

The Bulletin



Electric Railroaders' Association, Incorporated

Vol. 57, No. 9

September, 2014

The Bulletin

Published by the Electric Railroaders' Association, Incorporated, PO Box 3323, New York, New York 10163-3323.

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In This Issue:
 Toward Underground (and Underwater) Rolling Stock (Continued) ...Page 2

BMT JAMAICA LINE SKIP-STOP SERVICE BEGAN 55 YEARS AGO

Since trains started running to Jamaica, they have been making local stops between their eastern (railroad northern) terminal and Eastern Parkway on the BMT Jamaica Line, which was built as a two-track line. In 1959, NYC Transit decided to speed up service and attract additional passengers by operating skip-stop service in the morning rush. Effective June 18, 1959, #15 AM rush hour expresses operating from 168th Street to Broad Street were designated "A" trains. They saved four minutes by stopping only at stations displaying yellow "A" signs between 168th Street and Eastern Parkway. #14 AM rush hour locals operating from 168th Street to Canal Street were designated "B" trains. They saved three minutes by stopping only at stations displaying green "B" signs between 168th Street and Eastern Parkway. Evening rush hour locals operated alternating to Crescent Street and Canarsie. The following stations were designated "A" or "B" stations:

STATION	DESIGNATION	STATION	DESIGNATION
111 th Street	A	Van Siclen Avenue	B
102 nd Street	B	Alabama Avenue	B
Woodhaven Boulevard	A	Eastern Parkway	AB

Effective November 27, 1967, AM rush hour "A" expresses were designated QJ and "B" locals were designated KK. PM rush hour QJ trains made all stops to 168th Street and KK trains ran alternating to Crescent Street and Canarsie.

Effective July 1, 1968, during AM and PM rush hours, QJ and KK trains provided skip-stop service in the direction of heavy traffic. KK service from 168th Street was rerouted to 57th Street-Sixth Avenue. Evening rush hour skip-stop service was discontinued on July 14, 1969 because passengers complained that they became confused and missed their station.

On January 2, 1973, rush hour KK service (renamed K) was cut back to Eastern Parkway and J trains made AM rush hour "A" and "B" stops from 168th Street to Eastern Parkway at the following stations, which are different from the original skip-stop stations:

(Continued on page 4)

STATION	DESIGNATION	STATION	DESIGNATION
168 th Street	AB	Forest Parkway	A
160 th Street	B	Elderts Lane	AB
Sutphin Boulevard	AB	Cypress Hills	B
Queens Boulevard	B	Crescent Street	A
Metropolitan Avenue	B	Norwood Avenue	B
121 st Street	A	Cleveland Street	A

NEXT TRIP: METRO-NORTH/NJ TRANSIT PORT JERVIS RIDE, SATURDAY, NOVEMBER 8

TOWARD UNDERGROUND (AND UNDERWATER) ROLLING STOCK: THE ALL-STEEL REVOLUTION

by George Chiasson

(Continued from July, 2014 issue)

FROM DUBIOUS TO UBIQUITOUS, PART THREE: DEVELOPMENT OF THE LONG ISLAND RAIL ROAD'S MP-54 ELECTRIC "M.U."

