access from street level. The platform was rebuilt to accommodate future 10-car trains on the Newark-World Trade Center line. Ridership at Harrison has increased 30% in the past six years from 2 million in 2012 up to 2.6 million in 2018 with a boom in commercial and residential real estate development as well as the nearby Red Bull soccer stadium. (*Mass Transit Magazine*, June 15)

NJ TRANSIT

Hurricane Sandy's 2012 storm surge pushed the waters of the Hudson River inland along an old shipping canal that had been abandoned for over 40 years, resulting in the flooding of Hoboken Terminal and Yards as well as the tracks and station of the Hudson-Bergen Light Rail Transit (HBLRT). New Jersey Transit announced a request for bids on a project aimed at filling in this unused canal with landfill to eliminate the flood risk. In addition, phase two of this proposed land reclamation and flood control project could eventually provide six new tracks and three high-level platforms providing full accessibility and compliance with the Americans with Disabilities Act (ADA). STV Incorporated will manage both phases of the construction as part of its ongoing contract with NJ Transit's infrastructure resilience program. (*Progressive Railroading*, June 11)

From Monday, June 17 through Friday, September 6, track and platform renewal work will remove two tracks and one platform from service at Penn Station New York (PSNY) on a 24/7 basis. This is the third summer of disruption at PSNY for this ongoing project, which began when a series of derailments due to poor track conditions resulted in frequent disruptions in train service as well as serious safety issues. NJ Transit will divert all weekday *Midtown Direct* service trains on its Morris & Essex Lines to Hoboken after 7 AM. In addition, all Montclair and Boonton Line as well as one North Jersey Coast Line train will be diverted from PSNY to Hoboken. All North Jersey Coast Line trains that had been terminating in Hoboken will terminate at Newark. In addition, Morris & Essex Lines trains will not stop at the Newark Broad Street station during the peak periods. (NBC News4, June 17)

AMTRAK

The Federal Railroad Administration (FRA) awarded a \$2.8 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant to the Rhode Island De-

partment of Transportation (RIDOT) to continue an ongoing study launched in 2017 aimed at possibly adding Amtrak service at T.F. Green Airport near Providence. This airport is a major hub for Southwest Airlines and is currently served only by Massachusetts Bay Transportation Authority (MBTA) commuter trains. The study will encompass an analysis of track and signal improvements that would be needed to achieve this as well as a look at potential operating costs for Amtrak and economic benefits this station could bring to Rhode Island. (*Mass Transit Magazine*, June 11)

Amtrak's *Northeast Regional*, *Vermont*, and *Lake Shore Limited* services returned to the historic Springfield, Massachusetts Union Station on June 10. All Amtrak services had been using a temporary station facility since the original terminal was closed for restoration in 2012 and transformed into an intermodal transportation facility serving local and intercity buses as well as intercity (Amtrak) and local commuter rail (CTrail) services. The restored station houses the Amtrak ticketing and customer service desk as well as passenger information displays and incorporates a bright and airy atmosphere due to the plentiful windows and increased use of skylights. (*Mass Transit Magazine*, June 12)

The first of 28 *Acela II* consists is taking shape at Alstom's Hornell, New York manufacturing plant. The next generation of high-speed train to ply the rails of the Northeast Corridor (NEC), these trains will offer more and updated amenities to its riders. Full Americans with Disabilities Act (ADA) compliance featuring toilets that will accommodate a 60-inch turning radius for those confined to wheelchairs and on-board information systems in each car displaying current train speed and location as well as conductor announcements will be provided. Each of the 378 seats aboard will feature personal power outlets, USB ports, improved Wi-Fi, and adjustable reading lights, and Amtrak expects to implement an advance seating reservation system, providing pre-assigned seating identical to the common practice on most of the world's high-speed train services and passenger airlines. Food service will be enhanced, offering a contemporary menu with a greater choice of selections and easier access for the customer. The trainsets will consist of a power car at each end, seven business-class coaches, a first-class car, and a café car. They will be built to the new FRA Tier III crashworthiness standards, utilizing Crash Energy Management (CEM) technology to enable the train to have only 17 metric-ton axle loads, far lower than the *Acela I* in service today. The power cars are to be constructed of carbon steel; the coaches will be made of aluminum. The first of the *Acela II* trains is expected to be placed into service on the Northeast Corridor sometime in 2021. For additional details and stock photos, please refer to

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Commuter and Transit Notes*(Continued from page 8)*

this link: https://www.railwayage.com/passenger/high-performance/how-ace-la-cars-are-made-inside-the-alstom-facility/?utm_source=&utm_medium=email&utm_campaign=4531.

