

The Bulletin



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The Bulletin

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SIXTH AVENUE "L" QUIT 75 YEARS AGO

Sixth Avenue elevated trains ceased operating on December 4, 1938. On the last day, souvenir hunters stole hundreds of light bulbs, which were rated at 130 volts. If they used them at home, the light would have been much dimmer than the light from ordinary bulbs.

The last southbound train departed from 155th Street at 10:06 PM and arrived at South Ferry an hour later, 17 minutes late.

The Motorman, an employee since 1916, was assigned to the last northbound train leaving Rector Street at 10:50 PM. This train, which carried officials and regular passengers, stopped only at 42nd Street. When both last trains passed at Prince Street, the Motormen blew their whistles. The collection train, which followed the last passenger trains, arrived at the terminal at 11:45 PM. Sentimental last riders and souvenir hunters riding on the last trains cut the straps and removed the signs, advertisements, and anything they could carry away.

Seven hundred unlucky employees lost their jobs, but 40 lucky people, probably high seniority men, were transferred to other IRT lines.

The company anticipated that most of the displaced riders would ride its Ninth Avenue Elevated line, but they were disappointed. Rush hour Ninth Avenue Bronx express service was increased from a 4- to a 3-minute headway, and was soon reduced to 4 minutes in the AM rush and 5 minutes in the PM rush. Rush hour Ninth Avenue locals were lengthened from 4 to 6 cars, after which their length was reduced to 5 cars and finally 4 cars. Lexington-Jerome Avenue rush hour service was increased from a 4- to a 3½-minute headway.

Following is the 1938 car assignment for the Sixth Avenue and Ninth Avenue Lines:

	GATES	MULTIPLE UNIT DOOR CONTROL (MUDC)
Motors	226	127
Trailers	114	96
Total	340	223

Sixth Avenue Local—gates weekday and Saturday AM rush, weekday PM rush; MUDC other times
 Sixth Avenue Express—MUDC AM rush, MUDC and 3 gate trains weekday and Saturday PM rush, gates Saturday AM rush

In 1938, weekday and Saturday Sixth Avenue locals ran between South Ferry and Burnside Avenue in the evening and between South Ferry and 155th Street at other times. Sixth Avenue expresses made express stops on Ninth Avenue and local stops on Sixth Avenue, a two-track line. Weekday and Saturday morning rush hour expresses operated from Burnside Avenue to Rector Street and returned as locals or light trains. Evening rush hour weekday and Saturday expresses ran from Rector Street to Burnside Avenue or Woodlawn and made local stops or ran light southbound. Alternate Saturday morning rush hour locals were turned at Rector Street.

Sixth Avenue was the only IRT line operating additional service for the Saturday evening rush (5-7 PM). In 1938, it was also the only IRT line with trains running to different terminals (Burnside Avenue and Woodlawn) in the AM and PM rush.

The Interborough Rapid Transit Company was placed in the hands of receivers on August 26, 1932. The Manhattan Railway Company followed on September 6, 1932 and

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REMINDER: JAPAN TRIP—MAY, 2014

THE GENESIS OF “DASHING DAN”

Part Two—The Long Island Rail Road Eyes Manhattan

by George Chiasson

(Continued from November, 2013 issue)

Attached herewith are three maps of the Long Island (Vanderbilt) Motor Parkway. The first (Map 35) is a reproduction of a 1929 pamphlet issued by the Motor Parkway corporation itself, showing the roadway as completed at both ends by 1926, from Fresh Meadows to Lake Ronkonkoma. The list of “Lodges” (their nomenclature for an “exit”) is described in correspondence with the map and list of connecting destinations as depicted. There are two major items worthy of note on this map. One is that most of the points described are those alternatively reached by the Long Island Rail Road, which then was the Parkway’s most prominent (if not sole) competition in travel around Long Island. The other is the fledgling state of what evolved into the Greater Long Island motor parkway system in later decades, with then only two short segments (highlighted in dark gray) opened to traffic, neither of which were directly linked to LIMP (and nor were they or any other part of the burgeoning grid-configured highway system ever to be). The second and third diagrams (Maps 36 and 37),

depict the now long-abandoned Long Island Motor Parkway, as it existed prior to 1938 in full, set against the growing (1958) and the current (2013) limited-access parkway system of Queens, Nassau, and Suffolk Counties as well as the Long Island Rail Road. Its former “Lodges” are arbitrarily re-designated as though to be latter-day exits, with their present-day locations described. These convey some context regarding the Long Island Motor Parkway for those of us in the modern world who know it only in concept and not in reality. This is not in any way to suggest that the old Motor Parkway should either still be there or that it should be resurrected—that is for history to judge. In any case there probably wouldn’t be much use in 2013 for a 50-mph, 2-lane highway across the midst of one of America’s densest urban and suburban regions. Nevertheless, in a vein similar to that of the long-forgotten Central Railroad of Long Island, these two maps reveal more through what *no longer exists* than what actually does.

(Continued on page 3)

Around New York’s Transit System

(Continued from page 20)

The Last R-27 Has Been Scrapped

On October 22, the last R-27, 8145, was transported on a trailer truck from the W. 215th Street end of 207th Street Yard. This car was once coupled to R-30 8463, which was featured in the movie “Money Train,” filmed in the New York City area. In the 1990s, 8145 was converted to a school car and assigned to 36th Street Yard, after which it was transferred to Pitkin Yard.

Officials Observe Flood-Prevention Systems

On October 29, the first anniversary of Superstorm Sandy, Governor Andrew M. Cuomo, MTA Chairman and Chief Executive Officer Thomas F. Prendergast, United States Department of Housing and Urban Development Secretary Shaun Donovan, and other officials toured lower Manhattan, where they observed the technologies that could prevent future floods. MTA has been investigating foreign flood-prevention systems that could be installed in New York. NYC Transit’s engineers are designing solutions for keeping water out of approximately 600 entry points in lower Manhattan in addition to vulnerable ventilation plants and openings in other flood-prone areas. At the Whitehall Street station, the Governor and officials unveiled a prototype entrance cover, which could protect 13 vulnerable stairways in lower Manhattan. This stairway cover could be installed

without using mechanized equipment. Another vendor is producing a permanently implantable device, which can be installed beneath sidewalk ventilation gratings and can be easily and immediately closed, sealing the grating from flood waters. A prototype is in place at Rector Street. If successful, several hundred units may be installed at flood-prone locations. MTA engineers are planning protective measures for Staten Island Railway’s Clifton Shops and St. George Terminal, which were heavily damaged during Sandy. Officials also visited the new South Ferry station, which was flooded with 14 million gallons of water during the storm. A tunnel plug was demonstrated inside the station. This plug can protect subway portals. If it is successful, NYC Transit hopes it can be installed at portals and stairways.

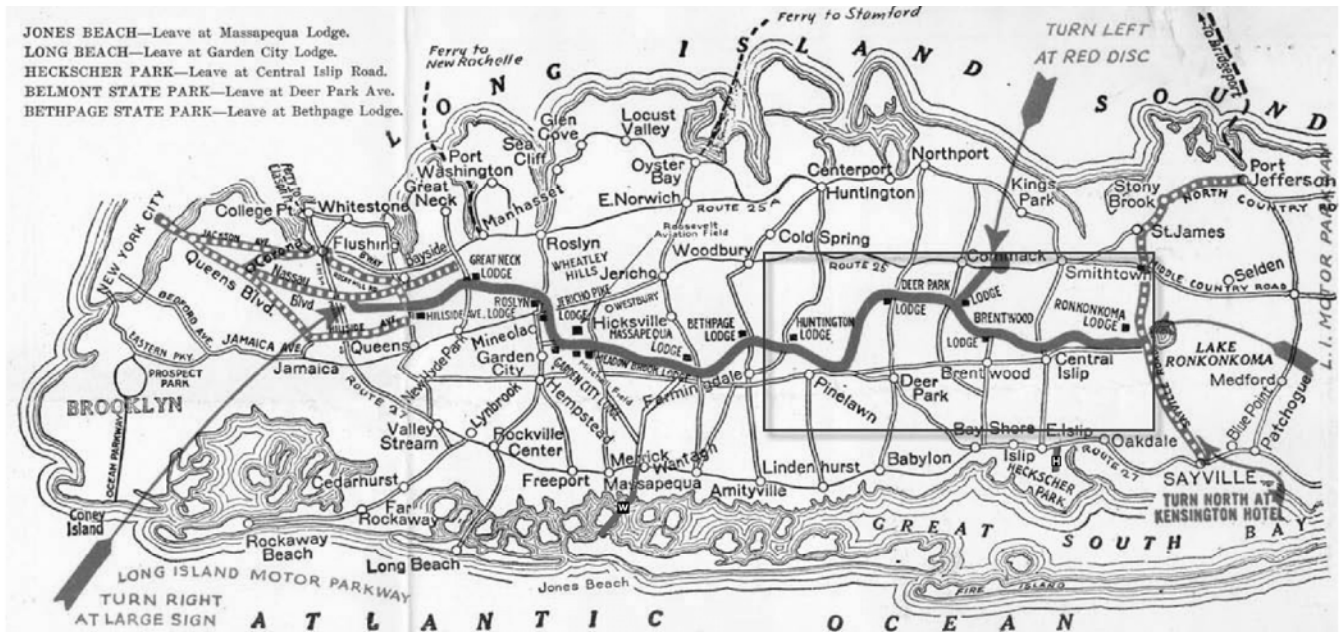
MTA engineers are working on more than 70 projects worth approximately \$4.5 billion. Under construction are 16 projects worth \$575 million. At NYC Transit, design has begun for six river tunnels used by more than one million riders on an average weekday. Rehabilitation includes signals, pump rooms, power, and communications. NYC Transit is also building two new pump trains, which will pump the water faster than the old trains.

Holiday Train to Operate Once Again

The holiday train of R-1 to R-9 cars will operate on Sundays, December 1, 8, 15, and 22, via Sixth Avenue between Queens Plaza and Second Avenue from 10 AM to 5 PM.

