The Bulletin

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The Bulletin

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For general inquiries, or *Bulletin* submissions, contact us at **bulletin@erausa. org** or on our website at **erausa. org/contact**

Editorial Staff:

Jeffrey Erlitz
Editor-in-Chief

Ronald Yee
Tri-State News and Commuter Rail Editor

Alexander Ivanoff
North American and World News Editor

David Ross
Production Manager

This Month's Cover Photo:
New York, Westchester & Boston 113 (Pressed Steel Car Company, 1912), Baychester Avenue, Bronx, 5/1937. Photographer unknown

LONG ISLAND RAIL ROAD M-9s ENTER SERVICE
by Jeffrey Erlitz

After many months of testing in non-revenue service, MTA Long Island Rail Road inaugurated revenue passenger service with the M-9 electric multiple-unit cars on Wednesday morning, September 11, 2019.

The day began when the M-s, running as extra Train #4606X, left Hillside Yard (east of Jamaica) at 4:43 AM and arrived in Huntington at 5:29 AM, where it immediately operated just past the station and onto the South Siding Extension. This is so the equipment can be out of the way of at least one other morning peak train that leaves Huntington before 6:50 AM. Normally, the equipment for Train #1621 comes out of Yard D in Jamaica at 4:51 AM.

As soon as Train #1619, the 6:38 AM from Huntington to Atlantic Terminal, left the station on Track 2, the M-9s came back into the station for the train's scheduled 6:50 AM departure. There was at least one television news crew documenting the event, as well as many railfans and other interested parties. Operating as Train #1621, the eight-car train left Huntington just a couple of minutes past its scheduled time, bound for the Hunterspoint Avenue station in Long Island City, Queens, where it arrived on time at 7:49 AM. The consist was W-9015-9016-9007-9008-9005-9006-9001-9002-E.

After arriving at Hunterspoint Avenue and discharging its passengers, the equipment continued west into the Long Island City passenger yard to lay over. It left there at around 9:00 AM as Train #4800, a non-revenue equipment train, bound for the Johnson Avenue Yard in Jamaica, where it arrived at 9:20 AM.

Later that same day, the M-9s left Jamaica at 4:02 PM, operating light as Train #4367 to Penn Station, where it arrived on Track 13 at 4:41 PM. Right on schedule at 5:05 PM and operating as Train #762, the M-9s began their eastward journey to Hempstead, arriving one minute late at 5:58 PM. After performing the required terminal brake tests, the M-9s left Hempstead at 6:17 PM and operated light as Train #3751 back to Penn Station and on to West Side Yard, arriving there at 7:15 PM.

After more than four hours, the M-9s departed from West Side Yard at 10:17 PM and pulled into Track 17 at Penn Station to pick up passengers. Leaving Penn Station on time at 10:36 PM, the M-9s operated on Train #190, an express to Babylon stopping only at Woodside, Jamaica, Valley Stream, Freeport, and Babylon. The train arrived at Babylon at 11:35 PM, about three minutes late. It then spent the night in Babylon Yard.

The following day, Thursday, September 12, the M-9s operated on a morning trip from Babylon to Atlantic Terminal, Brooklyn. Afterwards, the train set spent the entire day operating on trips out of Brooklyn, two round trips to Far Rockaway and, finally, a one-way trip to Ronkonkoma.

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LIRR M-9s Enter Service

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On its inaugural revenue passenger run, M-9 9015 (Kawasaki Rail Car, 2018) leads Train #1621 after having left the station in Huntington and is about to cross W. 11th Street in Huntington Station. The lead pair here, cars 9015-6, were the first ones built at Kawasaki's manufacturing facility in Lincoln, Nebraska. Cars 9001-14 were built in Kobe, Japan.
Jeffrey Erlitz photograph

Train #1621, the first train of M-9 cars in revenue service, heads west towards the Oakwood Road crossing in Huntington Station on its way to the Hunterspoint Avenue station in Long Island City.
Jeffrey Erlitz photograph

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LIRR M-9s Enter Service

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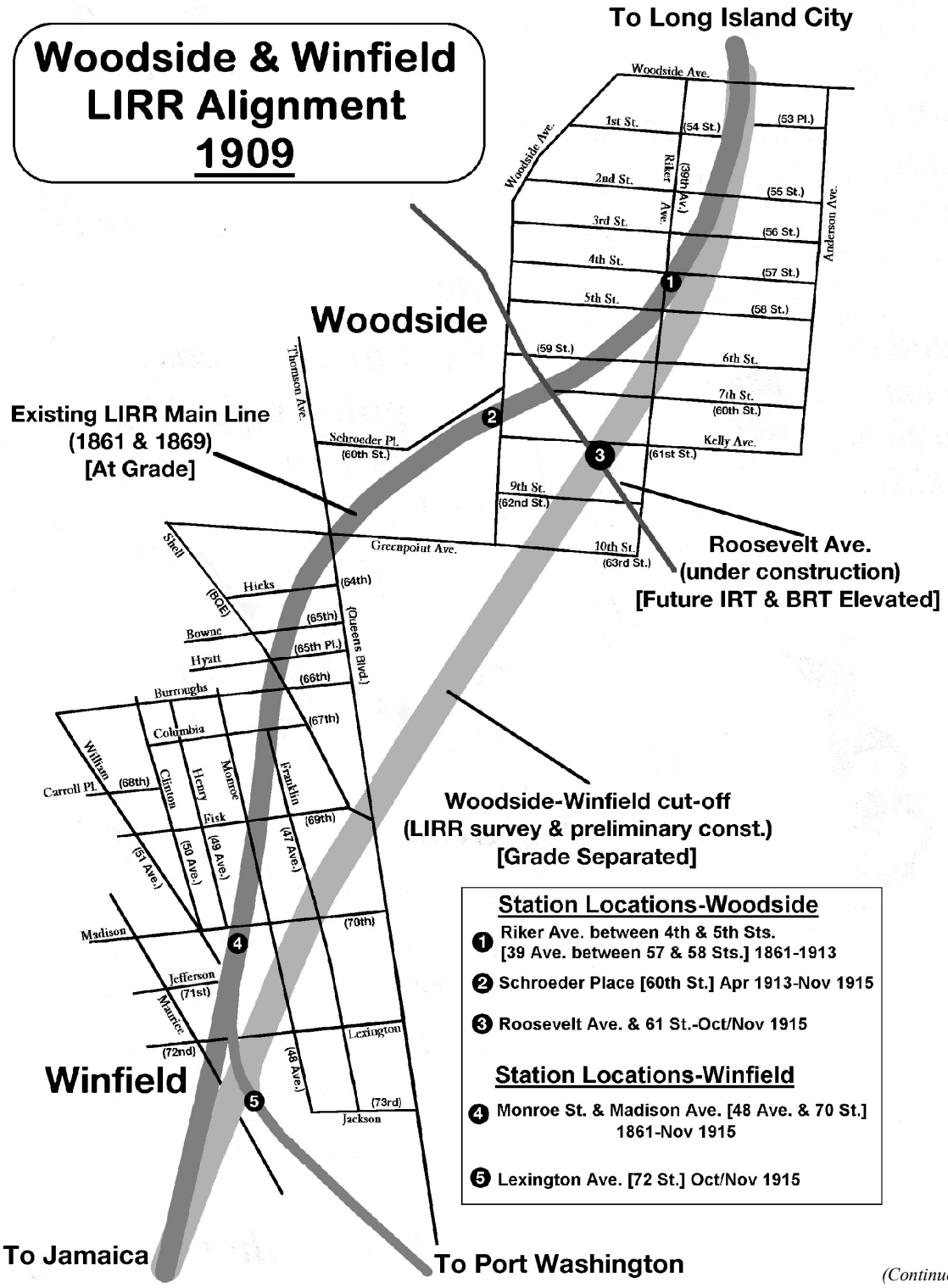
M-9 9002 is on the head end of Train #4800, a non-revenue equipment trip from the Long Island City passenger yard to Johnson Avenue Yard in Jamaica. It is about to cross Borden Avenue. The Pulaski Bridge, connecting Queens and Brooklyn, is overhead.
Sunny Zheng photograph