Meanwhile, Amtrak has completed the refurbishment and sprucing up of the interiors of the 20 current *Acela* trainsets plying the rails of the Northeast Corridor between Washington DC and Boston MA. All 100 *Acela* cars had their seat cushions and leather covers as well as aisle carpeting replaced and underwent a deep cleaning. This will keep the *Acela* fleet refreshed and updated until the new *Acela* II trains arrive starting in 2021. In an unprecedented move aimed at recycling worn-out materiel, all of the leather seat covers that were replaced have been “re-purposed” into handbags, leather wallets, and other goods available for sale on Amtrak’s web sales site. The used seat cushion materiel was also re-used as carpet padding. (*Mass Transit Magazine*, June 12)

OTHER TRANSIT SYSTEMS**BOSTON, MASSACHUSETTS**

Massachusetts Bay Transportation Authority (MBTA) Green Line Light Rail Vehicle (LRV) 3847 (AnsaldoBreda, 2001) operating in D/Riverside service derailed on the switch in the tunnel that routes trains onto the D Line from the B and C trunk lines between Fenway and Kenmore stations around 10:55 AM on Saturday, June 8. Of the approximately 150 people aboard, ten people including the LRV Operator were transported to local hospitals, none with life-threatening injuries. As of press time, no structural or overhead catenary damage was reported by MBTA. An investigation into the cause was underway as the LRV was re-railed and removed from the scene. The train had been carrying a pre-game crowd for a scheduled doubleheader baseball game at Fenway Park that afternoon and those who were able to be evacuated from the derailed LRV and walked about 400 yards along the tracks through the tunnel and out a portal leading to street level at Park Drive. A bus shuttle was implemented on the D Line between Fenway and Kenmore, Cleveland Circle and Kenmore on the C Line and between Boston College and Babcock Street on the B Line. Service on the E Line was unaffected. (*Editor’s Note by Ronald Yee: It appears that the truck under the rear section of the articulated LRV may have picked the switch, causing the rear of the train to move onto a diverging track from its intended routing.*) (NBC News4, *USA Today*, June 8)

Adding to MBTA’s woes, just three days later, a southbound Red Line train with 60 passengers aboard derailed as it entered the JFK/UMass station around 6:10 AM Tuesday, June 11, snarling the entire morning peak period service. One person was slightly injured but refused treatment. Press photos indicate car 01602 derailed, leaning at around a 30 degree angle. (Its mate, 01603, was still on the rails). This marked the fifth de-

railment on the MBTA “T” system for 2019. 65 buses were used to form a bus shuttle around the scene of the derailment. Red Line service was restored to both Braintree and Ashmont around 4:30 that afternoon but with heavy delays in service as the line was essentially single-tracked while crews continued to work on removing the derailed car. The derailed and tilted car severely damaged a group of signal control buildings or huts alongside the track. As these signal huts control all train movements through the merge point between the Ashmont and Braintree branches of the Red Line, the alternative train traffic control measures generated a lot of delays in the service while the damage was assessed and a repair strategy was formulated. As of press time, no estimates were available for when normal service or operations could be resumed, but there was speculation that it could take over a month if the supply of in-house spare equipment were exhausted and replacement parts had to be ordered or manufactured. (*Boston Globe*, June 11 and 13)

CHICAGO, ILLINOIS

A four-car southbound Chicago Transit Authority (CTA) Green Line train with about 30 passengers aboard derailed on the elevated structure just north of the 47 Street station around 11:05 AM on June 6. The derailed lead car of the train came to a stop on the elevated structure in an upright and stable condition. Seven passengers were treated for minor injuries. Service was suspended south of 35 Street-Illinois Institute of Technology and substitute bus service operated from there south to Ashland/63rd Street-Cottage Grove. Train service was restored at 4:30 PM. News photos indicate that the lead car of the train was 5143 (Bombardier Transportation, 2012). (CBS News2, June 6; *Railway Track & Structures*, June 7)