The Genesis of “Dashing Dan”

(Continued from page 2)



Map 35: Long Island (Vanderbilt) Motor Parkway, 1929
Motor Parkway Lodges and Destinations

- Nassau Blvd. Terminal** Fresh Meadows, Corona, New York City via Queens Blvd. and Queensborough Bridge; Bayside, Great Neck
- Hillside Ave. Lodge** Rocky Hill Road: Bayside, Flushing, New York City via Queensborough Bridge, Whitestone, College Point and Queens Village, Valley Stream, Lynbrook, The Rockaways
- Great Neck Lodge** Lakeville Road: Great Neck and New Hyde Park, Nassau County
- Roslyn Lodge** Roslyn Road: Roslyn, Glen Cove and Mineola, Garden City, Hempstead, Rockville Center, Long Beach
- Jericho Pike Lodge** Jericho Turnpike: Jericho, Oyster Bay and Garden City
- Garden City Lodge:** Transverse Road: Garden City, Hempstead, Freeport
- Meadow Brook Lodge** Whaleneck Road: Jericho and Merrick, Jones Beach
- Massapequa Lodge** Massapequa Road: Hicksville, Jericho, Oyster Bay and Massapequa, Wantagh, Jones Beach
- Bethpage Lodge** Round Swamp Road: Woodbury, Cold Spring, Huntington and Farmingdale, Massapequa, Amityville
- Huntington Lodge** Broad Hollow Road: Huntington and Farmingdale, Amityville
- Deer Park Lodge** Deer Park Ave.: Northport and Deer Park, Babylon, Bay Shore
- Commack Lodge:** Commack Spur: Commack, Northport, Kings Park, Smithtown, St. James
- Brentwood Lodge:** Washington Ave.: Brentwood, Bay Shore, Islip, Central Islip, E. Islip, Oakdale, Sayville
- Ronkonkoma Lodge:** Sayville Road: Selden, St. James, Port Jefferson and Sayville, Bluepoint, Patchogue

Beach Parkways

W Wantagh (Jones Beach)

H Heckscher (Heckscher Park)

(No Scale)

(Continued on page 6)

SEMTA’S LAST TRAIN OPERATED 30 YEARS AGO
by Julien Wolfe

It recently dawned on me that October 17 marked the 30th anniversary of the last regular SEMTA (Southeastern Michigan Transportation Authority) commuter train. And October 22 marked the 30th anniversary of the very last SEMTA train, which was a Saturday fantrip in conjunction with the Bluewater Michigan Chapter of NRHS, over the Detroit and Toledo Shore Line, and then the soon-to-disappear Detroit, Toledo & Ironton to Dayton (with a short stretch on Conrail), where the passengers took school buses to the Wright-Patterson Air Force Museum.

GTW ran this train even though our last commuter train had already run, but it had given us a commitment

to run it, and it did. In return, and since DT&I was being absorbed into GTW at the end of 1983, and our Commuter Rail person at GTW, Pat Freeman, was a former DT&I person, I told Pat to invite whomever he wished from DT&I to ride our last car, free, for one more ride over the railroad while it still had DT&I's identity — they had a good crowd on board and enjoyed the ride. As most know, soon after (early 1984) our coaches (22 of them) went to Metro-North, and a year later, our 5 GP-9 locomotives were transferred to MBTA.

But it took longer than expected to transfer the locomotives to MBTA, because at one point in 1984 we

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Sixth Avenue "L" Quit 75 Years Ago

(Continued from page 1)



North of South Ferry, looking east.
Bernard Linder collection



North of South Ferry, looking north.
Bernard Linder collection



South of Battery Place.
Bernard Linder collection



Rector Street station looking north.
Bernard Linder collection



Rector Street station looking north, July 14, 1937.
Bernard Linder collection



Looking south toward Rector Street station.
Bernard Linder collection

eventually refused to pay real estate taxes. The report for the fiscal year ending June 30, 1933 reveals that the Sixth Avenue Elevated lost 19.78 percent of its traffic. Another report informs us that the Jerome Avenue Line lost 30 percent of its elevated traffic and 15 percent of its subway traffic after the IND Concourse Line opened on June 30, 1933. When the unpaid real estate taxes on all elevated lines reached \$9 million in 1938, the

Transit Commission allowed the City to condemn this line. It was sold to the bondholders, who sold it to the City of New York. As soon as the title passed to the City, service was discontinued.

Two years later, December 15, 1940, the Sixth Avenue Subway was opened and rapid transit returned to this busy avenue.

(Continued on page 5)

Sixth Avenue "L" Quit 75 Years Ago

(Continued from page 1)



Sixth Avenue Elevated.
Bernard Linder collection



Sixth Avenue Elevated, location unknown.
Bernard Linder collection



Looking north on Sixth Avenue.
Bernard Linder collection



Sixth Avenue at W. 4th Street, December 5, 1938.
Bernard Linder collection



8th Street looking north.
Bernard Linder collection



W. 14th Street looking west toward Sixth Avenue.
Bernard Linder collection

SEMTA's Last Train Ran 30 Years Ago

(Continued from page 3)

were visited by an official (or two) from the Northern Virginia Transportation Commission, who came in (as I remember it) on a private jet to the Oakland County Airport, west of Pontiac, along with a Virginia legislator. I noted that the jet's registration marks were "N76CS" — I wonder whose plane that was...In any case, they were interested in our locomotives for

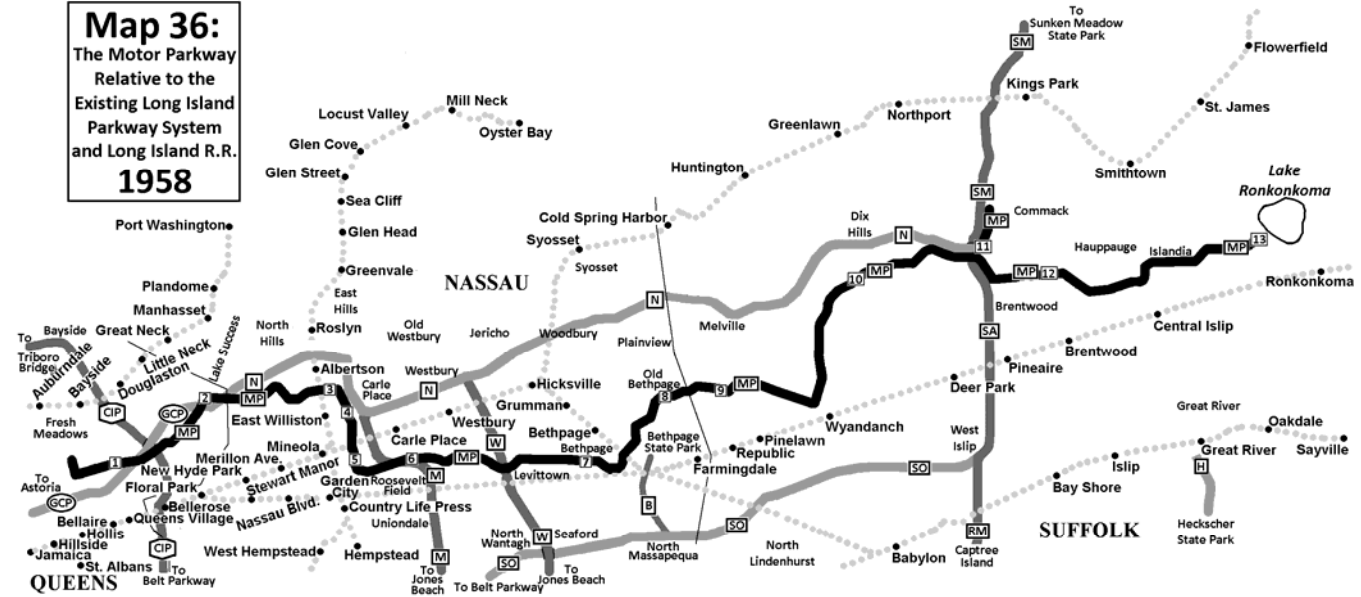
their planned commuter rail service out of D.C., and looked at our 5 GP-9s. They also were to head to Toronto to look at GO Transit's surplus locomotives. We thus held on to our GP-9s for a longer time than we might otherwise have done just in case Virginia wanted them, but they never got back to us, so finally in 1985 I contacted MBTA as it was the only commuter operation I was aware of that could use our non-HEP-equipped locomotives, as they at the time were pull-

(Continued on page 6)

The Genesis of “Dashing Dan”

(Continued from page 3)

Map 36:
The Motor Parkway
Relative to the
Existing Long Island
Parkway System
and Long Island R.R.
1958



Motor Parkway Exit List and 1958 Locations

- 1 Hillside Ave. Lodge (Hollis Hill): Springfield Blvd. between Kingsbury & Underhill (77th) Aves.
- 2 Great Neck Lodge (Lake Success): Lakeville Road at Northern State Parkway
- 3 Roslyn Lodge (East Williston): 547 Roslyn Road, near Robbins Drive
- 4 Jericho Pike Lodge (Mineola): Jericho Tpke. (NY 25) at Rudolph Drive
- 5 Garden City Lodge: Traverse & Russell Roads
- 6 Meadow Brook Lodge (Westbury): Merrick Ave., near Stewart Ave.
- 7 Massapequa Lodge (Levittown): Massapequa-Hicksville Road (NY 107) at Avoca Ave.
- 8 Bethpage Lodge (Old Bethpage): Round Swamp Road at Fairway Drive
- 9 Huntington Lodge (Melville): Broad Hollow Road (NY 110) at Spagnoli Road
- 10 Deer Park Lodge (Dix Hills): Vanderbilt Motor Parkway (County Road 67) at Deer Park Ave. (NY 231)
- 11 Commack Lodge: Harned Road at Vanderbilt Motor Parkway (County Road 67)
- 12 Brentwood Lodge: Vanderbilt Motor Parkway (County Road 67) at Washington Avenue
- 13 Ronkonkoma Lodge: Long Island Motor Parkway (County Road 67) at Roseale Ave. (County Road 93)

LONG ISLAND PARKWAYS Designations, Names and Years of Construction (As Shown)

- N Northern State Parkway, 1933-1952
- SO Southern State Parkway, 1929-1949
- M Meadowbrook State Pkwy., 1934-1956
- W Wantagh State Parkway, 1929-1938
- SM Sunken Meadow Parkway, 1954-1957
- RM Robert Moses Causeway, 1951
- CIP Cross Island Parkway, 1940
- GCP Grand Central Pkwy., 1933
- MP Motor Parkway, 1908-1926
- B Bethpage State Pkwy., 1936
- SA Sagtikos State Pkwy., 1952
- H Heckscher State Parkway, 1929

Legend

- Exit 7 MP Long Island (Vanderbilt) Motor Parkway, 1908-1938
- Existing East-West Parkways
- Existing North-South Parkways
- Long Island Rail Road

(Continued on page 7)

SEMTA’s Last Train Ran 30 Years Ago

(Continued from page 5)

ing around de-motored RDCs, in some cases with leased engines painted for Burlington Northern. At one point the Chief Mechanical Officer (CMO) flew to Detroit Metro, I picked him up, and we drove to the Pontiac shops, where our engines had been stored indoors. We hired Jack Neubaum, GTW’s former machinist and later a technician with Peaker Services in Michigan, which rebuilt locomotives, to get our locomotives running, and he also moved them outside our Pontiac shop. I told the CMO how good they were. He thought I was promoting some rust buckets like he had seen elsewhere, but he started to smile when he saw them and heard them

idling, and asked if we had ever used them! Needless to say, when he got back to Boston MBTA told us it wanted all 5, even 903, which we had never rebuilt. Interestingly, one of the five was 905, which was the only one not formerly a GTW engine — we acquired it from ICG when it was rebuilding locos, and had been received from the “T” (ex-New Haven engines) in trade for some F-10s that the “T” acquired. The Road Foreman indicated that he had put that locomotive (now numbered 905) in service when the New Haven got it. By transferring the engines to the “T” we avoided having to pay UMTA back, as it paid to rebuild them but they were only used in that condition by us for a couple of years.