The M-9s, headed by 9002, pass through the Hunterspoint Avenue station on Train #4800, an equipment train to Jamaica, specifically Johnson Avenue Yard.
Randy Glucksman photograph

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

by George Chiasson

(Continued from September, 2019 issue)



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The Genesis of Dashing Dan

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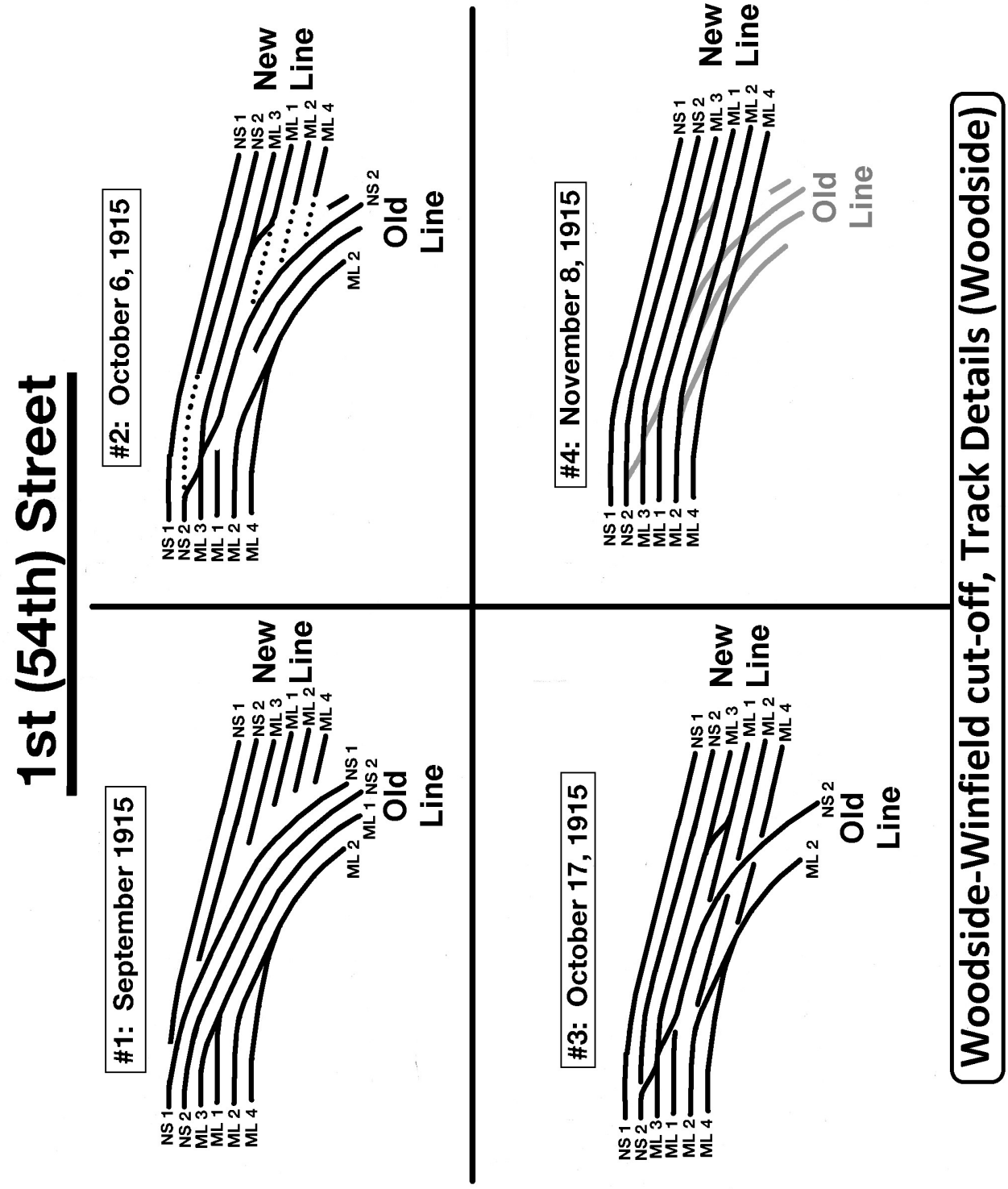

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The Genesis of Dashing Dan

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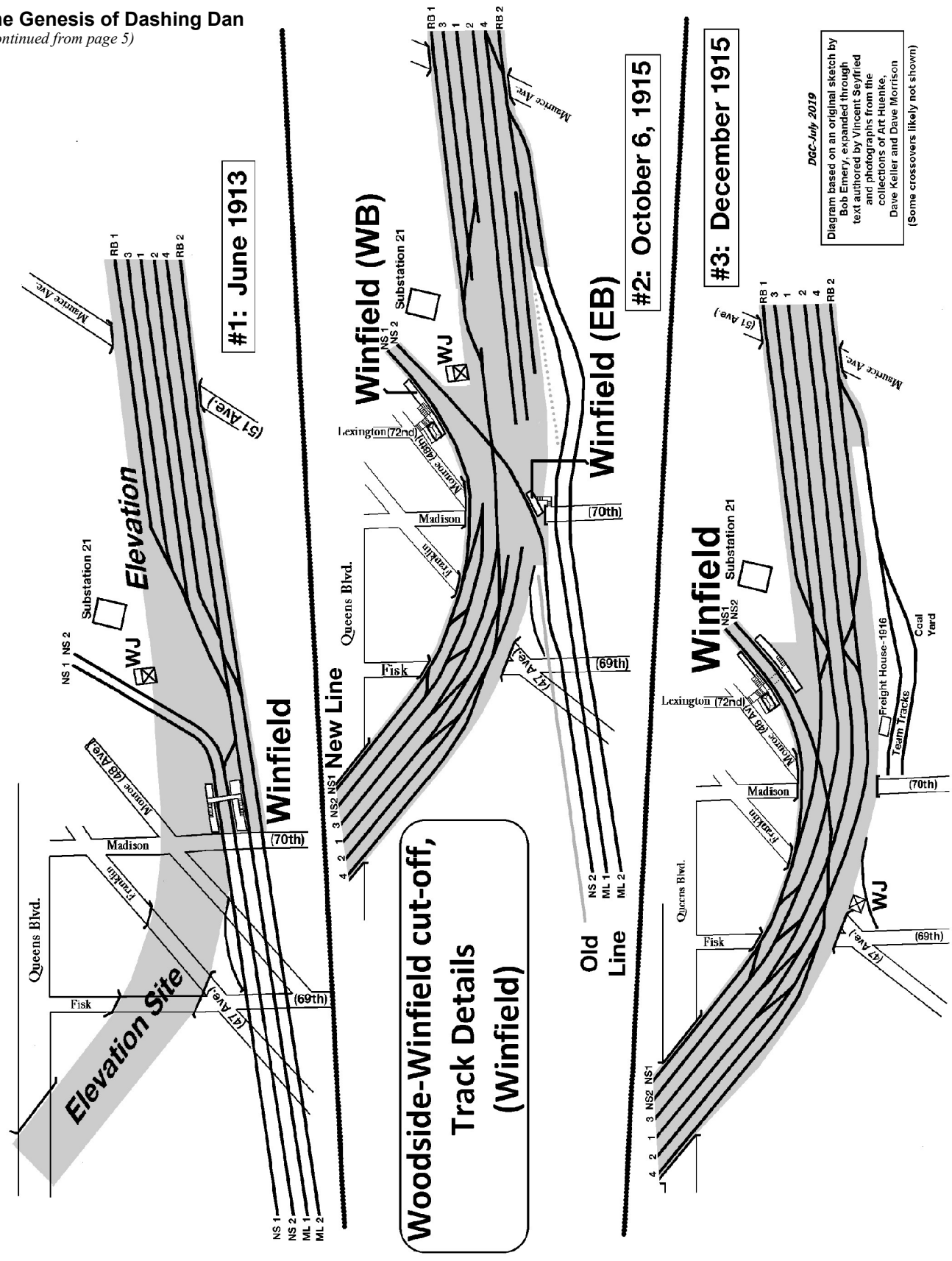

ELECTRIC RAILROADERS' ASSOCIATION 2019 ANNUAL CONVENTION IN THE SOUTHWEST
by Alexander Ivanoff and Ronald Yee

Over the Labor Day holiday weekend, August 31-September 3, 2019, the ERA held its annual convention in the southwestern USA. The convention was based in Tucson, Arizona and El Paso, Texas, giving attendees a chance to inspect, ride, and photograph the light rail lines of Tucson, nearby Phoenix, and the newly opened El Paso Streetcar as well as various trolley and transportation museums in southern Arizona.