DALLAS, TEXAS

Dallas Area Rapid Transit (DART) awarded a \$119 million contract to Stadler to build and assemble eight diesel multiple unit (DMU) trains for the Cotton Belt Regional Rail Project. These DMUs are approximately 267 feet in length with four powered axles and eight unpowered axles and will seat 240 riders and accommodate 225 standees in a fully accessible low-floor design that will meet Federal Railway Administration structural standards. The trains will feature a closed-circuit video recording system as well as an on-board automated passenger counting system. This new line, to be designated as the Silver Line in the DART system, is a 26-mile, ten-station commuter rail line traversing Dallas, Collin, and Tarrant Counties. The line will run from Shiloh Road Station in Plano to Dallas-Fort Worth International Airport’s “Terminal B” and “DFW North” stations where it will share station facilities with Trinity Metro TEXRail. Intermediate stations such as Downtown Carrollton will provide connections with the Denton County “A” Train and DART’s Green Line, which will provide access to downtown Dallas as well as Dallas’ other airport, Love Field. The CityLine/Bush station will provide

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Commuter and Transit Notes*(Continued from page 9)*

a transfer to DART's Red Line to downtown Dallas as well. (*Metro*, June 3)

PORTLAND, OREGON

Portland's Tri-Met awarded a \$90 million contract to Siemens Mobility to perform a mid-life overhaul for 79 of its Type 2 and Type 3 class SD-660 Light Rail Vehicles (LRVs). All 79 cars are expected to be overhauled by 2025, extending the service life and reliability of these 1990s-vintage LRVs. (*Metro*, June 3)

SAN FRANCISCO, CALIFORNIA

The long-awaited ten-mile extension of the Bay Area Rapid Transit (BART) Fremont Line from the existing terminus at Warm Springs-South Fremont to the new stations at Milpitas and Berryessa in north San Jose is expected to open by the end of 2019. After 21 years of joint planning and construction efforts by BART and Santa Clara County, test and training trains will begin operating over the line for six months in preparation for the commencement of service. The station at Milpitas will be a transfer point where riders can transfer to the San Jose VTA light rail line that links Mountain View with downtown San Jose. Fares are expected to be \$7.75 each way from Berryessa to Embarcadero in downtown San Francisco. As Santa Clara County is not part of the BART district, its voters approved a one-eighth percent sales tax to cover the operating costs of the extension. It is expected that the daily ridership should be around 23,000. It is expected to significantly increase when Phase II is built and opened into down-

town San Jose, where Google is building a new campus employing 20,000 people. (*San Francisco Chronicle*, June 6)

In a surprise move, Bombardier has rented space in Pittsburg to create a new rail vehicle manufacturing plant in California. The plant is currently being used by Breda to produce the automated rapid transit cars for Honolulu's elevated transit line due to open in 2020. Once the Honolulu order is completed later this year, Bombardier will take over the facility and begin construction and assembly of the balance of the 775-car order by Bay Area Rapid Transit (BART) to replace its current car fleet of A, B, and C-type cars. That project has fallen seriously behind schedule, with just 90 cars produced thus far at the Plattsburgh, New York plant. Moving the manufacturing plant to California is expected to help smooth out the multitude of technical glitches that have plagued the initial cars and simplify the delivery process to BART. The first of the new BART cars are expected to roll off the assembly line by the end of 2019. Bombardier is apparently trying to set itself up to be in a good position to capture anticipated rail-cars orders resulting from rail transit improvements related to the 2028 Summer Olympic and Paralympic games in Los Angeles as well as other west coast rail projects. The new facility should also facilitate Bombardier's ability to meet the 70% American content requirement in new manufacture rail vehicles that will go into effect in 2020. No word was given about the future for the Plattsburgh plant once the current order of R-179 class cars for NYC Transit is completed next year. (*Reuters*, *Streetsblog California*, June 14)

Around New York's Transit System**2019 "Parade of Trains Schedule Announced"**

The New York Transit Museum announced that the "Parade of Trains" for 2019 will be held over the weekend of September 28-29, 2019 from 11 AM to 4 PM. As has been the custom, the trains will operate between Brighton Beach and Kings Highway on both days. Riders should expect to board or disembark from the trains only at Brighton Beach. The selection of which vintage equipment to be utilized in the parade will be made during the summer.