In 1985 I rode a Lowell to North Station train behind a






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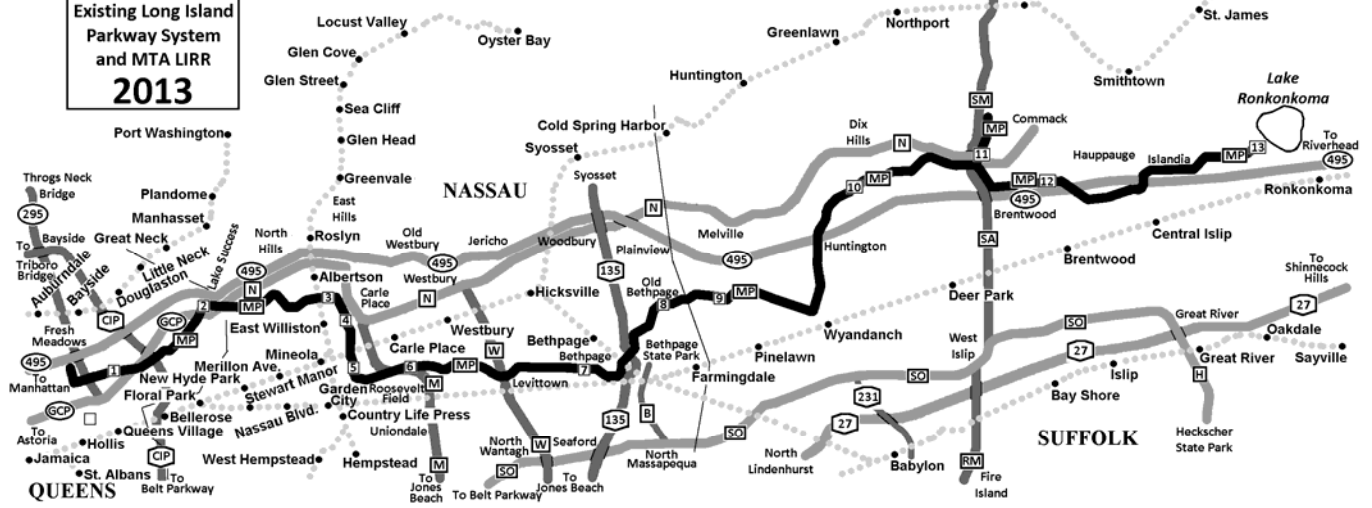
The Genesis of "Dashing Dan"

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Map 37:
The Motor Parkway
Relative to the
Existing Long Island
Parkway System
and MTA LIRR
2013

Legend
















-  Exit 7
-  MP Long Island (Vanderbilt) Motor Parkway, 1908-1938
-  Existing East-West Parkways
-  Existing North-South Parkways
-  MTA Long Island Rail Road



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- 5 Garden City Lodge: Traverse & Russell Roads
- 6 Meadow Brook Lodge (Westbury): 655 Merrick Ave., the Micro Center
- 7 Massapequa Lodge (Levittown): Hicksville Road (NY 107) at Avoca Ave.
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-  295 Clearview Expressway, 1961-1963
-  N Northern State Parkway, 1933-1965
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-  M Meadowbrook State Pkwy., 1934-1956
-  W Wantagh State Parkway, 1929-1938
-  135 Seaford-Oyster Bay Expy., 1962-1969
-  CIP Cross Island Parkway, 1940
-  GCP Grand Central Pkwy., 1933
-  MP Motor Parkway, 1908-1926
-  B Bethpage State Pkwy., 1936
-  27 Sunrise Highway, 1972-1998
-  SA Sagtikos State Pkwy., 1952
-  231 Babylon-Northport Expressway, 1970
-  SM Sunken Meadow Parkway, 1954-1957
-  RM Robert Moses Causeway, 1951-1964
-  H Heckscher State Parkway, 1929-1962

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SEMTA's Last Train Ran 30 Years Ago

(Continued from page 6)

former SEMTA engine, purely by accident, but did get nice shots of it at North Station. As of a few weeks ago, at least 902, one of the 5 engines, remained at MBTA's North Station maintenance facility, still in the SEMTA paint scheme after almost 30 years in Boston.

Regarding our last train, in 1983, though car hosts at Bluewater were "forbidden" to take photos or accept cab rides, it was "my train," and the last one at that, so I rode in the lead engine (we had all 4 operable engines on the head end, and around 22 cars) back to Royal Oak, Michigan, where my car was. It was foggy at that point, and it was perhaps poetic that I watched the very last SEMTA train disappear into the mist as it headed to

Pontiac. There was some "atmosphere" on that train, as Bluewater's dining car, the "Lake Michigan" was in the consist, but they had an electrical failure. So they put candles on each table and continued to cook in the kitchen, and served real meals to the passengers, who thought this was a neat effect. Interestingly, that diner almost derailed the train on the going portion, as on one sharply banked curve in southern Ohio its Amtrak style diaphragm "hung up" on one of our coach diaphragms, and back on tangent track it still was tilted to one side. Luckily it sort of slid back in place before any serious damage occurred.

I was SEMTA's Commuter Rail Manager between 1974 and 1983; I originally was from Brooklyn, where I went to high school and college on BMT's West End

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SEMTA's Last Train Ran 30 Years Ago*(Continued from page 7)*

Line, and joined ERA in the 1950s. The commuter trains were discontinued due to declining ridership, which was a two-punch result of the recession at the time — first, fewer people from Oakland County were working in downtown Detroit, due to the recession and the movement of jobs to the suburbs, and second, those who still were could drive faster than the train because of reduced traffic volumes on I-75 into downtown Detroit. Due to reduced subsidies from UMTA (United States Department of Transportation) at the time, in part because of reductions made during President Reagan's administration, bus service was cut at SEMTA, and ultimately the SEMTA Board felt that it looked bad to be subsidizing a high-cost train service for high-income suburbanites while cutting bus service that in part was used by low-income City of Detroit workers to reach jobs in the suburbs. Not helping matters was that GTW trains still had 5-man crews, as the major labor changes that came about as Metro-North and SEPTA took over employees from Conrail suburban services had not yet occurred, and SEMTA could not bargain with GTW's employees. And while our coaches had been rebuilt and were in great shape, we had not converted to HEP due to a lack of appropriate local share for a larger UMTA grant, so we continued to run high-cost steam generators and steam-heated cars.

Early in 1984, after "extensive" negotiations with Metro-North and (ERA member) Walter Zullig's legal staff, we leased our coaches to Metro-North and a 22-car special train ran to New York, taking several days and laying over in several freight yards. I believe when these cars were put in service (to Danbury, among other places) the commuters enjoyed the very clean and comfortable seats and car interiors we had. I made the trip to New York in 1984 to ride a fan trip over Metro-North lines using these cars! The 17 aluminum (steel frame) 4800-series coaches we had purchased around 1978 from GTW had originally been 44-seat long-distance coaches (ACF, '53 and PS, '50) built for the Union Pacific, which went into GTW's intercity service to Chicago (and also GTW/CNR service between Chicago and Toronto). Upon the ending of their intercity service at the beginning of Amtrak in 1971 GTW placed these cars into Pontiac-Detroit commuter service, replacing the old 6-axle "wood/steel" cars, and also replacing the seats in around 9 of the ex-UP cars with old green plush Haywood Wakefield seats they had removed from these older 4800-series cars that ran until 1971 (you could hear their wooden sides, steel sheaved, creaking during operation; the frame was steel). Thus these modern lightweight cars looked odd with these old seats in them, and therefore I went to

Chicago and Amtrak's Brighton Park Turbo yard around 1979 when I saw an ad in *Railway Age* for Amtrak's original turbo seats from the French units they brought over around 1972-3. These had been non-reclining, non-reversible 2nd class French seats; passengers riding the Turbos in *Midwest Corridor* service apparently did not like them and thus Amtrak resealed them. I found them stacked up in a building, and they looked filthy, but they could easily be cleaned, so I suggested that we bid \$30 per pair for these non-reclining seats; surprisingly, we were the only bidders, so we got them, and GTW cleaned them and installed them in the 4800s that it had been rebuilding for us with a sole source contract (long story) under an UMTA grant.

The 12 100-series stainless steel cars we had acquired from Penn Central for \$25,000 each (price set by the bankruptcy judge, so we could not negotiate) in 1975-6, and which at the end PC had been leasing to Amtrak for corridor service prior to the arrival of the Amfleet, had a smoking section at one end, and we decided to put in more seats for commuter service, so I purchased for SEMTA approximately 100 seats from Los Angeles County as they were surplus when "Baxter Ward's Choo Choo" train was being rebuilt, at a time prior to the start and expansion of Metrolink. (SEMTA used a 100% State of Michigan grant to buy and upgrade these cars). We had these seats rebuilt by Hoover Industries in Miami, and they were then shipped to Mechtron in Wilmington, Delaware, where we had the 100-series cars rebuilt (ex-1500 series on PRR, the 21 roomette (Inn-series) cars built by Budd in 1949, and which were rebuilt by PRR and Budd into coaches in 1963-4 for greater New York World's Fair capacity — I used to commute from New York to Philadelphia daily on these cars, but I never dreamed that I would buy 12 of them for an agency called SEMTA around 12 years later).