Saturday, August 31, our first full day, contained the most intensive schedule of the entire convention. The first stop on Saturday was to the Arizona Railway Museum in Chandler, home to a former Toronto PCC. While the PCC was the highlight for the electric traction purists in the group, many members also found the museum's well-preserved passenger railcars a delight. Many of the cars are on loan to the museum. The museum also houses a small indoor annex with a gift shop. From the Arizona Railway Museum, we ventured to the "home" (yes, it was literally built as a single-family home) of the Phoenix Trolley Museum. The museum's crown jewel, Phoenix trolley 114, is stored off-site.

After lunch in downtown Phoenix, we rode Valley Metro the entire length of the line to the end in Tempe. Many of our members remarked how tired the cars looked (almost all had wraps) with stations that had not aged well and a right-of-way that was aesthetically unpleasing. I felt no need to look out the window during the ride to Tempe. The ride to Tempe and the bus back to Tucson concluded the first day of the convention.

On Sunday, September 1, we covered the three rail museums of Tucson as well as an entire afternoon/evening riding and photographing Tucson's Sun Link Streetcar. The chartered bus departed the Tucson Marriott University Park Hotel, our convention headquarters, at 9:00 AM and immediately headed over to the Old Pueblo Trolley Barn where there is one active Birney streetcar outfitted with a pantograph operating over 90 feet of electrified track. The volunteer staff opened the museum especially for the ERA and operated their Birney car back and forth over the short length of track for us.

A brief history on this museum: From 1993 until October 31, 2011 the Old Pueblo Trolley operated on Fridays, Saturdays, and Sundays with an all-volunteer staff over a one-mile-long route that spanned from University Boulevard and Tyndall Avenue (next to the main gate of the University of Arizona and the location of the current Sun Link streetcar station) under the Union Pacific (ex-Southern Pacific) tracks and served the Amtrak station. Unfortunately, the Old Pueblo Streetcar operations had to cease when a promised track connection to the new Tucson Sun Link Streetcar was not included in the final construction orders when the tracks were being laid. Apparently, there was some degree of adverse political maneuvering involved. On a brighter note, arrangements are now being made to house the historic streetcar fleet at the main shops of the Tucson Sun Link Streetcar, permitting daily operation of the vintage cars, if the Old Pueblo Trolley organization can provide the necessary staffing to do so. Repairs of the vintage cars would continue to be done at the original Old Pueblo Trolley barn, using "snap-track" overlays to connect it to the Sun Link tracks located right outside of the front gate of the barn.

A photo opportunity was had when the Sun Link streetcars began to deadhead out of the maintenance facility and yard to reach the mainline and go into service for the day. Photos were had of the cars still in the yard being readied for service as well as the first car rolling down the street heading out into service.

The bus then took the group across downtown to visit the Old Pueblo Trolley Museum and Operations Center building. The original Japanese tram that operated over the streets of Tucson as part of the Old Pueblo Trolley is now stored there as is their Toronto PCC 4608 (ex-4544 prior to its rebuilding in 1980). Much of their collection is historic buses, from the GMC RTS II to classic 1950s GM "TDH" class buses. Fortunately, most of the collection is indoors, protected from exposure to the elements. The museum staff were all wonderful hosts, proud and eager to guide us around the building to show off their vast collection.

Lastly, we visited the Southern Arizona Transportation Museum located on a portion of the former Southern Pacific Railroad station which also serves as the Amtrak station for the tri-weekly Sunset Limited. This museum has a SP steam locomotive preserved under a rainshed to keep it out of direct exposure to the harsher elements as well as two display rooms in the actual station building. We finished the three-museum tour at 12:45 PM.

The rest of the day, the conventioneers were all free to ride and photograph the Tucson Sun Link Streetcar. I rode around the 3.9-mile, 22-station line with several ERA members, stopping off at several photogenic locations or locations offering good views such as on a bridge and from a parking garage structure next to the tracks. On the middle day of the three-day Labor Day holiday weekend, only three of the eight cars were out on the line. The other cars remained in the yard and barn although I was told Sun Link operates up to six cars over the line during peak periods. The one troubling issue I had with the Tucson Sun Link Streetcars was the fact that it appears that the entire fleet of eight United Streetcar 200s are fully wrapped in advertising. Some ads were okay but others totally detracted from the LRV's appearance. Why the ads have to completely

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ERA 2019 Annual Convention in the Southwest

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cover every window except for the Operator's window at each end, I do not understand. A more reserved advertising display covering the sides of the cars below the windows and along the roofline would have achieved the same effect. There also must also be unaddressed security issues related to the interiors being invisible from the outside to emergency responders and law enforcement. In this day of terrorism and a barrage of active shooter situations seemingly in the news on a weekly basis, these wraps can mean the difference between a success and failure in the ability of the police to effectively respond to a "situation." I heard from other conventioneers that the LRVs in Phoenix were even worse, obscuring passenger's outward vision, even in broad daylight!

As part of the ERA Convention package, the conventioneers were transported from Tucson to El Paso aboard Amtrak's tri-weekly *Sunset Limited*, a nearly six-hour run. Contrary to the reputation of this train for often being hours late, we were pleasantly surprised with this train being just 30 minutes late departing Tucson and only 10 minutes late arriving into El Paso. Perhaps it was due to the Labor Day holiday weekend, resulting in a lower amount of freight train traffic to navigate through on the Union Pacific mainline over which the *Sunset Limited* operates. Many of the conventioneers took advantage of the Dining Car and enjoyed a full-service dining experience with food prepared and cooked aboard. Among the menu selections were steamed mussels.

Because Amtrak arrived into El Paso "on-time," the conventioneers had time to ride the El Paso Streetcar in the late afternoon, taking advantage of a special "fare-free" policy for the streetcar line during September. While no fares were collected, all passengers were encouraged to put in coins or dollars into the farebox in support of a monument to the August 3 mass shootings and injuries at the Walmart in El Paso. With the "fare-free" policy, ERA conventioneers were afforded a few more ride and photo opportunities well into the night.

Interestingly, the El Paso Streetcar is not focused on the standard 9-5 work routine but instead, only commences service at 11 AM and operates until 3 AM Thursday, Friday, and Saturday, and until midnight all other days. The intent of such an "offset" operating hours range is to encourage transit use to and from the university and medical center as well as boost patronage at some of the restaurants located at the far end of the line. The "El Paso Streetcar" opened on November 9, 2018 and operates a fleet of six PCCs restored and updated by the Brookville Corporation of Pennsylvania to comply with current ADA accessibility over a 4.8-mile, double loop system (one loop covering downtown and the border district and a loop serving uptown university and medical center districts) with 27 stops.

These PCCs are the survivors of the original El Paso Streetcar fleet that ran on an international route linking El Paso, Texas with the Mexican city of Juarez on the opposite side of the Rio Grande River and were originally air electric PCCs. Three additional PCCs are stored in a secure location ready for restoration, upgrading, and return to service if and when the need arises. The original El Paso Streetcar began operations in 1950 and ceased operation in 1974. It took 44 years for the streetcars to return to El Paso, Hopes are still alive to someday restore the international bridge route into Juarez, Mexico. However, under the current political climate, I doubt this will happen anytime soon.