Police Assigned to Fare Evasion Detail

New York Governor Andrew Cuomo, in an effort to combat recent large increases in the fare evasion rate on New York City Transit subways, announced the assignment of 500 additional Police Officers to patrol the subway system. The rampant fare evasion rate has resulted in an increase in annual fare revenue losses from \$105 million in 2015 to \$225 million in 2018. At the current rate it is expected to top \$243 million for 2019. The rate of assaults upon transit workers is up by 15.3% in the past year. They will be stationed as added security and as a deterrent against fare evasion at select high-ridership stations with a significant fare evasion rate and

locations where a higher-than-normal rate of assaults against transit workers has been recorded. 200 Officers will come from the New York Police Department, 200 will be re-assigned from the MTA Police Department as well as Bridges & Tunnels Police, and 70 will come from the NYC Transit Eagle Team, which performs patrols aboard NYC Transit buses to deter fare evasion. The New York County District Attorney will provide, over the next four years, \$40 million to modify exit gates and station barriers (raising them to a higher overall height and deterring tampering with the gate locks from the outside), video monitoring technology, and increased signage warning against fare evasion.

NYC Transit's Save Safe Seconds Program Update

Additional speed improvements have been made on various subway lines since the July *Bulletin*. As before, the only adjustments made have been to unenforced speed restrictions. These are locations where there is a speed limit sign without enforcement by the signal system. Shown below are the additional locations of speed restrictions that have been modified:

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SUNSET FOR TORONTO'S CLRVs by Alexander Ivanoff

For almost four decades, the UTDC/Hawker-Siddeley Canadian Light Rail Vehicle (CLRv) has been the backbone of Toronto's vibrant streetcar system. These cars were supplemented with the Articulated Light Rail Vehicle (ALRV) and, until their retirements in the mid-1990s, the few remaining PCCs that the Toronto Transit Commission (TTC) operated. In general, the Greater Toronto Area is a must-see for any electric traction fan, and for transit fans in general. The mix of operators provides a rich environment for photographers and the near-universal acceptance of the PRESTO contactless card for fare collection makes a day of transit fanning enjoyable.

Toronto is a rough environment for any piece of transit equipment. Salted roads usually lead to body corrosion. Moisture from Lake Ontario can wreak its own havoc. Until recently the CLRVs were resilient, but during the winter of 2018-9, the TTC found itself unable to use its remaining CLRVs, the first time the entire fleet had been sidelined since its introduction in the late 1970s.

The TTC is in the process of replacing its fleet of CLRVs with brand new Flexity Outlook cars manufactured by Bombardier. Fortunately for traction (and transit) fans, the new cars have been slow to be delivered and have had numerous issues, giving fans a little longer to enjoy the rustic cars of yesteryear.

Before this article went to press, Route 501/Queen lost its CLRVs, replaced with full Flexity service along with a temporary decrease in service. This leaves Route 506/Carlton the only line currently operating with CLRVs. Thanks to the assistance of local transit enthusiasts, I could get in extensive riding on the CLRVs. While still majestic, the cars truly are showing their age: chipped paint, worn interiors, rust spots on the exterior, etc.

I had an opportunity to ride a GO Transit bus from Niagara Falls to the Burlington GO station to catch the train into downtown Toronto. Public transportation in the Greater Toronto Area (GTA) is bountiful, with rail and buses working together.

Once in Toronto, we had a clear Sunday to enjoy the remaining CLRVs, and the cars did not disappoint. One could argue that UTDC developed as true of a successor to the PCC as could be done, but the same argument could apply to SEPTA with its Kawasaki K-cars. Both agencies had life-expired PCCs to replace, and opted for non-articulated, homegrown vehicles. Toronto would only receive articulated CLRVs (ALRVs) later in the 1980s. In comparison to the SEPTA trolleys, the CLRVs had more standing room, something that I have not seen in many SEPTA vehicles.

Unlike new-generation streetcar systems, Toronto's is a throwback to yesteryear with boarding directly at street level. The CLRVs have stop sign placards to remind motorists of this fact. Although headways through the day were a little uneven, there was a car roughly every ten minutes and occasionally there was bunching. I observed three CLRVs heading westbound on Queen Street within a block radius. We headed home on Memorial Day Monday, feeling happy about our trip to Canada.

The CLRVs hold a special place in the hearts of Canadian transit fans and fans of electric traction. Two organizations are planning farewell trips later in the year: The Friends of the Philadelphia Trolley (Wilmington NRHS) is hosting one in August alongside a PCC and the Toronto Transit Society has a charter planned for September. One can hope that the TTC continues the tradition of streetcar charters into the Flexity era.