We had scrapped 4 of GTW's ACF cars (1952), and sold 2 to a museum group in Ohio, leaving us with 11 PS cars in the 4800-series, but only 10 went to Metro-North, as car 4807, though rebuilt with UMTA funds, had been used for parts that even in 1982-3 were beginning to be hard to get for such steam-heated cars. I am sure that UMTA would have not have approved of this, but we had no choice. This car, by the way, eventually went to the now-discontinued Michigan Artrain, based at the time out of Ann Arbor. It is my understanding that our former cars continued in Metro North service until the 1990-1 period (someone in ERA must have the exact dates) when new Bombardier cars replaced them. They apparently were once in a while leased to Amtrak for holiday extra train service. I was told that one such lease, for trains to Albany, were the last regular trains Amtrak ran with steam-heated equip-

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SEMTA's Last Train Ran 30 Years Ago*(Continued from page 8)*

ment.

For a while I was the only "profit center" at SEMTA, bringing in something like \$600,000 in lease payments the first year, but UMTA did not like the idea of an agency making money out of cars it had paid to be rebuilt, and we eventually transferred ownership of the ex-GTW cars to Metro-North. Similarly, the State of Michigan decided to take over the lease of the 12 ex-PRR cars to Metro-North, and after they no longer were needed by Metro-North they went to MARC in Baltimore, where they finally were rebuilt for HEP, joining a number of cars from the original 50 1500s that Penn Central disposed of, most coming from NJ Transit, which had purchased those that SEMTA could not or would not buy in 1975-6. Ironically, we moved the 12 cars, in two groups of 6 each, to Detroit via Boston, the *Lake Shore* to Albany, and the *Niagara Rainbow* to Detroit, even before we had purchased them (we had paid Penn Central a down payment of \$20,000). When Amtrak told us we had to get them out of the Michigan Central Terminal in Detroit as it needed the track space for its own operations, I arranged to have them stored on the Essex Terminal Railroad's property in Windsor, Ontario, essentially moving them out of the country without the permission of the Federal Bankruptcy Court (*Editor's Note: The statute of limitations has long since expired*) — but they were protected there, and in the spring of 1976 they eventually went to a Michigan DOT storage area in the Lansing area before, ironically, being moved back east to be rebuilt by Mechtron Industries. Interestingly, I flew a very early morning Northwest flight to JFK in spring 1976, carrying a check for \$280,000 to hand over to Penn Central for final purchase of these cars. I was not to be in Newark until lunchtime and had wanted to ride a LIRR "turbo" train, but that day it was a regular M-1 MU, unfortunately. But our lawyer at SEMTA and I did get a free lunch from Penn Central prior to handing them the check. Why in Newark, and not New York City? Because for highly complex reasons, these cars had been rebuilt back in the '60s by a paper organization called the "Jersey Associates," acting for PRR, and the contract indicated that all transactions regarding the cars had to take place in New Jersey!

I believe that Metro-North sold most or all of the 4800s to the Ringling Brothers Circus, for its train. Some of the 12 Budd-built ex-SEMTA, ex-PRR cars still run in various places, with two owned by the Washington Chapter, NRHS, which are used for excursions behind Amtrak trains: Franklin Inn and Collinsville Inn, thus ending this history.

Now, interestingly, the downtown and greater central

area along Woodward Avenue, for 3.3 miles up to the New Center (Grand Boulevard, and where the Detroit Amtrak station is) is experiencing a rebirth of sorts. One reason is that an activist billionaire, Dan Gilbert of Quicken Loans, has purchased around 30 or 40 empty buildings and is rebuilding them for rent, and has moved his offices from the suburbs to the downtown as well. He is the guiding light behind the M-1 Woodward Streetcar line (not really light rail, but the media cannot distinguish between the two), which at this time is a 90% likelihood (they are advertising for streetcars, all new, etc.). The Detroit Medical Center is greatly expanding, as is Wayne State University, and both are also located on Woodward. But, there is no rail service to the city from the suburbs, and at least in my mind, there will not be any, either. SEMCOG and MDOT now are pushing for a network of Bus Rapid Transit lines, which might help to some degree, depending on what they plan to build (all that comes out now is that they are basing what they want to do on Cleveland's Health Line as a model), but even this will require a regional vote (all counties in the new RTA have to approve such things), which to me is unlikely, but in any case it will not be on the ballot, if at all, for a couple of years, and even if it passed the BRT would not be running until around 2019 or so, so I am not sure how they will cope with thousands of extra autos heading for the CBD each day, which is what is going to happen. MDOT and SEMCOG, for whatever reason, are also pushing for commuter rail between Ann Arbor and the New Center of Detroit, not the CBD — they initially wanted it to start in 2009, now they say 2017 or something like it. Again, it will require a multi-county vote, and in any case would not handle a significant number of passengers. By the way, MDOT has rebuilt, and has stored at the Great Lakes Central RR in Owosso, some ex-Metra bi-levels, which are lettered for Michigan.

In the meantime, the rest of the city of Detroit is a basket case, which is not related to public transportation for its solution, if there is one. The city is (we think) in bankruptcy — a federal court case began on October 23 to see if the Emergency Financial Manager can file — we will see. It would be chaos if the judge ruled against bankruptcy. To improve the rest of the city is a highly complex matter, involving solutions to crime, education, unemployment, etc., etc. But, the downtown and Woodward spine, for different reasons, is improving and hopefully a Portland, Oregon-style streetcar line along Woodward Avenue will soon be under construction.


*(News Editor's Note: Readers of the **Bulletin** know that I try to include first-person stories, written by those who made the decisions that affected how transit agencies operate or operated their service.)*

Commuter and Transit Notes

No. 301
by Randy Glucksman

METROPOLITAN TRANSPORTATION AUTHORITY

MTA released its Final Proposed 2014 Budget and Four-Year Financial Plan on November 13. The plan includes the addition of new cost-reduction measures and recognizes favorable operating results and tax revenue re-estimates that have taken place since the preliminary budget was released in July. MTA expects that the combination of increased cost cutting, lower expenses, and higher operating revenues will allow the agency to reduce by almost half the previously projected fare and toll increases scheduled for 2015 and 2017. So, instead of a 7.5%, fares/tolls would rise 4%.

There is also some good news for riders: subject to final approval at the December Board meeting, \$18 million has been allocated for service restoration, including extending  from Myrtle Avenue to Essex Street on weekends and adding/extending several bus routes such as Bx24, Q31 (weekends), and Q77 (Sundays) and restructuring Staten Island express bus service to add a new "super express" service via the Lincoln Tunnel to Midtown.

MTA METRO-NORTH RAILROAD (EAST)

If you picked up copies of the New Haven Line timetable dated August 19 in September or early October, there was an error on the cover showing the Waterbury Branch connection at Fairfield Metro. This was similar to one that occurred in the December 5, 2011 through January 6, 2012 edition. I found a replacement timetable, with the correct connection, on October 24.

On October 25, Metro-North reported that the six-mile Bronx right-of-way improvement project was more than 80% complete. Beginning Monday, October 28, and continuing for approximately two weeks, work was extended on the outbound platform track from Melrose to the Harlem River Lift Bridge (just north of the Harlem-125th Street station) to take advantage of the track outage. Continued was the bus shuttle between Melrose and Fordham.

A press release dated November 14 reported that the aforementioned job, which began on July 1, had been completed. Speed limits in the six-mile section between Woodlawn and Melrose were increased by 15 mph to 75 mph on three of the four tracks. A summary of work performed includes: Removed 5,381 concrete ties, installed 6,610 new wood ties and 2,350 tons of new stone ballast, trenched 6,350 feet of the right-of-way shoulder or between tracks to improve drainage, installed new rail on various curves, welded rail joints and installed new insulated joints, excavated and removed 4,702 cubic yards of mud created by poor drainage along the tracks, and removed a significant amount of

debris, garbage and graffiti on railroad property. The weekend was spent removing bridge plates at Fordham Road, Botanical Garden, Williams Bridge, and Woodlawn. Busing continues weekdays and weekends for the Melrose and Tremont stations while right-of-way improvements continue for an additional two miles from Melrose south to the Harlem River Lift Bridge. Additional track work also is underway elsewhere on the Hudson, Harlem and New Haven Lines. This extended work lasts through the end of the year, with minimal impact to service expected.

Completion of this work permitted the issuance of new timetables, which will be in effect until January 5, 2014. There are no changes to the Hudson Line and only minor adjustments to the Harlem Line. However, completion of a resignalling project on the Danbury Branch allows for a 27% increase in service: three shuttles between Danbury and South Norwalk in each direction. Under the new schedules, there are now 14 daily trips in each direction, contrasting to 11 daily trips under the August 19 schedules. New Haven Line riders are also benefitting by having shorter running times for trains to and from New Haven on both weekdays and weekends.

The United States Senate Committee on Commerce, Science, and Transportation's subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security met on October 28 for a hearing at the Bridgeport City Hall to discuss the September 25 power outage that knocked out electric service to part of the New Haven Line (November *Bulletin*). U.S. Senator Richard Blumenthal (D-Connecticut) called the hearing. Those who testified included Con Ed President Craig Ivey, Metro-North President Howard Permut, Amtrak President Joseph Boardman, John Hartman of the Connecticut Rail Commuter Council, and Otto Lynch from the American Society of Civil Engineers. The purpose of the hearing was to review the outage's causes, how to prevent future power failures, and the economic impact of such a major service disruption. President Permut estimated the cost to Metro-North as being in the \$8-\$12 million range, while Con Ed President Ivey rejected Senator Blumenthal's request to reimburse Metro-North and its customers.

It was announced on November 4 that Con Edison was working with Metro-North to nearly double the power supply for the New Haven Line and provide more secure redundancy. The work includes a \$50 million substation upgrade in Mount Vernon, a \$12 million substation in New Haven, and a \$5 million expansion of one in Greenwich. When that work is done, expected

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Commuter and Transit Notes*(Continued from page 10)*

early next year, the railroad will be able to use up to 115 megawatts of power.

Buses replaced trains on the Upper Harlem Line (Southeast to Wassaic) during middays from November 4-7 to enable track work to be performed. Riders were advised that buses would operate up to 30 minutes earlier than the trains.

If you picked up copies of the New Haven Line timetable dated August 19, in September or early October, there was an error on the cover showing the Waterbury Branch connection at Fairfield Metro. This was similar to one that occurred in the December 5, 2011-January 6, 2012 edition. I found a replacement timetable with the correct connection on October 24.

The usual Thanksgiving timetables were to be issued but were not available at publication time. Also to be issued this month are the special Christmas & New Year's timetables.