On Tuesday, September 3, the ERA was given a tour of the El Paso Streetcar maintenance facility. Hosted by Carl Jackson, Assistant Director of Streetcars, the conventioneers enjoyed a comprehensive tour filled with many operational insights. While the ERA was in El Paso, only the four cars painted in 1950s (1511 and 1515 in two-tone orange and green) and 1960s (1504 and 1514, green with dark green stripe at the belt line) motifs were operating over the city streets. The two PCCs in the 1970s paint scheme (red stripe at the belt line) were in the shop, 1512 in for routine maintenance and 1506 in for repair from a recent minor fender bender with an errant automobile. The afternoon was spent photographing the four PCCs out on the line (1515 was assigned to charter service for the ERA shuttling three tour groups for the shop tours) before everyone returned to the hotel for the ERA Banquet where three speakers representing the local El Paso government, transit planners, and Carl Jackson gave detailed presentations covering the history of, and the issues surrounding, the re-establishment of the streetcar.

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Prescott & Mount Union Railway 1, Old Pueblo Trolley Museum, Tucson, Aug 31, 2019.
Ronald Yee photograph

Tucson Sun Link 200T #107 (United Streetcar, 2014) departing the Sun Link yard, Aug 31, 2019.
Ronald Yee photograph

Sun Link 200T 108 on 4th Avenue at 8th Street.
Ronald Yee photograph

Sun Link 107 on 4th Avenue at 9th Street.
Ronald Yee photograph

Sun Link 107 on 2nd Street leaving Highland Avenue.
Ronald Yee photograph

Sun Link streetcar route map.
Sun Link website

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El Paso Streetcar 1512 (St Louis Car Company, 1937) in Maintenance Facility. Ex-Paso del Norte Streetcar Preservation Society, ex-ex-El Paso City Lines, nee-San Diego Electric Railway 519. September 2, 2019.
Ronald Yee photograph

El Paso Streetcar 1514 (St Louis Car Company, 1937) on East Franklin Avenue nearing the Cleveland Square stop. Originally San Diego Electric Railway 523.
Ronald Yee photograph

El Paso Streetcar 1511 (St Louis Car Company, 1937) on North Stanton Street nearing Rim Road. Originally San Diego Electric Railway 518.
Ronald Yee photograph

El Paso Streetcar 1504 (St Louis Car Company, 1937) on North Stanton Street and Rio Grande Avenue. Originally San Diego Electric Railway 504.
Ronald Yee photograph

El Paso Streetcar 1511 (St Louis Car Company, 1937) on North Oregon Street near Cliff Street.
Ronald Yee photograph

Route map of the El Paso Streetcar.
Sun Metro website

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Commuter and Transit Notes

No. 369

by Ronald Yee and Alexander Ivanoff

Metropolitan Transportation Authority

On September 16, 2019, the MTA released a $51.5 billion Five Year Capital Plan covering the 2020-4 period. Primarily focused on NYC Transit with $40 billion earmarked for the subways and buses of New York City, it also contains $10.4 billion for the MTA's two commuter railroads, Long Island Rail Road and Metro-North Railroad. This plan also contains $3.3 billion for MTA Bridges and Tunnels.

A major portion of the funding, $15 billion, is expected to come from revenues collected from the congestion pricing tolls charged to all vehicles entering Manhattan south of 60th Street. Another $10 billion would be from new revenue streams signed into law by New York Governor Andrew Cuomo as part of the fiscal year 2020 New York State budget. $10.68 billion would be from federal funding programs and another $10 billion from bonds backed by newly established revenue sources dedicated to public transportation, a progressive tax on high-end real estate sales, and the elimination of the internet sales advantage (sales taxes collected on internet sales which, until last year, had continued to be elusive of the taxing authority of New York State). $3 billion is expected to be pledged by Governor Cuomo (subject to approval by the State Legislature) with a requested match of $3 billion from New York City Mayor de Blasio. The remaining $9.8 billion will come from the MTA in the form of pay-as-you-go bond issuances, existing dedicated taxes, transit fares, and the stream of bridge and tunnel toll revenues. (MTA press release, September 16)

For MTA NYC Transit's portion of the program, please see page 20 of this issue.

MTA Long Island Rail Road

See page 1 for the introduction of the M-9 electric multiple-unit cars on September 11.

The 2020-4 MTA Capital Program will provide $5.7 billion for the LIRR. It will fund the final pieces of infrastructure needed to enable the opening of its East Side Access under Grand Central Terminal, currently slated for December, 2022, that will serve an expected 160,000 riders. The monies will also fund ten miles of third track on the LIRR mainline between Hicksville and Queens Village Interlocking along with the elimination of all grade crossings along this busy stretch of track. It will also fund signal and track improvements through Jamaica to increase throughput and train speeds through the area. The third mainline track will enable continuous bi-directional service during the peak periods and an increased number of trains in both directions. $1 billion will go toward track upgrades with concrete ties and continuous welded rail to improve reliability and reduce maintenance costs over the long term as well as track reconfigurations to help increase train speeds at key locations. This will bring 90% of LIRR track to a state of good repair. $364 million will fund an accelerated replacement and upgrade of signals and switches. 32% of switches, 21% of track circuits, and 11% of grade crossing circuits will be replaced at the locations with a history of high maintenance expenditures. $910 million will go toward station improvements and providing full ADA accessibility to 93% of LIRR stations serving 97% of its customers.

$487 million will go toward the purchase of 160 M-9A electric multiple unit cars. These cars will expand the fleet by 10% and provide 25,000 additional seats into and out of Grand Central Terminal. The order for 204 M-9 EMUs (94 original order and 110 exercised option cars) are currently being delivered from Kawasaki Rail Car. The capital program will also fund the purchase of 12 locomotives and 17 new coaches for non-electrified services. *(Editor's Note by Ronald Yee: While it can be envisioned that the M-9A could be similar to the M-9 (unless the MTA goes for a totally new design car body with the new FRA crashworthiness standards that have been relaxed from the old 800,000-pound buffing strength to allow a more international (lighter weight) standard of design to operate in the USA), both manufacturers for its 1998-vintage diesel-powered fleet and locomotives have long since departed the suppliers' market. What type of locomotives and coaches the LIRR could order with these funds over the upcoming years of this capital program could prove interesting.)* MTA press release, September 16

MTA Metro-North Railroad

The 2020-4 MTA Capital Program will allocate $4.7 billion to MTA Metro-North Railroad. $895 million is allotted for the beginning of the effort to rehabilitate the Grand Central Terminal trainshed and the Park Avenue Tunnel and Phase 1 of the process of replacing the over 100-year-old Park Avenue Viaduct. $621 million will go toward station accessibility and improvements, bringing ADA access to 78% of MNR stations serving 93% of its customers. Stations in the Bronx and in southern Westchester County will be refurbished. Lastly, critical component repairs will be made at some upper Harlem and Hudson Line stations. On the Harlem Line, another $184 million will be spent to continue building the necessary infrastructure to eventually add a third track between Crestwood and North White Plains. Two substations will be built and three more designed for future construction. A parking lot at the Southeast station will also be relocated and expanded to support future improvements. On the two West-of-Hudson Lines, $187 million will be spent to enable MNR to continue the phased construction of the core infrastructure needed for the eventual establishment of reverse-peak services on the Pascack Valley and Port Jervis Lines in the form of lengthened passing sidings and double-tracking. Existing track will also be brought up to and maintained in

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Commuter and Transit Notes

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a state of good repair, enabling a potential 60% increase in service in future years.