Around New York's Transit System

(Continued from page 10)

DATE	LOCATION	TRACK	FROM (MPH)	TO (MPH)
7/18-19/2019	s/o Hoyt-Schermerhorn St ⑥	E2	23	27
"	s/o Fulton St ⑥	E1	26	35
"	n/o Bedford-Nostrand Av ⑥	E2	24	30
"	s/o Myrtle-Willoughby Av ⑥	E1	25	32
"	n/o Metropolitan Av ⑥	E2	28	36
"	s/o Nassau Av ⑥	E1	28	36
7/23-24/2019	s/o WTC-Cortlandt ①	1	20	Removed
"	"	4	20	Removed
"	n/o WTC-Cortlandt ①	1	25	29
"	"	4	20	31
"	s/o Chambers St ①	1	20	Removed
"	"	4	25	Removed

THREE ISLANDS OF ITALY by Jack May (Continued from July, 2019 issue) (Photographs by the author)

Parts 09 and 10 left off after my tour of Cagliari's tramway system. I returned to our B&B at 14:00 to meet Clare. We had mentioned seeing some flamingos on our trip to Nora, and our hosts replied that slews of those birds can be seen nesting in the wetlands on the

eastern end of town. We decided to go out there, which turned out to be a very long bus ride with a substantial walk at the end. But it was worth it — here are some photos.



Flamingos.



We also saw some other birds, like this starling.



A flamingo in flight.

After returning we finished our day with an excellent meal at a nearby restaurant.

TUESDAY, APRIL 12

Our final breakfast at the Marino di Castello was taken in the B&B's rooftop garden, with great views of the harbor.

I then brought the car around and after stowing our luggage in the trunk, we stopped at an Esso station to fill the tank with diesel fuel and headed out to Elmas Airport to return the Lancia. We had not used it much, but it still had been an excellent convenience for a very low price. We purchased our rail tickets to Sassari from a machine, receiving our 15 percent discount by entering the numbers of the Senior Citizens cards we picked up at the beginning of our trip in Milan. Again we were greeted by the station's dog and soon our 10:45 train arrived, about 6 minutes late. We planned to break our journey about halfway at Macomer so we could ride a narrow-gauge railcar round-trip to Nuoro. Julien Wolfe, who visited Sardinia on a British rail tour a few years

back, indicated that the line was scenic, especially at its outer end, so we decided to make the side trip.

Our train was one of Trenitalia's modern tilting CAF-built 3-car ATR365 units (photo shown in part 8) and it provided a smooth and comfortable ride. One of the features I liked best was the ability to stand at the window of the cab and look straight out at the beautifully maintained right-of-way. We arrived in Macomer at 12:18 (15). After asking (having not seen any narrow-gauge trackage in the station) we were directed to the FdS station about a football field away. I took both of our wheeled suitcases and hurried via a wide pedestrian walkway, telling Clare I would hold the train for her, as our railcar was due to leave at 12:20, only 2 minutes after our (late) arrival at the other station. But as it turned out we didn't have to worry. The Conductor pointed me toward the ticket window and by the time I purchased round trips for a mere 6 Euros each, Clare had arrived and we climbed aboard. We sailed away at

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Three Islands of Italy

(Continued from page 12)

12:23 (20); clearly there had been no time for photos, or for that matter, anything else.

Our train consisted of a pair of the bullet-front ADe 01 cars from 1957, which had a modicum of exterior graffiti. Considering the sparse ridership, I was surprised that the trip needed two units, but eventually found out why. We stayed three minutes behind the advertised at all 10 of the stops and arrived in Nuoro at 13:35 (30). The passenger counts improved as we neared the end of the line as did the scenery, rolling farmland giving way to hilly terrain and steeper grades. I took a number of photos from our car's windows.

The 950-mm gauge 36-mile-long line was built in 1889, after the town of Nuoro was bypassed by Sardinia's main standard-gauge railway. It was operated entirely with steam power until 1935, when some diesel railcars were added to the scene. The line, which has no signal system, was entirely dieselized in 1969; freight service was discontinued in 2003. The crew received train orders at some of the stations.

Upon arrival our two units were uncoupled. What had been the rear car was now the 13:50 tripper to Macomer (according to the timetable, operating only when school is in session), and when it opened its doors a large number of students with backpacks climbed aboard. Since it would connect with the same Trenitalia run to Sassari as the other unit, we opted to have lunch at the station's snack bar, which had a counter and tables. After satiating ourselves we walked a little through this nondescript town of about 35,000 souls, leaving our bags under the watchful eyes of the staff. We rode the 14:24 back to Macomer, which also carried a number of students to way stations, where at some a school bus

was waiting. We got back to Macomer at 15:25 (22), and now had some time for photos before our 16:19 departure from the Trenitalia station. It was fun to experience three hours of branch line railroading in 60-year old equipment.