The partial government shutdown (November *Bulletin*) caused the National Transportation Safety Board hearing into the collision/derailment near Fairfield Metro station (May 17) and the accidental death of a track foreman (May 28) to be moved from October 22-23 to November 6-7. At the hearing on November 6, Metro-North's Chief Engineer, Robert Puciloski, acknowledged there were red flags that should have triggered more aggressive action prior to the May 17 accident near the Fairfield Metro station (May, November, and December *Bulletins*). Six weeks before, Metro-North inspectors discovered that a pair of "joint bars" connecting two sections of rails were cracked, a condition that can occur when there is inadequate support beneath a section of track, according to hearing testimony. The bars were replaced, but problems again emerged just two days before the accident. Inspectors reported a "pumping condition," meaning the ties and rails were moving up and down under the weight of trains, and "inadequate ballast support," according to hearing testimony.

Over the weekend of September 28-29, Track 3 was cut in between CP 271 and CP 266, so now trains can directly platform at the West Haven station. Since opening on August 18, westbound passengers used bridge plates to access trains.

Five pairs of M-3s, including 8094-5, have been "wrapped" to advertise "I ♥ NY." It is believed to be Metro-North's first venture in this type of advertising.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

The M-8 status was last updated on September 19 to show 276 cars conditionally accepted with 20 cars undergoing Kawasaki inspection. As of mid-November, Bill Zucker had observed 9100-9307, 9312-35, and 9340-73 for 266 cars.

MTA LONG ISLAND RAIL ROAD

On October 21, it was announced that weekend service to Greenport would be extended through Thanksgiving Weekend, December 1.

Completion of rehabilitation work at Jamaica Station was commemorated during an October 23 ceremony. The current station replaced one at street level in 1913.

A rehabilitated Queens Village station was unveiled on October 30, following completion of an \$8.5 million project. Queens Village opened as a stop for LIRR in 1881, although the current building has only been in use since 1924. The entire station has been repainted, new signage was added, the platform waiting room has been rehabilitated, and numerous improvements have been made throughout the complex, including replacement of platform railings, a new shelter, replacement of platform lighting, bird abatement devices, drainage and erosion control, and security cameras.

Special timetables or timetable cards were issued for:

- Hempstead: October 26-27, Track work between Jamaica and Bellerose – bus service Hollis to Hempstead
- Belmont Park: October 26-27, Queens Interlocking work – modified schedules (card)
- Babylon: November 2-4 and 9-11, Wantagh Switch Replacement – reduced train service
- Montauk: November 2-4 and 9-11, Wantagh Switch Replacement – some re-timings
- Far Rockaway: November 2-4 and 9-11, Wantagh Switch Replacement – one re-timing (card)
- Hempstead: November 2-4 and 9-11, Wantagh Switch Replacement – one re-timing (card)
- St. Albans: November 2-4 and 9-11, Wantagh Switch Replacement – some re-timings (card)
- Babylon Branch: November 16-17, Amity and Babylon Switch Surfacing – Service reduced from hourly to half-hourly
- Montauk Branch: November 16-17, Amity and Babylon Switch Surfacing – Most trains adjusted, including some canceled/combined
- St. Albans: November 16-17 — 3 eastbound and 7 westbound trains adjusted

The latest set of timetables were issued for the period November 11-December 15. All have "Happy Thanksgiving" on their covers, with a message about the extra service (if any) that operates during this holiday period. Thanksgiving Eve, the usual "Getaway" service of eight trains operated to Babylon, Far Rockaway, Hicksville, Huntington, Montauk, and Port Washington. Thanksgiving morning, six extra westbound trains operated, and there were 11 early eastbound afternoon trains. On weekends between November 30, 2013 and January 5, 2014, eight additional trains operate on the Long Beach Branch to provide half-hourly service, inbound (9 AM-1 PM) and outbound (4-8 PM). In addition, two overnight trains between Penn Station and

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Commuter and Transit Notes*(Continued from page 11)*

Huntington and Penn Station and Babylon have been added to accommodate customers taking in late-night events throughout the city during the holiday season.

Also with these timetables, half-hourly weekend service was restored to the Port Washington Branch effective November 16.

Christmas Eve (December 24) LIRR will operate 13 extra "Getaway" trains, the aforementioned eight, plus three to Babylon and two to Ronkonkoma. New Year's Eve, the eight "Getaway" trains will operate. Those planning to celebrate New Year's Eve in New York City will find 18 extra early evening westbound trains. While the regular weekend schedule will be in effect on Christmas Day, New Year's Day riders will find 14 extra early morning eastbound trains.

A colleague who rides the train from Massapequa informed me that the western end of the platform had been demolished during early November as part of the project to rehabilitate the station. While this is going on, only six cars can platform.

NJ TRANSIT

The day after the ERA trip on the Atlantic City Line, member Bob Vogel observed P-40s 4802 and 4803 operating on the line. GP-40PH2A 4146 powered our westbound train (#4678). Three of the four P-40s (4800, 4803-03?????) were in service on October 22.

Beginning next spring, Raritan Valley Line riders will be getting one-seat rides to New York Penn Station, but only in the off-peak hours, and not during peak hours nor on weekends, according to a report in *The Star-Ledger*. New Jersey transportation expert Martin E. Robins, Director Emeritus of the Alan M. Voorhees Transportation Center at Rutgers University, said: "NJ Transit purchased \$340 million worth of dual-powered locomotives. The highest and best — and really, almost the only — use of the dual-powered (ALP-45/DP) locomotives is on a line like the Raritan Valley Line. How can NJ Transit diddle around with this subject for so long, after having made an expenditure of \$340 million, and not take advantage of it? To me, it's unthinkable." Thanks to member Al Holtz for sending this report.

As was reported in the April *Bulletin*, the first ALP-45/DP-powered revenue train operated to New York Penn Station on March 2, 2013. The Raritan Valley, mentioned above, is not the only NJ Transit line that could benefit by using the ALP-45/DPs when you consider the North Jersey Coast Line from Bay Head and the Montclair-Boonton Line from Hackettstown.

NJ Transit's post-Sandy rail fleet status is being regularly updated; however, at publication time there had been no change since last month's *Bulletin*.

Bob Vogel sent a report with photos noting that "the height of the Atlantic City Line platforms at the newly opened (October 14) Pennsauken Transit Center

necessitated raising the tracks 8 to 10 inches (I've seen both figures mentioned). The southbound track was raised prior to the Grand Opening. The work on the northbound track is being done now. After the first two northbound trains stopped at the northbound platform on opening day, somebody got to the Dispatcher and had the remaining northbound trains diverted to the southbound platform. The northbound platform was subsequently closed."

Between November 1 and 4, a track replacement project caused trains to use the low-level platforms on the Northeast Corridor at Princeton Junction, Hamilton, Elizabeth, Linden, and Rahway, at various times.

My son Marc sent this report on November 10. "There were a ton of trains at the Meadowlands station, all 10-car multi-levels, and all seemed to have ALP-45/DPs — on either end. The last time I was there, the trains were all single-level cars."

At the November 13 Board meeting, a \$23 million change order to the contract with Bombardier for replacement trucks for its multi-level cars was approved. According to the action item: "The multilevel rail cars feature trucks with a specialized suspension system that ensures customer comfort when the train is operating at higher speeds. The vehicle manufacturer recommends replacement of the air secondary suspension system, rubber bushing, and similar components every six years. With the required maintenance to the suspension system, NJ Transit will also incorporate other vehicle modifications that have been recommended by customers and employees. These modifications include additional seats, upgrades to the onboard computer systems, updates to onboard digital signage, and the addition of a forward-facing camera, which can be used in a post-incident investigation, such as a trespasser incident or motor vehicle collision."

What a difference a day makes! On November 11, an email advisory was sent advising that bus service would operate for a soccer match between Argentina and Ecuador at MetLife Stadium. The following day, another email reported that rail service would operate.

Since the beginning of fall, NJ Transit's Aqua Track Train has been making its annual rounds on lines that have a preponderance of falling leaves, such as the steep hills in Glen Ridge (Montclair-Boonton) and Summit (M&E). Equipment aboard this train blasts water onto the rails via a high-powered pump, removing oily residue that causes slippery rail conditions, which have the potential to damage rolling stock and cause service delays.

A study commissioned by NJ Transit recommends that increasing service on the Atlantic City Line, the least used in the entire NJT system at 3,450 riders per weekday, from 12 to 20 round trips daily would significantly increase traffic. The cost of the added service is estimated at \$6.3 million per year, but with 38% covered by

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

farebox revenue, as opposed to 22% today, and ridership doubling to 6,760 weekday riders. Currently passengers have waits up to 2½ hours for a train. It was further estimated that construction of a \$30 million station near Atlantic City Airport would increase ridership to 8,780 passengers per weekday. The \$750,000 report, prepared by LTK Engineering Services, has not been officially released, but the above is based on a draft obtained by *The Philadelphia Inquirer*. A separate report, prepared for the Delaware Valley Regional Planning Commission, states that the new \$40 million Pennsauken Transit Center will be less effective than planned without additional Atlantic City service. Member Dave Safford notes: "The Atlantic City Line was reopened in the expectation of a strong revenue stream from gamblers from eastern Pennsylvania flooding to the casinos. This stream is now actually diminishing due to competition from new Pennsylvania casinos, to the extent that some Atlantic City casinos are in, or teetering on the edge of, bankruptcy. It is unclear whether the LTK report considered this. The article in the paper was clearly prepared by someone unfamiliar with transit. They got trips and round trips thoroughly scrambled, but I believe that I have managed to extract sense from the mess."

Member Bill Vigrass wrote: "My proposal of 1980 for PATCO had 24/7 hourly service, took 3 trains. NJT has 5 trains on a 2-hour headway each with a crew of three. PATCO would have one Train Operator but perhaps would have had a crew of three, but not a three-man crew. I had some support but not enough. Congressman Jim Florio (D-Camden), got \$30 million for Amtrak in the Pipeline Safety Act of 1981 for "Amtrak Northeast Corridor Improvement Program Atlantic City Branch" It was meant to be 50% but the project ended up over \$100 million, with NJ picking up the balance."

Work is progressing on the lower-level Secaucus Junction platform extensions, as I happened to be there during the late afternoon of November 8 and saw that the lights had been turned on. On November 13, I noticed that the barriers had been removed and that passengers had access to the entire platform.