In terms of fleet replacement, $485 million is earmarked toward the replacement of the railroad's 140 1983-4-vintage M-3A EMUs for the Hudson and Harlem Lines. No additional details were provided regarding the type of cars or type of propulsion, or whether they would be EMU or locomotive-powered push-pull coach equipment. *(Editor's Note by Ronald Yee: MNR is currently pursuing a possible joint order with Amtrak's* Empire Corridor *for dual-mode locomotives to replace its current fleet of 31 General Electric P-32-AC-DM dual-mode locomotives that were built over three orders between 1995-2004 (201-205 in 1995, 206-217 in 1997-98, and 218-231 in 2003-4). Reportedly, an offer from Siemens of a dual-mode version of its SC-44 locomotive is the front-runner under consideration. Unlike the P-32-AC-DM, which is designed to be a diesel-electric locomotive with the ability to operate in third rail electric mode in Grand Central Terminal and in the Park Avenue Tunnel, this new proposed locomotive is expected to be primarily a third rail electric locomotive with a diesel-powered prime mover for operation over non-electrified track. This gives rise to the possibility of MNR ordering more units than needed to simply replace and perhaps augment the number of engines needed to replace the P-32-AC-DM for non-electrified services. The added units could be used to power low-profile multilevel push-pull coaches for use on peak period trains operating over the electrified portions of the Hudson and Harlem Lines. As such "unitized" consists would primarily be assigned to peak period trains and not operate on low patronage off-peak trains, the economies offered by an EMU's adjustable consist length would not be needed. The 332 active cars of the M-7A fleet would provide for flexible length consists, coupling and uncoupling pairs or splitting up 10-car consists as needed during the off-peaks.)* (MTA press release, September 16)

Amtrak

Amtrak's sole remaining full-dome lounge car, 10031, is officially retired from active service. It is now reportedly stored at Amtrak's Beech Grove Shop and Yard facility awaiting an uncertain fate. It was one of six full dome cars constructed by the Budd Company for the Great Northern in 1955 and operated on its flagship train *The Empire Builder* between Chicago and Seattle. In recent years, Amtrak had added this unique car to select *Downeaster* trains on its Boston-Maine services and select departures of *The Adirondack* between Albany, New York and Montreal, ostensibly to provide riders with spectacular views of the seasonal fall foliage enroute. It will be missed. (Times-Union.com (Albany), August 30)

Amtrak launched non-stop express *Acela* service on the Northeast Corridor between Washington and New York City on Monday September 23. The non-stop train to Washington, D.C. departs New York's Penn Station at 6:35 AM. and departs from Washington, D.C. at 4:30 PM. Travel time is around 2 hours 35 minutes.

Other Transit Systems

Boston, Massachusetts

On October 21, the MBTA will commence a one-year pilot program that will add weekday commuter rail service to Foxboro in an effort to attract reverse commuters coming out of Boston. Instead of the regular peak fare of $8.75 the pilot program will feature a reduced fare of $4.25. For peak direction trips, the standard fares will be charged. This pilot program is receiving an unspecified amount of financial support from the Kraft Group, which manages the Patriot Place retail center next to Gillette Stadium, the home stadium of the National Football League's New England Patriots. Massachusetts Transportation Secretary Stephanie Pollack stated that the Kraft Group would provide reimbursement to the MBTA if ridership and revenues do not meet pre-established targets. The Foxboro station has 500 spaces at its park and ride lot and the MBTA will offer 10 inbound and 10 outbound trips each weekday. Because of station platform configuration, three inbound and three outbound trains will no longer stop at Walpole, four miles from Foxboro. (***Mass Transit*** Magazine, September 18)

Philadelphia, Pennsylvania

SEPTA has leased five single-level cab cars (cars 7745, 7747, 7748, 7753, and 7755) from MARC to augment its fleet of push-pull equipment. The cars are being modified to operate with SEPTA's ACS-64 electric locomotives and will be assigned to the West Trenton Line and operate weekdays on Trains #6325 (departing West Trenton at 7:16 AM and arriving at 30th Street at 8:33 AM in the morning peak period, express Bethayres-Temple) and #6374 (departing 30th Street at 4:42 PM and arriving at West Trenton at 6:01 PM during the evening peak, express Temple-Bethayres). The consist will have a SEPTA Bombardier cab car as the control unit when in the push mode. (Philadelphia Chapter NRHS ***Cinders*** newsletter, September, 2019; Randy Glucksman, September 16)

Baltimore, Maryland

MARC opened its rebuilt Camden station on Thursday, September 12 after a $7 million renovation that began in October, 2018 with an expected completion date of March, 2019. While the station reopened for MARC commuter train service in time for opening day in March, the renovations took until September and have given the facility a larger waiting area, restrooms, ticket vending machines, and bicycle racks. This station is expected to serve tens of thousands of sports fans attending Orioles baseball games at the adjacent Oriole Park at Camden Yards as well as serve as a transfer point to the Baltimore light rail lines and is within walking distance of the central business district of Baltimore as well as a waterfront residential community and Baltimore's famous Harborfront district. This station was originally constructed in the 1990s in conjunction with the baseball stadium. (***Baltimore Sun***, September 12)

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Commuter and Transit Notes

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MIAMI, FLORIDA

As part of Miami-Dade's 2016 SMART Plan process with the goal of selecting the best transit options for six of the county's busiest commuting corridors, a study by transportation consultant WSP has recommended an expansion of the MetroRail rapid transit system northward to alleviate heavy traffic north of Miami. A 9.5-mile "Purple Line" running on elevated tracks along NW 27th Avenue, branching off from the existing Orange and Green Lines, is estimated to cost $1.9 billion with an annual operating and maintenance cost of $49 million. The consultant did not make any recommendations on how this line would be funded but stated that the expectations of attracting up to 21,800 new riders per day could place this project higher on the list of eligible transit plans for federal funding, despite the FTA's standard of 40,000 as a daily ridership threshold for federal funding. Stations along the 27th Avenue/Purple Line would include Miami-Dade College's North Campus and Hard Rock Stadium. The 2016 SMART Plan study has already led Miami-Dade to select Bus Rapid Transit for the South Dade corridor along an existing busway. (***Miami Herald***, September 17)

CLEVELAND, OHIO

The Greater Cleveland Regional Transit Authority (RTA) has reopened the Red Line from the airport to Tower City after being closed since May 30 to repair and stabilize the S-curve retaining wall on the line's west side. During the scheduled maintenance, the agency had substituted the rail service with buses.

RTA contractors and engineers installed 75 steel beam frames to stabilize approximately 300 feet of the retaining wall for the $1.3 million project. All final safety checks and testing were completed August 25, allowing for the return to service on August 26. (RTA press release via ***Mass Transit*** Magazine, August 28)

On September 13, the Northeast Ohio Areawide Coordinating Agency approved $9.6 million toward replacing Greater Cleveland Regional Transit Authority (RTA) rail cars. NOACA approved the money as part of its commitment to fund a total of $24 million for new rail cars over the coming decade, according to an RTA spokeswoman. A new fleet of heavy and light rail cars is expected to cost $240 million.

Interim CEO Floun'say Caver said in April that RTA is focused on assembling grants and federal and state money to finance the cars. The agency already has set aside $24 million that can be used to match grants. RTA's consultant, LTK Engineering, recommended a future heavy rail fleet of 34 cars, at an estimated cost of $3 million per vehicle. It recommended a light rail fleet of 24 cars, at an estimated cost of $4 million per vehicle. LTK concluded that buying a new fleet in the next decade would be far less expensive than rehabilitating the current fleet. The rail fleet is in poor shape. The Breda LRVs for the ex-Shaker Rapid lines were built in 1980-1 and the Red Line fleet was built by Tokyu Car in 1985. (Advance Ohio Media via ***Mass Transit*** Magazine, September 16.)

MINNEAPOLIS, MINNESOTA

Railway systems for the Southwest LRT extension of the Green Line light rail route in Minneapolis are to be supplied by a joint venture of Aldridge and Parsons under a $194.4 million contract awarded by the Metropolitan Council on September 18.

The deal covers the supply and installation of overhead line equipment, traction power supplies and communications for the 14.6-mile extension from downtown Minneapolis to Hopkins, Minnetonka and Eden Prairie.