The rest of our journey was almost an afterclimax. The weather gradually turned cloudy and we even had some raindrops before arriving in Sassari, at 17:40 (40). I had not realized that our three-car Alstom Minuetto-style 70-percent low-floor diesel MU would change ends at Ozieri Chilivani, which explained the seven-minute scheduled stop (16:56-17:03 — photos of the electric version of these cars appeared in segment 06). During the times we were not dozing we saw mountains in the background — for about half the journey.

Now it was time to get to the Sassari-In, our B&B. We hailed a taxi for the short uphill ride and then found that "nobody was home," a story that was now getting familiar. Fortunately, the kindly taxi driver called the phone number we gave him, and then, after a short conversation, said that the proprietors would arrive in about 15 minutes. It was drizzling a bit, but we had decent shelter in the overhang of the building's entranceway. Exactly 15 minutes later a man about our age, who spoke reasonable English, came and unlocked the door, and helped us with our bags to the third floor. The residence looked fine and not long thereafter his daughter, who actually runs the establishment, also came and we had drinks and snacks, among them wrapped chocolates, which I happily devoured. After apologizing they gave us keys and suggested a good restaurant for dinner a short distance away.

We had an enjoyable meal and soon retired to our room for reading and then slumber.



Two references to our B&B's breakfast garden. The left view shows Cagliari's harbor as viewed while we were consuming the "most important meal of the day." The garden itself is shown on the upper left portion of the right photo. I had to wait a long time for a trolleybus to photograph, as almost all transit service under the wires was provided by buses.

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Three Islands of Italy

(Continued from page 13)



Two views from one of our railcar's windows as we approached Nuoro. We navigated a heavy grade before reaching the line's terminal.



The FdS railcar that served as the rear unit of our outbound train loads passengers just prior to its scheduled school tripper run from Nuoro to Macomer. This platform is accessible by both stairs and an elevator from the well-appointed station building above. This ADe01-class unit was built by Fiat in 1957.



One of ARST's 15 diesel locomotives switching passenger cars at the Macomer station. Many of these 1959 Breda-built units also work in Monserrato and Sassari, but are painted in a different liveries. Occasional Trenino Verde service to Bosa also operates from the station. See <http://mapsof.net/sardinia/railways-map-of-sardinia>.

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WEIRD SUBWAY QUIRKS by Henry Raudenbush

On August 16, 2018 (almost a year ago), the *New York Times* had an article on what it called “weird subway quirks” (<https://www.nytimes.com/2018/08/16/nyregion/weird-subway-quirks-addressed.html>). Member Henry Raudenbush had some additional information, which he was gracious enough to share with us. Thanks also to member Randy Glucksman, who passed along Henry’s observations.

Good article! Actually, there are a good number of stations where it’s not possible to change direction without paying another fare.

An interesting consequence of that: In the 1960s, the TA began heavy trackwork with mechanized equipment (Walter Schlager’s idea, as head of Maintenance of Way). On three-track and four-track line sections, this usually required that in midnight hours, local trains in

one direction ran on the express track. Passengers bound for a bypassed station would stay on until the station where they could change to a local in the opposite direction. On the IRT Broadway Line, when this was done between 96 St and 137 St, there was a problem because 137 St is a divided station. The solution was to switch the diverted uptown local from the middle track to the downtown local track for that stop. Passengers could then wait until a downtown local arrived there. In some other cases, paper transfers were issued for passengers to cross on the street. Fulton & Nostrand would have been an example of that.

At the two stations at Penn Station, the track and plat-

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form level of the subway has to be high enough to pass over the railroad, and as a result, there is no room for a mezzanine above the subway platforms. Entering from the street, you have to go down two levels, under the

subway tracks, then upstairs to the platforms. This is not that much of a problem, because the number of passengers coming from the street is far fewer than those coming from the railroad station, who enter directly to the mezzanine level. It is also necessary to go down two levels and up one at 23rd St & 6th Ave to reach PATH, and at IRT Atlantic Ave.