Like many aspects of the Long Island Rail Road's operation, the beginnings of the MP-54, that ever-encompassing, "signature" electric multiple-unit car for most of its long service history, can be traced to its inherent entanglement with what became Pennsylvania Station in Manhattan. In addition to the application of its advanced car body construction techniques in the development of a long-distance coach, the Pennsylvania also considered the addition of a smaller, secondary design that was more applicable to its lighter and medium-sized routes, as based upon the (then incomplete) P-53 prototype rather than the P-58. Its reduced size thus created a "suburban" coach that would be able to operate in older, unrefined, and sometimes more restrictive environments than the full-size model, surroundings that could potentially include branch lines, tunnels, in-street trackage, and even interurban systems. The interesting result of this initiative was a car that was slightly longer than the P-53 prototype (a cabin length of 54 feet 6 inches as compared to 53 feet 9¼ inches, and an overall length of 64 feet 5¾ inches overall as compared to 62 feet 5¾ inches); was markedly lighter (90,000 pounds vs. 95,400); and could seat 72 passengers as opposed to the P-53's capacity of 64, also doing so in a more traditional fashion than its MP-41 predecessor through the employment of transverse 2-by-2 "flip-over" seats provided by Hale & Kilburn. So was born the (M)P-54 coach, whose neo-modular steel body consisted of seven total sections, five across its middle that were about 9 feet in length and one at each end of approximately 4½ feet apiece. It was all built on a central sill member attached to cantilevered steel framing that was intended to redirect the strains of motion away from the cars' end doors and side structure. Altogether, the segmented window sash was grouped in a 1+3+3+3+3+3+1 configuration and graced with curtains along the top. Outside they were accented by a letterboard of moderate width, contained under an aluminum, canvas-skinned "railroad" roof that included a ventilation-grated clerestory. The fully-enclosed vestibule were slightly larger than those on the P-53 prototype, on this primary (M)P-54 version being separated from the passenger cabin by sliding "French" doors as on the MP-41. To provide for its potential service on high-density (rapid-transit type) routes the main vestibule doors were designed to slide horizontally into wall

pockets as on the MP-41, and were controlled through the same "armstrong" (manually-operated) lever assembly. Also like the MP-41 (and unlike the P-53 prototype), overall vestibule height in the new (M)P-54 coach was uniform to the cabin floor, with fixed steel steps and traps included for use at high- and low-level platforms. These were fronted by a standard railway-type "MCB" coupler, which precluded any kind of interconnectivity with the MP-41s as they had rapid transit-type Van Dorn couplers as built, while the steel "pilot" was affixed to the leading edge of each truck frame instead of the car body as they had been on the MP-41. The uniformly high vestibule ceiling was intended to provide sufficient headroom for an operating cab if desired, a potential that brought about the cars' most unique characteristic, that of its famed "porthole" end vestibule windows. These were positioned significantly above those of the standard coach to grant a Motorman's field of vision, though of a noticeably smaller size than the IRT-inspired dimensions applied to the MP-41. Their "circular" character was an anonymous Pennsylvania Railroad structural engineer's means of maintaining strength in the relatively thin steel end walls, as applied against a greater effort to reduce the cars' total weight. Sadly, the MP-54s (like all early steel equipment) were not built with anti-climbers but rather had "buffers" at the floor line and rather superficial 5-inch collision posts, a factor that would come into play many years later when they were involved in a tragic series of fatal accidents and were roundly criticized for their lack of built-in impact protection.

For better or worse, the (M)P-54's modular makeup and its clear focus on the realities of railroad operations (read: greater seating capacity) would also force its complete divorce from compatibility with prevailing rapid transit specifications of the time. As built it took on far too much size (with a standard platform width of 9 feet 10½ inches) and excessive mass (a weight of 107,000 pounds for the motorized version) to navigate the subways and elevateds then in use. In practical terms this may have been a final nail in the coffin (so to speak) for what limited potential of joint IRT/LIRR service there was after 1908. Given that the (M)P-54 represented one of several standardized rolling stock designs that were to be deployed throughout the railroad, its adaptation to the lines of PRR-subject Long Island Rail Road (in both electric and non-electric form) was a natural expectation. This was a matter of special urgency by late 1907

(Continued on page 3)

Toward Underground (and Underwater) Rolling Stock

(Continued from page 2)

with LIRR's electrification still growing, as well as the startup of its service to the Pennsylvania Terminal fairly imminent. As such the fabrication of a "prototype" per se was considered unnecessary, and the very first batch of 30 "MP-54s" were mass produced by American Car & Foundry as part of the earliest order filed in the middle of 1907. Deliveries of these standardized, electric sub-urban motor cars commenced in November, 1908 to some acclaim owing to their slightly elegant interiors (which included "electrolier" overhead lighting) as compared to subway trains or the MP-41s. Nevertheless, through hindsight it is a safe conclusion that even in those times the MP-54 presented a generally bland outward appearance, having only a headlight and marker lamps perched on the roof ends to accentuate the "owl-eyed" end walls of an otherwise "common" steel railway coach. Numbered 1421-50, the initial group of LIRR MP-54s utilized two 225-hp Westinghouse 308 motors each, along with the same Westinghouse "AB" multiple-unit control group that had been introduced on the MP-41, but (again) because of the difference in couplers could not be intermixed with them.