This is the second largest contract for the project, after the $800 million civil works package awarded in November, 2018, and means that 97% of all Southwest LRT contracts have now been awarded. Local firm Aldridge had previously undertaken systems work on the initial phase of the Green Line, the Central Corridor linking Minneapolis and St. Paul. Parsons worked on the city's Northstar commuter rail line.

Award of the systems contract follows the receipt of a Letter of No Prejudice from the Federal Transit Administration on August 30, ensuring that early construction work is eligible for federal reimbursement once the Full Funding Grant Agreement has been finalized. With agreement currently expected in early 2020, the FFGA would provide a federal contribution of $929 million to meet almost half of the total project costs. (***Metro Report International***, September 20)

SEATTLE, WASHINGTON

The Seattle Department of Transportation (SDOT) canceled its order with CAF USA for ten light rail vehicles (LRVs) intended for use on its Center City Connector project. The contract to build the 10 LRVs was signed in 2017 but projected delivery delays and escalating production costs have caused SDOT to step back and re-evaluate the entire process. Continuing the CAF contract would have incurred expenses otherwise avoided by renegotiating a totally new one with CAF or any other car builder. SDOT will update the design specifications for the LRVs to be more reflective of the current LRV market in the United States as well as the specialized needs unique to Seattle's system. A new Request for Proposals (RFP) will then be issued, potentially saving money over the long run compared to continuing the existing contract with CAF. At the same time, SDOT outlined a new timetable for the project, calling for the construction of streetcar rail connections to South Lake Union, First Hill, Waterfront Pioneer Square, and International District. (***Progressive Railroading***, September 12)

SAN FRANCISCO, CALIFORNIA

The San Francisco Municipal Transportation Agency (SFMTA) announced that its 1.7-mile Central Subway line will not open until mid-2021, yet another delay in the $1.6 billion line that was originally slated to open in 2018 when construction commenced a few years ago.

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Commuter and Transit Notes

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There is also an ongoing dispute over the naming of the Central Subway station. Currently, it is named Rosa Pak, after the Chinatown power broker who pushed the Central Subway project through the maze of bureaucracy of government agencies to make it a reality in the not-too-distant future. However, some factions of the community are voicing objection and vow to put the matter up on the November, 2019 ballot. (***Railway Track and Structures***, September 13)

Los Angeles, California

The Los Angeles County Metropolitan Transportation Authority's (LACMTA/Metro) Metro Blue Line will reopen in late October following the completion of a $350 million initiative to upgrade and modernize Metro's oldest rail line.

LA Metro will celebrate the line's reopening and thank the public for its patience with free rides and a local community celebration. The exact opening date and details of the celebration will be announced in October following train testing.

The Metro Blue Line, which travels between downtown Los Angeles and Long Beach, typically accommodates about 65,000 boardings per day. Work on the Blue Line's southern section began in late January between downtown Long Beach and the 103rd St/Watts Towers station. Improvements are in progress on the northern section of the Blue Line between the Compton and 7th/Metro stations, which has required four times more work than the southern section. LA Metro is providing several shuttle services for customers throughout this project.

In addition to replacing tracks and upgrading train control and overhead power systems, one of the project's major milestones is the addition of four new crossover tracks/switches which will reduce service interruptions for customers. Specific improvements to the line include new rail tracks, overhead power lines, train control and switches. (LACMTA press release via ***Mass Transit*** Magazine, September 11)

Toronto, Ontario, Canada

Metrolinx, the Ontario provincial government agency that oversees Toronto's GO Transit, has contracted with Bombardier Transportation to construct 36 additional multilevel push-pull coaches to provide 6,000 additional seats to meet ridership growth and service expansion. Five of the 31 coaches will be equipped for accessibility for the handicapped and all of the cars will be equipped with Bombardier's Orbita real-time data systems, enabling GO Transit maintenance staff to monitor and identify the functions of each car and pinpoint any faults that may arise. On September 3,, GO Transit added 65 new or extended train services on three of its lines with the goal of transforming its services into an all-day, two-way transit system. The Kitchener Line will now have hourly, two-way rail service as far as Brampton with additional peak period, off-peak, and late night rail service to Kitchener. The Lakeshore West line has 19 new trains and 25 existing trains extended to Hamilton with year-round weekend train service to St. Catherines and Niagara Falls. It should be noted that with the exception of these three lines, most GO Transit rail services are peak period only, inbound to Toronto in the morning, outbound in the late afternoon/evening with GO Transit buses providing reverse peak, off-peak and evening and weekend services. (***Mass Transit*** Magazine, August 30 and September 11)

Ottawa, Ontario, Canada

After about decade of planning and more than 15 months of delays, Ottawa's $2.1-billion Confederation Line is officially carrying passengers along the electric train tracks between Tunney's Pasture, west of downtown, and Gloucester in the city's east end.

The long-awaited, east-west light rail system – which includes a fleet of 34 train cars and 13 stations – opened its doors to the public just before 2 PM on September 14, marking the biggest milestone in the national capital's transit history, according to OC Transpo.

The Confederation Line is the first phase of Ottawa's long-term O-Train plans. Preliminary construction began this year for Stage 2 LRT, which will see the Confederation Line extended farther east and west to Trim Road and Moodie Drive, respectively.

The north-south Trillium Line will also be extended further south to the suburban community of Riverside South as part of Stage 2, with a spur line to the Ottawa International Airport.

When that second stage is complete, the city's O-Train system will include 41 stations and span nearly 64 kilometers. The city is also looking ahead to Stage 3.- Global News, September 14.

Isle of Wight, England

Britain's Isle of Wight Railway will be renewed following the announcement of a £26 million investment to replace the aging fleet and construction of a passing siding on the Ryde-Shanklin Island Line.

The 13.7-kilometer line's current fleet of class 483 EMUs first entered service on the London Underground in 1938 and are older than some vehicles that operate on the island's heritage railway.

Vivarail has been awarded a contract to supply five rebuilt former London Underground two-car class 484 EMUs, which will improve capacity and accessibility and will be equipped with passenger information systems and Wi-Fi. The 750-volt d.c. third rail trains will offer gangways, which will allow barrier-free access.

Rail minister Mr. Chris Heaton-Harris visited the Brading station on the Isle of Wight on September 16 to announce the funding, which follows an announcement that infrastructure manager Network Rail will renew track on the Ryde railway pier where trains connect with ferries to Portsmouth on the mainland.

Isle of Wight Council and Solent Local Enterprise Partnership have agreed to jointly contribute £1 million to fund a new passing loop at Brading, helping to deliver a consistent half-hourly service on the line.

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Commuter and Transit Notes

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Department for Transport (DfT) will support the investment in rolling stock and infrastructure renewal. The first train is expected to arrive on test in early summer, 2020, with track improvement works due to take place over the winter.

The proposals submitted to DfT followed an initial stakeholder consultation in autumn, 2017. Feedback from that consultation was then considered by the Island Forum, made of stakeholders including IOW Community Rail Partnership, IOW Steam Railway, the IOW Bus and Rail Users Group, bus operator Southern Vectis, pressure group Keep Island Line in Franchise (KILF), and ferry operators Wightlink and Hovertravel, with detailed proposals reported back to a steering group.

"This investment in the Island Line means more punctual, reliable trains and better connections to ferry services, supporting local residents, businesses and tourism," Heaton-Harris says. "This underlines our determination to provide passengers across the country with the modern rail network they expect."

"This is a great day for the Isle of Wight," says South Western Railway managing director, Mr. Andy Mellors. "I want to pay tribute to our team at Island Line who have kept the current 1938 stock going for so long and to all of the stakeholders who helped us develop our proposals. I look forward to our continuing partnership as we deliver the next exciting chapter in the island line's history."