NEW YORK CITY SUBWAY CAR UPDATE

As of July 15, 2019 there were 243 of a total of 318 R-179s delivered to NYCT. Two of the three remaining four-car links arrived in the last part of March (3230-7), while the very last (3070-3) was on hand as of April 5. That set had been delayed by about a year owing to extensive post-production modifications that had to be performed in Plattsburgh prior to shipment. As a result, their delivery was deferred while the rest of the contract proceeded around them and as a result they were put at the back of the line to become cars 185-188 of the four-car sets as ordered. Being out of sequence relative to the R-179s already assigned to the **J** and **Z**, by late April East New York R-179s 3146-9 were loaned to 207 St for 3070-3's burn-in sequence, with all eight arriving at their home facility on May 9, a few days prior to the final set's acceptance. The first production "five-pack" of R-179s destined for service on the **A** (3238-42) had crossed the George Washington Bridge and were at 207 St on April 17, 2019. 3243-7 followed them by the end of April before 3248-57 were delivered in May; 3258-77 in June; and 3278-82 by mid-July. At their present rate of arrival, the last of the five-car R-179 sets should be on NYCT rails by late September or early October of 2019.

The ninth R-179 train (3214-21) appeared on the **C** March 29, the tenth (3222-9) on April 16, and the eleventh and final eight-car consist (3230-7) on May 8. Cars 3070-3 were seen in the yard at East New York on May 10, then were definitely in passenger service on the **J** as of May 14, 2019 to mark completion of that portion of the R-179 contract. The "pilot" ten-car train (3010-9) was released for full-time **A** service on March 28 following extensive software modifications and in the advent of the initial production delivery described above, but continued to experience less-than-consistent availability into June. Appearing to fare better overall, the second train of R-179s to be assigned to Pitkin (3238-47) was initially spied by member George Chiasson scooting along the Eighth Avenue Express tracks in the PM rush hour of May 10 during a burn-in run. It began its revenue service career on the **A** on Wednesday, May 22 to great social media acclaim and concurrently resulted in the release of R-46s 5846-53 from Pitkin (**A**, some **C**) for transfer to Jamaica, where that equipment is in use on the **F** and **R** lines. This pattern was re-

peated after the third R-179 train (3248-57) was accepted for the **A** on June 13, at which time R-46s 5854-61 were forwarded to Jamaica, and again after the fourth (3258-67) was accepted on July 12, with R-46s 5862-69 moving across to Queens by July 15.

On or about June 20, 2019 linked R-62As 1901-5 were withdrawn from revenue service on the **6**, broken up and assigned to refuse train service for the summer, based at 239 Street Yard in the Bronx. The four R-62A Work Motors which stayed behind at Corona one year ago (1906-8 and 1910) were still there in July, 2019. Meanwhile, there remain 24 single-unit World's Fair R-33 "Redbirds" active in similar duties around the system, with those based at 207 St temporarily using crews out of 38 St Yard in Brooklyn while MTA's Harlem River dock (where the refuse trains' "loads" are processed) is undergoing rehabilitation over by Track 58. Now marking their 16th year of work service, on July 17 we found these retired stalwarts largely assigned just as they were when we last checked in November, 2013: 9311, 9316, 9324, 9326, 9329, and 9332 at 239 St; 9309, 9322, 9323, 9325 at Unionport; and 9315, 9319, 9330, 9331, 9333-7, 9340-2, 9344 and 9345 at 207 St.

All four of the R-33 single units that were extracted from Corona Yard two years ago (9307, 9308, 9310 and 9343) have been embedded into NYCT's Museum Fleet, with 9307 and now 9308 restored to their original aquamarine, white and black pinstripe World's Fair paint schemes from 1963 to join that which was never changed on 9306. 9310 has been restored as a "1980s"-era Redbird (with interlocked "M" logos and low-mount number boards) while 9343 is in the process of eventually receiving a livery all of its own. Stay tuned to this page for an Update on which one...It should be noted that all four of those cars were modified as part of their passage through General Overhaul around 1985, while 9306 still retains its factory-installed componentry. They were further revised as part of their conversion to work motors soon after their 2003 retirement, most notably receiving a General Electric-based propulsion system in place of their original (and then-overhauled) Westinghouse switch group. This makes for some subtle technological differences between the preserved 9306 and the other museum single units, though none that would be as obvious as the variety of colors they now bear in the name of posterity.

ALMOST 90 YEARS AGO IN BROOKLYN...



Brooklyn & Queens Transit car 4337 at Park Circle, April 5, 1930.
Photographer unknown