As the *RiverLine* approaches its first anniversary (March, 2014), *The Trenton Times* reported that average weekday ridership has grown from 6,100 in 2005 to 9,000 in 2013. NJ Transit figures show the line operates at a substantial loss: \$24.4 million in fiscal 2013, an increase from \$19.9 million in fiscal 2005, the line's first full year of operation. The 2013 loss is nearly nine times the \$2.84 million in revenue the River Line pulled in this year. NJ Transit spokesman William J. Smith called the rise in costs "natural," and said it was the result of adding extra stops to meet increased consumer demand,

variable costs such as fuel costs and insurance claims, and inflation. Still, local leaders say the benefits are well worth the cost. The fares are very reasonable; a one-way trip on the 34.5-mile line between Trenton and Camden costs \$1.50. Seniors/disabled pay half of that amount.

The MyTix app for smart phones, launched on April 25 for the Pascack Valley Line and extended to the Main/Bergen/Port Jervis Lines effective September 18 (November *Bulletin*) was added to the Montclair-Boonton and Morris & Essex Lines on October 21.

PORT AUTHORITY OF NEW YORK & NEW JERSEY

The first pedestrian connection of the new World Trade Center station opened on October 24. This approximate 600-foot section is now known as the west concourse. Eventually there will be shops and restaurants on two levels. With this opening, pedestrians are now spared the need to climb to the bridge that spanned West Street. The Fulton Street Transit Hub has a 2015 opening.

METROPOLITAN AREA

Ever since the start of public bus service in Rockland County (1976), the operators have been Rockland Transit Corporation (The Red and Tan Lines) and Hudson Transit Lines (The Short Line). When these companies were acquired by Coach USA, the new company continued to operate the Transport of Rockland (TOR) routes and the Tappan Zee Express service. A few years ago, Rockland County put the operation of these routes up for bid, and Peter Brega, a local school bus and charter operator based in Valley Cottage, was the low bidder. Years of lawsuits followed until late October, when a judge threw out Coach USA's case, and effective November 3, Brega took over the operations. Aside from re-lettering the buses, by most accounts, the transition went well.

AMTRAK

Beginning October 23, *San Joaquin* Trains #711 and 718 have been composed of former NJ Transit *Comet* cars. The State of California purchased 14 of the 40-year-old former NJ Transit "Comet" commuter cars in 2008 for \$1.05 million and contracted with Amtrak to refurbish the cars at its Beech Grove, Indiana shops. Riders were cautioned that because these cars do not have low-level doors, those who required the use of a lift should arrive at the station 45 minutes prior to departure. The *Comets* are not equipped to handle bikes like the bi-level California cars. The two trains can only handle boxed bikes as checked baggage. Passengers with bikes at stations without checked baggage are advised to wait for a different train. The trains are operating with a locomotive, a former F-40-PH cab car, and a refurbished *Horizon* food service car in addition to the former commuter coaches. Thanks to Al Holtz for forwarding this news.

Amtrak officials visited the CAF plant in Elmira, New

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Commuter and Transit Notes

(Continued from page 13)

York on October 24 and announced that the first 130 new single-level cars were nearing completion, and, after testing which is to begin this winter, could be in service next summer. The \$298.1 million contract will also add 25 sleeping cars, 25 diners, 25 baggage/dormitory cars, and 55 baggage cars for use on Eastern United States routes. These cars will replace and supplement the existing fleet and allow cars built in the 1940s and 1950s to be retired. Thanks to *Mass Transit Magazine* for this news.

Amtrak issued its usual Thanksgiving Northeast Corridor timetable (Form T-5) for November 26-December 2. They were available at many locations during the first week of November. The booklet also includes the *Keystone* and *Empire* Routes. A colleague compared the *Keystone* and *Empire* services with the regular timetable and found that it was exactly the same. Holiday Extra trains are numbered above 1054. One Thanksgiving timetable for Michigan service was not available at any station that I visited. PDF versions were available on the Internet in early November. Again, Amtrak reported that it would borrow commuter equipment.

INDUSTRY

As I rode past the Kawasaki Plant in Yonkers on November 14, the yard was filled with NYC Transit R-188s in the 7855-99 series.

For those who ride public transit, without Congressional action by December 31, the \$245 that one can set aside on a pre-tax basis will revert to \$125 per month. Those commuting by car will continue at the \$245 rate. For some commuters, this means an additional cost of over \$1,400 annually. With the partial federal government shutdown now over, some of our Senators and Representatives are working to extend this benefit.

MUSEUMS

Member Evan Jennings, representing the Trolley Museum of New York, which is located in Kingston, wrote that *Bulletin* readers might like to know that B&QT PCC 1000 (Clark Company, 1936) has been listed in the State Historic Register and is now being considered for the National Register. For details, please refer to this article: <http://www.dailyfreeman.com/articles/2013/09/24/news/doc5240d5c9d6cfc352208772.txt>.

At the Shore Line Trolley Museum (Branford) a ribbon-cutting ceremony was held on November 16 to dedicate the first building of "Elevating the Collection." This was followed by a guided tour of the new buildings and light refreshments.

If you like a mystery, here is one. The details were forwarded by Al Holtz: "My source in Mt. Pleasant, Iowa informed me that one PCC car has arrived at M.E.R.A.

and is sitting on the rails outside the carbarn. It is painted red and cream but has no identifying symbols other than a small sticker with 'Pennsylvania' on it. The car body looks in decent shape, with the seats loosely piled inside. There was no trolley pole on it (but that was probably removed for transport). It is my understanding that this and possibly another car were purchased by the Board of Directors of Midwest Old Threshers at a Board meeting following this year's Reunion at which only about half the elected directors were in attendance. My source has also informed me that there is great unhappiness about this and his attempt at getting more information has been met with silence. If anybody has any information about this I sure would like to know." If any of our members has information, I will be happy to forward their report to AI.

2013 IN REVIEW

In the January *Bulletin*, a table of transit projects that were scheduled to open or expand during this year was published. The results appear in the table below.

DATE	AGENCY	LOCATION	LINE	PROJECT
January 28	New Orleans Regional Transit Authority	New Orleans, Louisiana	Loyola Avenue	1.5-mile extension, 4 stations
April 14	Utah Transit Authority	Salt Lake City, Utah	Airport TRAX Line	6 miles, 6 stations
April 26	Denver RTD	Denver, Colorado	West Corridor	12.1 miles, 12 stations
August 18	Connecticut DOT	West Haven, Connecticut	New Haven	West Haven station opens
August 18	Utah Transit Authority	Salt Lake City, Utah	Blue Line	3.8-mile extension to Draper, 3 stations
October 14	NJ Transit	Pennsauken, New Jersey	Atlantic City/River Lines	Pennsauken Transit Center Station opens
December 7	Utah Transit Authority	Salt Lake City, Utah	Sugar House Street Car (Line S)	2 miles 7 stations
December 21	MTA Houston	Houston, Texas	North/Red Line Extension	5.3 miles 8 stations

The completion dates for these projects were moved as shown below.

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Commuter and Transit Notes

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2014	2016	UNKNOWN
January - WMATA – Silver Line Phase I	Opening of South Florida RTA / Amtrak Miami International Airport station	Opening of NJ Transit Avalon-Westmont station
March – Virginia Railway Express Spotsylvania station opens		
March – H Street Benning Streetcar Line		

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

Although ridership on commuter rail across the country is up, that sadly is not the case for MBTA's Massachusetts Bay Commuter Railroad Company (MBCR)-operated commuter trains. Fewer people ride commuter rail now than 10 years ago, when MBCR took over running the rail service. That contract is up for renewal next June, and the firm is facing competition. An MBCR spokesman blamed the fall-off on factors outside of their control. The "T"'s subway lines did not suffer the same fate. A decision about the operator is to be made early next year.

On October 29, Governor Deval Patrick announced there would be a \$1.3 billion procurement to purchase new cars for the Red and Orange Lines, with a stipulation that the cars be assembled in Massachusetts in order to bring jobs to the region. The 74 oldest Red Line cars (01500- and 01600-series) were built by Pullman-Standard in 1969-70 and rebuilt 1985-8, while the 120 Orange Line cars were built by Hawker-Siddeley in 1979-81 and have not been rebuilt. According to *The Boston Globe*, "Though the cars will not appear on the line for several years, state officials will soon begin the process of soliciting input on the design of the cars' interiors." The first cars are not expected to arrive until 2019.

For the first two games (October 23 and 24) of the Major League Baseball World Series (Boston vs. St. Louis), MBTA said that it would operate subway service for as long as it would take to get attendees home.

After gaining the lead in St. Louis, the Series returned to Boston where the Red Sox won it 4 games to 2. What was called a "Rolling Rally" using Duck Boats was held on Saturday, November 2. (From Member Tony Fitzherbert: "The Duck Boats are combination buses and ferry boats which operate, mostly to carry tourists, on both the streets of Boston and in the waters of Boston Harbor. They are unique and very popular with out-of-town visitors. 24 of them (were to) be used to carry the team from Fenway Park to the Charles River near North Station. MBTA planned to run rush hour service all day on the four rapid transit lines and commuter rail specials,

but only on the lines that normally operate Saturday service. The Mayor and the MBTA Chair, Beverly Scott, had been on the radio urging people to use mass transit, and MBTA expect(ed) to carry two million riders, mostly in the subways, which carry about 600,000 on a typical weekday.")

A follow-up report, sent by Tony from *The Boston Globe* (November 3), reported that between 140,000 and 150,000 folks rode MBTA commuter rail into Boston on the 2nd. The usual weekday ridership is about 120,000 fares — that is 60,000 in each direction. Even more remarkable is that several of the South Side lines do not run on weekends, including the Canton, Needham, Greenbush, and, of course, that most heavily used Fairmount Line with the eight-car long high-level platforms serving neighborhoods in Dorchester. *The Globe* reported that many riders were passed up by early trains but picked up later, and delivered to Boston in time to see the Duck boats pass. "I presume that the same 140,000-150,000 returned to the suburbs later in the day, making it a 280,000-300,000-passenger day on commuter rail. Other than overcrowding, no problems were reported. Passengers arriving at North and South Stations were urged to buy their outbound tickets at the station before returning. I wonder if the riders faced gate collection at North and South Stations. Of course, riders may buy round trip cash fare receipts aboard the trains. And there are very few ticket offices on the Boston commuter rail, other than those in Boston, so the crews must have handled a load of cash. I saw no figures for travel aboard the subways. Crush conditions were reported in that *Globe* article."

Verizon cell service has slowly been expanded under the streets of Boston. This was first noticed by Green Line riders, then by Red Line riders.