Unlike the MP-41s, the first group of MP-54s arrived as complete units (bodies built by ACF, electrical equipment installed by Westinghouse), but motors were initially omitted on some cars, which were "test" operated in passenger service behind steam locomotives for a few months on both sides of Manhattan — LIRR's "North Side Division" to Port Washington and Whitestone Landing; and the New Jersey Local services of the Pennsylvania Railroad (then covering Perth Amboy, Point Pleasant, Trenton, and Broad Street Station in Philadelphia). The lack of a dedicated prototype also made them an unknown quantity from an engineering standpoint, which forced the particulars of their performance characteristics (power consumption, braking, and acceleration rates plus balancing speed, for example) to be measured by trial and error against the paper specifications under which they were produced. Like the preceding analyses performed on the MP-41s, such tests were often conducted on the Atlantic Division main line or in the Rockaway Flats. To LIRR operating Engineers (better known as "Motormen"), the most obvious difference was increased stress during braking, which was a natural result of the cars' greater weight and robust running speed (in general) of about 55 mph. As this initial group of MP-54s entered service by Spring, 1909, the Long Island Rail Road was operating the following electrified services:

- Flatbush Avenue to Rockaway Park. Also Aqueduct and Rockaway Park Specials
- Flatbush Avenue to Jamaica via Woodhaven Junction. Also Jamaica Race Track Specials

- Flatbush Avenue to Queens (Village) via Jamaica. Also Belmont Park Specials
- Flatbush Avenue to Flatbush Avenue via Woodhaven Junction, Hammels, Far Rockaway, Valley Stream, Old Southern Road, Beaver Street, and Woodhaven Junction
- Flatbush Avenue to Flatbush Avenue via Woodhaven Junction, Beaver Street, Old Southern Road, Valley Stream, Far Rockaway, Hammels, and Woodhaven Junction
- Flatbush Avenue to Hempstead via Jamaica and Floral Park.

LIRR next procured 20 motorized "MP-54A's" (1401-20) from ACF in 1909, which in a manner similar to the MP-41s were delivered as bodies beginning in July, 1909. They had separate electrical packages and motors installed at the Springfield Sheds, and when placed in service were freely intermixed with the earlier MP-54s. These newer cars were about six inches longer than the first MP-54 group, with slightly fatter vestibules accessed from the cabin by split, sliding "French" panels, and also had bench seating at the car ends to increase capacity from 72 passengers to 80. All fifty of the initial MP-54s were in passenger service on LIRR as of April 15, 1910, after which the railroad took in 100 more ACF-built MP-54As (1452-1551) in the advent of Pennsylvania Station's opening, along with 15 companion "MB-62" electric Baggage Motors (1205-19). These were joined to MP-54s around the electrified territories, but while the utility car was slightly shorter than its companion, it carried the higher classification numeral because it had no traditional vestibules. Meanwhile, 15 MPB-54 utility cars constructed by Standard Steel (1350-64) were set up as passenger and baggage "combination" motors. These were arranged in an accommodation proportion of about 75% passenger to 25% freight and baggage (the compartments measuring approximately 39 feet to 15), with seating for 52. Many of this latest "lot" of LIRR MP-54As were ultimately delayed by strikes at ACF through the spring of 1910, which in turn hindered opening of the New York Terminal itself. At the same time, the parent Pennsylvania Railroad took a flyer on its first 32 steel "(m)P54" steam coaches, to be manufactured by ACF along with 10 "B-62" non-electrified baggage cars, which as on LIRR's electric lines were to run in tandem with the coaches. PRR also acquired six MP-54A motor cars of its own in 1910, for use on a projected shuttle service between the New Jersey Meadows (Manhattan Transfer) and Pennsylvania Station that would require third-rail-compatible rolling stock. Two years later these were joined by a dedicated pair of MPB-54 "express motors" (4514 and 4573) that were produced by ACF for the purpose of hauling baggage and other personal cargo. Note that the two commonly-owned railroad companies had a divided classification system to denote which