"Vivarail will be building third-rail trains to make best use of Island Line's electrified track," says Vivarail CEO, Mr. Adrian Shooter. "This follows on from our diesel units for West Midlands Railway and battery/diesel trains for Transport for Wales – and is an example of how flexible the train is." (***International Railway Journal***, September 16)

Rendering of former London Underground two-car class 484 EMUs on the Isle of Wight's Island Line.
International Railway Journal photograph

Genève (Geneva), Switzerland

The first of 17 three-system Régiolis EMUs being supplied by Alstom to operate SNCF's share of the Léman Express RER network in Genève entered service on September 4, operating regional trains between Annemasse and Evian-les-Bains.

Delivery of the electric multiple-units began in July, and driver training began in mid-August ahead of the scheduled launch of the cross-border LEX network with the December timetable change. Trial running is also underway on the Annemasse-St-Julien-Bellegarde route.

Focused on the new link between Genève Cornavin and Annemasse via Eaux-Vives, the Léman Express network will comprise six routes totaling 230 route-kilometers, radiating up to 60 kilometers from the Swiss city to serve 45 stations, of which more than half will be in France.

The Régiolis EMUs are intended to operate lines 1 and 3 from Coppet through Genève and Annemasse to Evian-les-Bains and Saint-Gervais-les-Bains, while SBB's (Swiss Federal Railway) dual-system Stadler Flirt units will operate Line 2 from Coppet to La Roche-sur-Foron and Annecy. Regional Express services from Vevey to Genève operated by SBB's double-deck Stadler KISS EMUs will also be extended to Annemasse.

Alstom's Régiolis EMUs operating on the Léman Express RER network in Genève.
Christophe Masse photograph, ***Railway Gazette International***

THREE ISLANDS OF ITALY
by Jack May
(Continued from September, 2019 issue)
(Photographs by the author except where noted)

This part of our Sassari visit includes slides of the northern portion of the tramway/tram-train operation, starting from the joint Trenitalia-FdS railroad station, and continues with a ride to Sorso on the narrow-gauge FdS. Finally, we leave Sardinia to return to the mainland of Italy.

As I mentioned earlier, one of the two intermediate passing tracks is located in the forecourt of Sassari's railway station, and oddly, cars only pass each other there on one out of every two car trips.

The line continues northward into a fenced-off area and then joins the FdS diesel-operated line to Sorso, becoming officially a tram-train operation over the final segment of the line to Santa Maria di Pisa. Once on the joint right-of-way, the trams encounter a number of crossovers and switches that allow movement into the shop and storage facilities for ARST tram-trains, locomotives, coaches, and railcars. I found this part of the ride aboard an electric Sirio car to be especially slow and bumpy.

When I got back to the railroad station and inspected it further, I observed that standard-gauge through tracks for Trenitalia were located to the west of the building, while the north side contained a stub-end terminal for 950-millimeter gauge ARST trains running to Sorso, separated by a fence from the tram-train right-of-way. A mix of railcars and locomotive-hauled trains make the six-mile run every hour, taking 13 minutes and stopping at four intermediate stations en route, including Santa Maria di Pisa, the outer terminal of the tram-train. Track 1, the closest through track to the building, is dual gauge, serving Trenitalia and the FdS line to Alghero, which heads south from the southern end of the complex, the opposite direction of Sorso. Alghero is on the western coast of Sardinia, about 20 miles from Sassari, and is served by about a dozen FdS round trips a day, taking just a bit over 30 minutes with seven intermediate stops. This view from the internet (see top left on page 15) shows the station's layout, including the dual gauge track, and illustrates the arrangement of tracks better than my photo to the right of it.

After I rode the tram one last time I met Clare back at the B&B and we were kindly driven back to the station by our hosts, well in advance of our 17:41 departure to Porto Torres. In fact we had to hang around more than expected as our DMU was delayed and did not leave Sassari until 18:14.

It was a short ride to the port's Marittima station, only 16 minutes, at a cost of just under two euros, and we arrived with a handful of other passengers at 18:30 (17:58). The Marittima terminal was less than a minute away from the main station and we saw our ship in the distance — way in the distance, as the way to the pier was not walkable. As a result we had to spring for a 10-euro taxi ride to shipside.

Our Tirrenia boat to Genoa (Genova) was the *Shardena*, a beautiful new vessel. Our cabin was on the fifth level; the sixth contained a bar, restaurant, cafeteria, movie theater, children's play area, card rooms, and more. "Coach" passengers had comfortable-looking chairs (called "sleepers") on the seventh level. We left 20 minutes late at 20:50 (30) while the sun was sinking. This ship was significantly larger and more luxurious than the *Dimonios*, on which we had sailed to Sardinia. We had an excellent (but expensive) dinner in its upscale restaurant soon after we departed and then went directly to bed.

Our visit to Sassari was very enjoyable, as was our whole journey to Sardinia.

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SUBDIVISION "B" CAR ASSIGNMENTS
CARS REQUIRED SEPTEMBER 16, 2019

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
A	70 R-32, 248 R-46	70 R-32, 256 R-46, 8 R-68A	L	184 R-143, 8 R-160	184 R-143, 8 R-160
B	48 R-68, 152 R-68A	40 R-68, 144 R-68A	M	192 R-160	184 R-160
C	72 R-32, 72 R-179	64 R-32, 72 R-179	N/W	24 R-68, 8 R-68A, 290 R-160	24 R-68, 8 R-68A, 290 R-160
D	232 R-68	224 R-68	Q	210 R-160	8 R-68, 210 R-160
E	260 R-160	260 R-160	R	248 R-46	248 R-46
F	104 R-46, 320 R-160	112 R-46, 320 R-160	S (Rockaway)	12 R-46	12 R-46
G	52 R-68	52 R-68	S (Franklin)	4 R-68	4 R-68
J/Z	96 R-160, 64 R-179	88 R-160, 64 R-179			

Three Islands of Italy

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A northbound Metrosassari Sirio stops at Stazione. Every other outbound car passes an inbound unit at this stop, and SS01 is the "odd man out" in this view. Note that the car is operating on the "wrong" track. I would think it is very confusing for passengers not to know which track/platform the next tram is going to use; there clearly is a certain amount of nonchalance in this ARTS operation.

The rear of an outbound tram leaving Sassari's urban area at Stazione and entering the ballasted railroad right-of-way. At the far left is the portion of the terminal serving trains running to and from Sorso.

Views in opposite directions of Sirio cars at the Santa Maria di Pisa terminal of Sassari's tramway. The left photo is looking southeastward toward Sassari, while the right one shows a car waiting to return to the city. The stub track with the bumper block has a thin coating of rust, as the consecutive 15- and 27-minute headways rarely result in two cars occupying the station at the same time. Not shown is a second platform, further northward, used by diesel trains to and from Sorso. When I rode a round trip on the diesel train, it used the second platform in both directions. North of the station, the track housing the tram is used for storage of work trains and other equipment. Note how the catenary ends just short of the building.

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Around New York's Transit System

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Av and Jay St-Boro Hall was eliminated on August 30, 1976 when the rush hour GG was cut back from Church Av to Smith-9 Sts.

Rush hour peak direction (F) express service between 18 Av and Kings Hwy was suspended for structural rehabilitation work on April 27, 1987 and never returned.

14th Street (Canarsie) Tube Construction Update

As of 5 AM on Monday, September 30, the reconstruction of the northbound tube (Track Q2) has been completed, except for some possible punch list work. Judlau/TC Electric, the joint-venture contractor on this Sandy recovery-related project, will switch to the southbound tube (Track Q1) starting at 10 PM on September 30. It will remain working there for several months, working 10 PM to 5 AM on weeknights and 10 PM Friday to 5 AM Monday on the weekends. During those time periods (L) service operates via a single-track operation between Bedford Av and 3 Av.

NYC Transit's Save Safe Seconds Program Update

Additional speed improvements have been made on various subway lines since the September ***Bulletin***.