Here is another item for the "If you build it...they (he) will come" category. On October 29, Governor Deval Patrick announced that due to the success of *The CapeFlyer*, MassDOT, working with the Cape Cod Regional Transit Authority (CCRTA), would support permanent weekend service from Memorial Day through Columbus Day. In addition, MassDOT will launch a study to review the feasibility of year-round weekend service on the line. MassDOT will also add a Wareham stop, which will be open when service resumes next Memorial Day weekend. This year, ridership on *The CapeFlyer* through Columbus Day weekend was 16,586. Fare revenue from the line totaled more than \$290,000.

Rotem Bi-level and MPI Locomotive Update as November 12:

Accepted and in service: 800, 804, 808, 810, 815, 1800, 1801, 1802, 1810, 1816 (currently running North); 805, 806, 807, 817, 821, 1805, 1808, 1814, 1817 (current running South); 801, 802, 803, 819, 1806 (currently running South/Old Colony) [24 cars]

Accepted and held for vehicle engineering at BET

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

(Boston Engine Terminal): 1803 and 1804 [2 cars]

Unaccepted at BET: 809, 811, 812, 813, 814, 818, 820, 822, 823, 824, 1807, 1809, 1812, 1813, 1818, 1819, 1820, 1822 [18 cars]

En route from Rotem/Philadelphia to BET: 816, 1821 and 1823 [3 cars]

In production at Rotem/Philadelphia: 825-846, 1811, 1815, 1824-1827 [28 cars]

2000 is at General Electric for emissions testing, 2001 was delivered to BET on October 24 for training and testing, the status of 2002 is unknown, and 2003 is at the Pueblo AAR Test Center (since October 25).

There were reports that the first solid set of Rotems in revenue service was on Sunday, October 27, on Train #4080, a Halloween Special (Salem Express), with 1801-1800-808-810-804. Thanks to member Todd Glickman for these reports.

LINDENWOLD, NEW JERSEY

The day before the ERA trip to the *RiverLine* and PATCO (October 19), Bill Vigrass wrote: "I just learned today that the first pair of cars is now scheduled to be delivered November 11, 2013 (yes, this year!), with the balance of the 8-car pilot train by year's end. An 8-car train must pass acceptance tests even though PATCO presently runs only 6's. Platforms will allow 8 cars."

Bill later wrote: "November 11 was an exciting day at Lindenwold as rebuilt cars 1047 and 1048 arrived via Silk Road Transport about 2:30 PM, having departed Hornell, New York Alstom facility approximately 6:30 AM. These are the former married pair 247-8, which had poor reliability. The rebuilt cars will not MU with older cars, hence the new numbers. These cars also are equipped with chopper control, which provides very smooth acceleration as well as regenerating capability and enhanced slip-slide control. They also will have greatly enhanced maintenance data gathering and transmittal. A separate Silk Road flatbed truck-trailer brought four bolsters, which arrived earlier in the day. PATCO's shop rebuilt a set of trucks in kind, retaining the GE1255A3 d.c. motors and GA56 gear-unit. These two cars had their trucks connected in Lindenwold Shop and will be subjected to thorough operational testing. Six more cars will follow to provide an eight-car train for further testing."

PHILADELPHIA, PENNSYLVANIA

Under a five-year program announced on October 29 by Comcast and SEPTA, 70 additional stations will receive Wi-Fi. Market East, Suburban, and 30th Street are already Wi-Fi-enabled. All stations on the Broad Street and Market-Frankford Lines, the 69th Street and Olney hubs, and selected trolley stops will be covered by this program, which will be financed by Comcast in return for advertising rights on the new system and in stations. Cost to Comcast is estimated at \$1 million for

installation and \$700,000 to the ad agency that brokered the deal. Thanks to Dave Safford for this news.

Member Russ Jackson sent this report about SEPTA's Route 15. "The fairly short new track and new loop at Frankford and Delaware Avenues, built last year for Philly Trolley Route 15, got a lot of railfan press coverage. But what is taking place on Route 15 beyond Frankford Avenue is of far greater magnitude. The PennDOT site at <http://www.95revive.com/girard-avenue-interchange-home.aspx> will give a few more pictures, plus maps. It is stated that there will be new railroad bridges over the new Richmond Street. Presumably the new construction will provide greater overhead clearance and the trolley wire won't be getting hit by the top of trucks as was frequent in the previous arrangement. The attached map shows the project section. Route 15 enters from the top left, crosses the newly rebuilt Aramingo Avenue overpass and then makes a left onto the new Richmond Street. At the right, the connection between the new and old Richmond Streets can be seen. In the years to come the derelict riverside property at the picture bottom can be expected to see development. Buses covering the closed end of Route 15 use the old street to the degree that construction makes possible. Several are shown.

"The cutback loop at Cumberland, installed when I-95 was built because the old loop back at Girard & Richmond got built over, is not going to be connected to the track on the new Richmond Street. Therefore, Route 15 will only be able to be short-turned at the present new Frankford Loop, leaving the remaining ¼-mile to the Aramingo Avenue overpass unserved except by the next car. Not the way they'd do it in Europe."

WASHINGTON, D.C. AREA

WTOP News reported that the H Street-Benning Streetcar Line, which had a planned opening this year, might not open until some time before the end of March, 2014. In an exclusive interview with WTOP, DDOT Deputy Director and Chief Engineer Renaldo "Nic" Nicholson said a number of delays have occurred. Among them were delays with the delivery of the final two streetcars from United Streetcar, which were supposed to arrive early this fall. *The Oregonian* reported that United Streetcar and parent company Oregon Iron Works have suffered numerous delays in their production of streetcars and meeting deadlines for their clients. Thanks to member Steve Erlitz for this news.

Railway Age reported that stringing of overhead wire on this 2.2-mile line began on November 12.

MEMPHIS, TENNESSEE

Seven passengers were injured when a fire broke out aboard MATA trolley 452 on November 4. 452 was built for the Melbourne & Metropolitan Tramways Board in 1927 and was acquired by MATA from New Orleans RTA in 1997. GOMACO refurbished 452 in 2004. Pending an investigation, buses replaced the Main Street

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

Trolley until November 7. Thanks to Jack May for this report.

ORLANDO, FLORIDA

The first phase (29.5 miles) of SunRail, an eventual 61-mile commuter line, is scheduled to begin revenue service next May. Testing with a MP-36 locomotive and three Bombardier bi-levels began on October 26.

CINCINNATI, OHIO

The election of a new Mayor on November 5 cast the future of the streetcar project in doubt. John Cranley ran on a platform that opposed continuing this project. Ironically, in the 2011 election, pro-rail City Council members replaced those who were anti-rail (January, 2012 *Bulletin*). According to *The Cincinnati Inquirer*, by December 1, the date that Mayor-elect Cranley takes office, the city will have spent \$26 million on this 3.6-mile line. "I think it's cheaper to cut our losses," Cranley said. In July, city officials signed construction contracts for the project. The streetcar project will cost at least \$133 million. The outcome of litigation over moving utility lines for the project with Duke Energy could raise the cost by an additional \$5 million. Canceling the ongoing project still requires a vote by the City Council, with a majority who already oppose the project. If the project were terminated, the city would need to cover lost profits to construction contractors and suppliers and repay \$2.4 million in federal grant money already spent. The project received \$45 million in federal money. A groundbreaking ceremony was held on February 17, 2012 (April, 2012 *Bulletin*), and on July 15, 2013 (September *Bulletin*) the city signed a construction contract for Phase I. Thanks to Al Holtz for forwarding this report.

CHICAGO, ILLINOIS

On October 18, Metra's Board voted not to increase fares in 2014. The Board acknowledged that ridership took a hit when the agency eliminated its 9-rides-for-10 deal this past February. Director Norm Carlson of Lake Forest told *The Daily Herald* "We took a benefit from our riders, some went to tickets with a 30% discount (monthly passes), and others said 'goodbye.'"

Red Line (South) riders got their service back as of 4 AM October 20, when nine stations were reopened after the branch's complete rebuilding. All temporary shuttles were canceled at that time. Passengers riding the 10.2-mile section between 95th Street and Roosevelt should experience reduced commute times of up to 20 minutes, due to elimination of the slow speed zones.

The Chicago Transit Authority has added a clause in its contracts asking the bidder to disclose how many jobs they might create in the United States. Contracts would still be awarded to the lowest bidder. Thanks to member Jim Beeler for sending these reports.

ST. LOUIS, MISSOURI

Metro promised extra service and staff to handle the

crowds expected to attend World Series Games 3-5, which took place on October 26-28, and the Monday night (October 28) football game between the St. Louis Rams and Seattle Seahawks.

On July 31, Metrolink celebrated its 20th anniversary. DALLAS, TEXAS

Trinity Railway Express reported that its best year for ridership was 2009, when it carried an average of 9,870 daily riders. Since then, ridership has steadily declined and through August the average weekday ridership was down to 7,535. As I reported in the September *Bulletin*, all trains are equipped with free Wi-Fi as an amenity for riders. Additionally, there are discounted family pass tickets for Saturdays; the line does not operate on Sundays, but there have been preliminary discussions about adding Sunday service to lure more weekend riders and to serve more commuters who work odd hours. One respondent to this report that was sent by Al Holtz wrote that he believed that there was some Sunday service for the Texas State Fair on October 27, but there was no big advertising campaign, just notices posted in the stations and on the Internet.

FT. WORTH, TEXAS

As was reported in the October *Bulletin*, former M&O car 1 was restored with a fresh coat of light blue spruce paint and placed on display at One City Place. Thanks to member Jack May for this news.

HOUSTON, TEXAS

The 5.3-mile North/Red Line extension is scheduled to open December 21.

SALT LAKE CITY, UTAH

Jack May sent a report from *The Salt Lake Tribune* that when the Sugar House Streetcar (Line S) opened on December 7, rides were free. from 10 AM to 6 PM to anyone who brought a nonperishable food item to donate to the Utah Food Bank. UTA also offered children's activities, food, and entertainment at the line's Fairmont and 300 East stops. When the line officially opened the next day, the limited-time promotional fare of \$1 was offered to those who use electronic fare media — including FAREPAY cards, bank-issued contactless credit cards, ISIS or Google Wallet. The cash fare is \$2.50.

TACOMA, WASHINGTON

Starting next September, the 1.6-mile Tacoma Rail Link will charge fares. A Sound Transit Board policy allows fare-free service where the cost of collecting fares exceeds potential revenue. The policy no longer applies to Tacoma Link, the Board says, since annual ridership has climbed to 1 million. Under this policy, regular fares will be \$1.00, rising to \$1.50 in 2016. Youth and Senior fares will be \$.50, increasing to \$.75 in 2016.