(Continued on page 6)

BMT Jamaica Line Skip-Stop Service

(Continued from page 1)



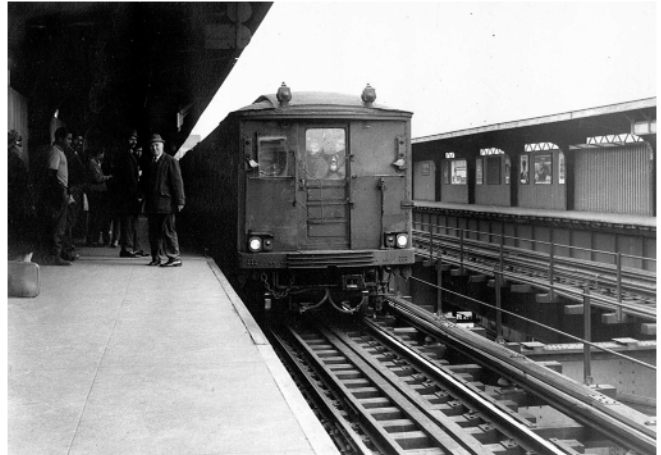
Queens Boulevard, looking east.
Bernard Linder collection



Jamaica Avenue and 138th Street.
Bernard Linder collection



Sutphin Boulevard, looking west.
Bernard Linder collection



Sutphin Boulevard, looking east, March 22, 1969.
Larry Linder photograph



160th Street, September 5, 1977.
Bernard Linder collection



168th Street, looking east, March 22, 1969.
Larry Linder photograph

(Continued on page 5)

BMT Jamaica Line Skip-Stop Service

(Continued from page 4)



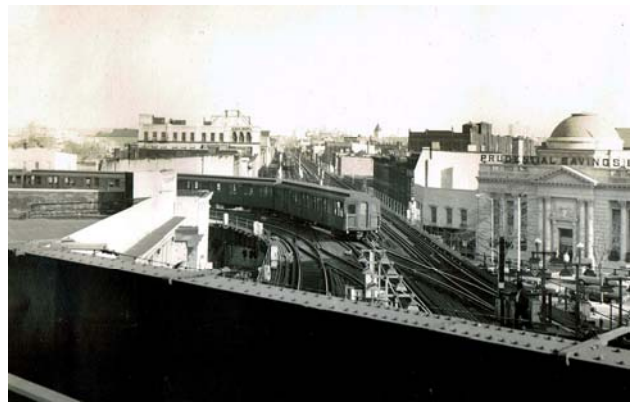
**Looking west from Brooklyn end of Williamsburg Bridge,
April 1, 1969.**
Larry Linder photograph



Looking east toward Marcy Avenue, 1969.
Larry Linder photograph



Looking east from Flushing Avenue, 1969.
Larry Linder photograph



Myrtle Avenue looking east, 1969.
Larry Linder photograph



Looking west from Eastern Parkway station, March 20, 1969.
Larry Linder photograph



Eastern Parkway, looking east, May, 1969.
Larry Linder photograph

(Continued on page 6)

Toward Underground (and Underwater) Rolling Stock

(Continued from page 3)

car types were which, the Pennsylvania's non-electrified version being prefixed with a lower case "m" in front of

the general "P54" (no hyphen) classification, while on the Long Island Rail Road the same non-electric coach was designated as a "P-54," (with "MP-54" being the electrified version) plus a variant suffix if applicable (P-54A, MP-54B, or P-54F for example).

(Continued next issue)

BMT Jamaica Line Skip-Stop Service

(Continued from page 3)

STATION	DESIGNATION	STATION	DESIGNATION
168 th Street	AB	Cypress Hills	A
160 th Street	B	Crescent Street	B
Sutphin Boulevard	A	Norwood Avenue	A
Queens Boulevard	B	Cleveland Street	B
Metropolitan Avenue	A	Van Sicten Avenue	A
121 st Street	B	Alabama Avenue	B
111 th Street	A	Eastern Parkway	AB
102 nd Street	B	Chauncey Street (A)	A
Woodhaven Boulevard	A	Halsey Street (A)	B
Forest Parkway	B	Gates Avenue (A)	A
Elderts Lane	AB	Kosciusko Street (A)	B
		Myrtle Avenue (A)	AB

(A) Added May 2, 1977

AM rush hour skip-stop service was discontinued December 1, 1980.