Referring to last month's listing of speed improve-

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Three Islands of Italy

(Continued from page 17)

The FdS terminal section of the railway station, before (left) and after (right) the creation of the tram-train. Note the overhead wire on the other side of the fence in the right photo. Apparently, the left most track in the left photo was relocated and repurposed to allow it to be connected to the streetcar line. In addition, the project must have included the construction of the fence alongside the platform and the removal of the short white building beyond the bumper block. The 700 hp diesel locomotives shown at the head end of Sorso trains date from 1959, and were built by Breda in conjunction with Brown Boveri. (Left photo: photographer unknown)

Detailed views of the ends of the 1930s-era coaches and connectors used on the Sassari-Sorso locomotive-hauled services. Crowded school trips call for the employment of these cars, while at other times railcars, similar to those shown in parts 10 (Cagliari) and 11 (Macomer) of this report, carry the line's passengers.

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ERA 2019 Annual Convention in the Southwest

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LRVs 111 and 126 at the Washington/Central Ave stop in downtown Phoenix, August 31, 2019.
Alexander Ivanoff photograph

19th Ave/Dunlap station at the northwest end of the line, August 31, 2019.
Alexander Ivanoff photograph

Three Islands of Italy

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Sorso terminal. No. 500 has run around the school train, which is boarding passengers for the return trip to Sassari.

Our Trenitalia DMU to Porto Torres was similar to this class ALn663 unit. No. 1173 was built in 1983 and is shown on track 3 at the Sassari station.

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Around New York's Transit System

(Continued from page 17)

ments, the grade time signal north of 121 St (J)(Z) leading to the ramp down into the Archer Avenue Line was not actually sped up from 30 mph to 35 mph. The GT-30 sign was changed to GT-35 to reflect what the signal was actually set at. During the late 1980s and early 1990s, a few signal contracts were done where the grade time signal was set to be 5 mph faster than the posted sign.

Shown below are the additional locations of speed restrictions that have been modified:

DATE	LOCATION	TRACK	FROM (MPH)	TO (MPH)
9/18-19/2019	s/o W 4 St-Wash Sq (A)	A3	30	Removed
"	"	A4	30	45
"	n/o W 4 St-Wash Sq (A)	A4	25	30
"	n/o W 4 St-Wash Sq (C)(E)	A1	22	30
"	Between W 4 St-Wash Sq & 14 St (A)	A4	30	Removed
"	s/o 14 St (A)	A4	25	30
9/20/2019	s/o Clark St (2)(3)	2	20	25
"	s/o Borough Hall (2)(3)	2	18	21
9/24-25/2019	s/o W 4 St-Wash Sq (B)(D)	B3	26	30
"	n/o Broadway-Lafayette St (F)(M)	B2	10[1]	21
"	n/o Delancey St (F)	B2	26	34
9/27/2019	n/o 168 St (C)	A2	10[1]	18
"	s/o 125 St (B)(C)	A1	25	30

Note:
[1] At this location, there previously had been no speed restriction sign(s) in place. Where there are no speed restriction signs posted, diverging moves over switches are restricted to 10 mph, so this is an implied increase from 10 mph for the diverging moves.

Around New York's Transit System

NYC Transit's Portion of MTA Capital Program

Representing a 70% increase in funding over the current 5-year plan, the $40 billion for NYCT in the 2020-4 Capital Program (see page 11) would provide for a transformational change for the entire subway system. $6.1 billion would fund the purchase of 1,900 new subway cars, which would reduce delays by 10% with their improved mechanical and technical reliability. *(Editor's Note by Ronald Yee: All of the 1965-6-vintage R-32 and 1975-7-vintage R-46 class cars would be retired, the R-32 service life closely matching that of the cars they replaced in 1965-6, the former BMT AB-Type Standards and D-Type Triplex cars. The R-46s will have served longer than most of the 1930s R-1-to-R-9 class cars they replaced in the late 1970s.)* The count of 1,900 new cars includes 900 new Subdivision "A" cars capable of operating under CBTC rather than retrofit the 33-36-year-old R-62 and R-62A cars for such functions. While these 900 cars would not totally replace these 1983-7-vintage cars, it is expected that process will be completed with the 2025-9 Capital Program. 1,077 new Subdivision "B" cars would also be ordered as options onto the current R-211 order that will replace the R-32 class and oldest of the R-46 class cars. This order of 1,077 cars will comprise 640 cars to complete the total replacement of the R-46 class and 437 cars will provide the necessary fleet expansion to handle service increases as well as Phase 2 of the Second Avenue Subway that will extend that line to 125th Street.

$7.1 billion is allocated toward the modernization of the signal systems on six subway lines, with a focus on the IRT Lexington Avenue Line. The aim is to modernize the signal and control systems to permit increased service by operating trains more frequently on shorter headways using Communication-Based Train Control (CBTC). In addition to the Lexington Avenue Line, this capital program is expected to bring CBTC to the eastern portion of the IND Queens Line ⓔⓕ, the BMT Astoria Line ⓃⓌ, the IND 63rd Street Line ⓕ, the IND Crosstown Line ⓖ and the IND Fulton Street Line ⒶⒸ.

The goal is to have over 50% of all subway riders having some benefit from the new signal technology. *(Editor's Note by Ronald Yee: Unless the four-car Lo-V museum consist is upgraded with CBTC equipment, the cut-over to the new signal system on the Lexington Avenue Line will spell the end of Lo-V celebratory runs in conjunction with special New York Yankees games in the Bronx. It already has put a crimp on the ability to operate the Train of Many Colors SMEE consist on the IRT Flushing Line ❼, requiring a six-minute separation between the train ahead and behind it, in practicality, limiting such special runs to weekends only. And as more of the Manhattan mainlines are eventually converted to CBTC, museum train operations with cars such as R-9s, AB-Type Standards, D-Type Triplexes and the Train of Many Metals SMEE cars will become more limited and eventually, cease altogether unless they are upgraded with CBTC equipment.)*

$5.1 billion is earmarked for providing Americans with Disabilities (ADA) accessibility at 70 stations with the goal of providing every subway customer with ADA accessibility no farther than two stations away. Another $4.1 billion will fund improvements to about 175 stations, including the replacement of 78 elevators and 65 escalators.

$4.55 billion is allotted toward the completion of Phase 2 of the Second Avenue Subway, extending the line from its present terminus at Second Avenue and 96th Street northward to a new terminus at 125th Street and Lexington Avenue, making connections with the Lexington Avenue Line there and Metro-North Railroad one block west at 125th Street and Park Avenue. This will complete the effort to alleviate the severe overcrowding on "The Lex."

$2.6 billion will go toward replacing 60 miles of track and installing 20 miles of continuous welded rail, which will usher in a quieter ride and fewer instances of broken rail.

LED Headlights and Interior Lights on Subway Cars

LED (light-emitting-diode) headlights were observed on R-142A 1205 at Grand Central-42 St ❹❺❻ on August 22 while assigned to northbound ❹ service. As part of an upgrade program, R-62As assigned to the ❻ have been seen with new interior lighting that is much brighter than the original lighting as delivered from Bombardier in 1984.

Return of Brooklyn ⓕ Express Service

On Monday, September 16, NYC Transit reintroduced rush-hour ⓕ express service on the IND Prospect Park Line between Church Av and Jay St-MetroTech. Only two trips are operated in each direction, northbound in the AM peak and southbound in the PM peak. Northbound trips leave Coney Island-Stillwell Av at 7:07½ AM and 7:29 AM. These two trips leave Church Av at 7:28½ AM and 7:50 AM. Southbound trips leave Jamaica-179 St at 4:27 PM and 4:57½ PM. These two trips leave Jay St-MetroTech at 5:22 PM and 5:53½ PM.

Because Bergen St ⓕⓖ has never been rehabilitated and is in very poor condition, these express trips bypass this station, running non-stop from 7 Av to Jay St-MetroTech.

It has been 43 years since we last saw regular peak-direction express service north of Church Av. On January 19, 1976 rush hour ⓕ express trains started operating express between Church Av and Jay St-Boro Hall (as it was called at the time) against the peak direction only (eliminating peak direction express service along this segment) while continuing to operate express in the peak direction between Kings Hwy and 18 Av (Ditmas Av was designated an express stop).

This reverse peak ⓕ express service between Church

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