SAN FRANCISCO, CALIFORNIA

History was made on October 25, when Market Street Railway (MSR)'s second "boat tram," 233, arrived in Cameron Beach Yard. MSR acknowledged Michael

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Commuter and Transit Notes*(Continued from page 17)*

Thoresen, the most generous donor who made the acquisition possible through the Thoresen Foundation, and FedEx Trade Networks, which arranged and helped underwrite the shipping of the tram from England to San Francisco. You can see more at <http://www.streetcar.org/#sthash.HanYw6CC.dpuf>. 233 (built in 1934) joins sister car 228, which arrived in San Francisco in 1984. Thanks to member Pete Donner for this news.

TORONTO, ONTARIO, CANADA

Jack May forwarded a photo showing 4401, one of Toronto's new *Red Rockets*, operating in test service during the afternoon of October 17 on Oakwood and St. Clair.

ISTANBUL, TURKEY

For the first time, there is rail link under the Bosphorus Strait, connecting Europe and Asia. The opening occurred on October 29. First proposed by an Ottoman Sultan about 150 years ago, construction began in 2005. The tunnel is 8.5 miles long, with 4,593 feet running under the Bosphorus, which connects the Black Sea to the Sea of Marmara and divides Istanbul between Asia and Europe. Turkish officials say that at more than 55 yards deep, it will be the deepest submerged railway tunnel of its type in the world. Thanks to Bill Zucker for this news.

BEIJING, CHINA

Todd Glickman was in China during late October, had the opportunity to ride the High-Speed Rail from Beijing to Shanghai for the first time, and prepared this report: "While I've ridden short stretches of China's high-speed rail in the past (Shanghai to Wuxi and Nanjing), this was my first opportunity to ride the flagship route from Beijing to Shanghai that opened in June 2011 after a construction period of only three years and three months. From Beijing to Shanghai is 1,302 km (809 miles), and there are 24 stations inclusive (many trains are express). The line is operated by China Railway High-Speed (CRH), and branded as 'Harmony.' Originally, the fastest trains were to have made the trip in just less than four hours at a maximum operating speed of 228 mph. But to save energy and reduce operating costs, the fastest expresses run at 186 mph and make the trip in four hours 48 minutes. These trains use CRH320A trainsets in 16-car consists. I made the journey in two segments, with a stopover in Jinan, resulting in 1:35 and 3:20 legs. My trainset had three classes of service:

- Second class, with 2x3 seating, much like coach on a domestic MD-80 airplane
- First class, with 2x2 seating, similar to first class on a domestic airplane
- Business class, with 1x2 seating in motorized lay-flat loungers, similar to first class on an international airplane

Yes, "business class" is a higher class than "first class." I rode business class on both segments, for a combined fare of \$291. This is about two-thirds of the cost of the business class fare by air. (The CRH Second class fare is about \$93 and first class about \$155.) The comparison between modes is similar to the *Acela* Boston-New York City decision process: For air, one needs to take an expensive and long taxi ride at either end; plus air traffic delays are substantial even in good weather on the Beijing-Shanghai route, China's busiest. Conversely, Beijing South Station to and from Shanghai Hongqiao train stations are closer to city centers, and easily reached by inexpensive metro or shorter, less-expensive taxi rides. So center-city to center-city travel times are competitive, and the train operation is much less prone to further delays due to weather, maintenance, etc. that afflict air travel.

"The business class compartment offers complimentary soft drinks and a light snack on the shorter segment, and a full meal on the longer segment — pre-packaged Chinese-style and warmed on-board. With its dedicated right-of-way and modern trainset/trackway, the ride is incredibly smooth. Veterans of Amtrak *Acela* know of its sway, bounce, and jounce, none of which are felt on the CRH train. Acceleration and deceleration are very smooth, and there is very little sense of change in speed. Automated announcements are made in both Mandarin and English, and overhead signs display information in both languages as well. The highlight of the trip was when I heard some commotion behind me. It turns out that a passenger had dropped his mobile phone into the innards of the motorized business class seat. The Conductor had taken some panels off, and after a few minutes, fished it out. Using chopsticks!"

FROM THE HISTORY FILES

75 years ago: On December 17, 1938, groundbreaking for the State Street Subway in Chicago took place. The initial 4.9-mile line opened on October 16, 1943. Today, this is the Red Line.

35 years ago: Between December 6 and 8, 1978, MTA displayed three former New Haven 4400-series "Washboards" in Grand Central Terminal for the purpose of refurbishing 60 of them for eventual use on the Harlem Line when electrification was extended to Brewster. Needless to say, this did not occur. However, when your News Editor served on the Rockland County Transportation Advisory Council (1977-84), those cars were offered for use (also after some refurbishment) for the Pascack Valley and Port Jervis Lines. The offer was rejected, and instead, eight stainless steel Comet-IA coaches were purchased: cab cars 5198-9 and trailers 5994-9. They resembled SEPTA's Silverliner IVs, also without center doors. These cars were scrapped after 2004.

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

ERA RIVERLINE/PATCO TOUR

By Marc Glucksman

(Photographs by the author)

On Saturday, October 19, ERA took its final trip of the 2013 season. It was also the final trip of Sid Keyles' tenure as trip coordinator.

The group informally met at the northern end of the Northeast Corridor Line in New York or New Jersey for the trip down to Trenton. At Trenton we boarded an NJ Transit *RiverLine* train that had been sent specifically for our group of about 50 guests. No premium fare was required.

Our first stop was at the Camden Shops of New Jersey Transit's *RiverLine*. This line is an anomaly in the NJ Transit system, as it uses 20 Diesel MUs built by Stadler (3501-20). As our hosts explained to us, this often makes it difficult to obtain spare parts. The cars are operated individually or in two-car sets. The line is operated under contract by Bombardier. NJ Transit does the dispatching from this location, and is only authorized to run passenger service between 6 AM and 10 PM over much of the line. Freight rules the overnights, and, as we were told, sometimes delays the start of passenger service in the morning.

Pennsauken Transit Center opened earlier in the week (October 14, 2013) at a cost of \$40 million, largely funded by the American Recovery and Reinvestment Act of 2009. It allows riders to transfer between NJ Transit's *RiverLine* and Atlantic City Line. Standing on the platform for the first time caused me to ask a number of questions about what used to be there. I will share what my research and the feedback of our members and associates revealed.

The overhead catenary towers remain in place, remnants of the electrification installed in the early 1930s that lasted intermittently until 1981, which carried freights from the Philadelphia High Line into Pavonia Yard. Electric service was not provided for passengers, although the Delair Bridge itself was used for both freight and passengers. When there was an obstruction on the Northeast Corridor, routing was sometimes changed to go through this connection, but the necessary engine change to electrics was made at Trenton. The Pennsylvania, Reading & Seashore Line (PRSL) MP-class cars that used overhead wire and third rail ran to Atlantic City directly from Camden and not Philadelphia.

There was no station on the present Atlantic City Line in the area. There was a station named "Pensauken" and later "Pennsauken" on the Camden-Bay Head/Pemberton Line of the PRR to the northeast, 5.6 miles east of Camden. Member Larry Kiss relates that he rode the last commuter trip here on Friday, April 25, 1969.

On the *RiverLine*/Bordentown Secondary/former Camden & Amboy, a station called Delair was 5.6 miles north of Camden. This would place it approximately ½-mile north of the present Pennsauken Transfer Station on NJ Transit's *RiverLine*.

Track connections existed between both lines that were used for many different passenger routings. There was routinely direct service over the Delair Bridge to Atlantic City from Philadelphia and as far west as Chicago that at one time included sleeper cars. New York to Atlantic City trains would head south through the junction over PRSL, while Trenton to Philadelphia locals via Bordentown used it to head north to 30th Street Station via Frankford Junction.

PATCO's fleet of 120 cars:

CAR NUMBERS	CLASS	SINGLE/MARRIED PAIR	BUILDER	YEAR
101-125 (24 cars)	PATCO I	Single	Budd	1968*
201-250 (50 cars)	PATCO I	Married Pair	Budd	1968
251-296 (46 cars)	PATCO II	Married Pair	Canadian Vickers	1980

*car 116 damaged by fire in 1997 and removed

PATCO's press release regarding the overhaul of this fleet cites that they have been used evenly to approximately 1.5 million miles each. The cars are sent in groups to Alstom's facility in Hornell, New York. Current schedule operation requires 84 cars with 16 spares for a total of 100. The rebuild schedule has been arranged so that there will be no fewer than that number available on the property. They also state that the returning cars will not operate with non-overhauled cars.

During our visit to the Lindenwold Shops, we toured the new "Annex" building, where inspection, testing, and warranty work will be performed. The first cars were due at the beginning of November, and our host informed us that it is expected that their lifecycle will be extended another 25 years.

When PATCO opened as a unique Hi-Speed Line in 1969 it was an expansion in an age of reductions in the American rail industry. It is used by approximately 12,500 people per day.

A thank-you goes out to all of our hosts at NJ Transit and PATCO, but especially Sid Keyles for his final trip after 12 years of being the ERA Trip Coordinator.

For a complete slideshow from this trip and others, please visit <http://www.erausa.org>.

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Around New York's Transit System

Brighton Line Station Rehabilitation

At 5 AM October 28, NYC Transit reopened the rehabilitated northbound (Manhattan-bound) Brighton (C) Line platforms at Cortelyou Road, Beverley Road, and Parkside Avenue. The platforms, which were closed in July, were reopened two weeks ahead of schedule. Work included painting, concrete repair, and waterproofing at all three stations, and replacing the steel stairs at Beverley Road. Workers repaired the concrete columns at Parkside Avenue and the steel columns at Beverley Road and Cortelyou Road.

The southbound platforms at these stations will be closed from February to June, 2014.

Free Rides on A and R Routes

On October 29 between 12:01 AM and 11:59 PM, the first anniversary of Superstorm Sandy, riders entering A stations between Howard Beach and the Rockaways and R stations between Bay Ridge/95th Street and Court Street were allowed to ride free.

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ERA RiverLine/PATCO Tour

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NJ Transit RiverLine car 3518.



NJ Transit RiverLine yard.



PATCO car 273 at Lindenwold Shops.



The group hears about maintenance procedures.



PATCO car 250 in Lindenwold Annex Building.



NJ Transit Atlantic City Line Pennsauken station.