Ⓝ service was extended and rerouted into the new Archer Avenue Subway on December 11, 1988. Skip-

stop service was resumed toward Manhattan in the AM rush and toward Jamaica in the PM rush with Ⓝ and Ⓩ trains saving 5 minutes in the AM rush and 4 minutes in the PM rush when they skipped the following stations:

STATION	DESIGNATION	STATION	DESIGNATION
Jamaica Center	Ⓝ Ⓩ	Norwood Avenue	Ⓩ
Sutphin Boulevard-Archer Avenue	Ⓝ Ⓩ	Cleveland Street	Ⓝ
121 st Street	Ⓩ	Van Sicten Avenue	Ⓩ
111 th Street	Ⓝ	Alabama Avenue	Ⓝ Ⓩ
102 nd Street	Ⓩ	Broadway Junction	Ⓝ Ⓩ
Woodhaven Boulevard	Ⓝ Ⓩ	Chauncey Street	Ⓩ
85th Street-Forest Parkway	Ⓝ	Halsey Street	Ⓝ
75th Street-Elderts Lane	Ⓩ	Gates Avenue	Ⓩ
Cypress Hills	Ⓝ	Kosciusko Street	Ⓝ
Crescent Street	Ⓝ Ⓩ	Myrtle Avenue	Ⓝ Ⓩ

NYC Transit does not operate skip-stop service on any other rapid transit lines.

Around New York's Transit System

(Continued from page 18)



The museum train between Howard Beach and Aqueduct.
Ron Yee photograph



Slant R-40s 4280-1 at Rockaway Park-B. 116th Street.
Ron Yee photograph

Commuter and Transit Notes

No. 310

by Ronald Yee and Alexander Ivanoff

METROPOLITAN TRANSPORTATION AUTHORITY

The fare and toll increases set to take effect on March 1, 2015 will be limited to an average of 4%. Despite recent labor contracts for bus and subway workers as well as at LIRR that are estimated to cost MTA up to \$260 million per year through 2018, the fare hike will be held to 4% as MTA officials had promised last year. It had originally been forecast to be 7.5%. MTA will make up for the increased expenditures by making economies elsewhere, such as dipping into cash reserves and raiding funds originally intended to pay for the pensions of future retirees and capital construction projects. No details have been released as to how each fare/toll media and payment options will be affected (such as monthly, weekly or ten-trip round-trip or single rides at full rate), but it can be expected that the increase will not be evenly distributed as has been the case in past fare increases. (*New York Daily News*, July 28)

MTA LONG ISLAND RAIL ROAD

LIRR has \$3.4 million in plans to restore weekend service to the West Hempstead Branch as well as several other service improvements, such as extending the operation of summer weekend services on the Montauk Branch though Thanksgiving weekend. In 2015, service will be added to Babylon and Patchogue as well as on the Oyster Bay Branch. Several trains currently experiencing overcrowding will have cars added to provide additional capacity. An eight-car train on the Hempstead Branch will be assigned a 10-car train and select Babylon, Ronkonkoma, Huntington, and Port Washington Branch trains will be 12 cars, up from 10. Finally, LIRR is submitting plans to state officials to operate year-round service to the Barclays Center at Atlantic Terminal as it has become a popular destination in its own right, not just for Nets games and other event nights. (Al Holtz August 1)

MTA METRO-NORTH RAILROAD

Connecticut Governor Dannel Malloy is seeking to borrow \$3 million in state bonds to finance repairs to the 118-year-old swing bridge in Norwalk that has failed numerous times, blocking Metro-North and Amtrak rail as well as boat traffic on the Norwalk River. The repairs would be a stopgap measure while the state works on plans to replace the span. (*Associated Press*, July 21)

Governor Malloy also announced that state funding has been secured to construct a second rail station for the city of Bridgeport, Connecticut by the end of 2018. Located east of the Pequonnock River from downtown Bridgeport, the new "Barnum" station, located adjacent to the former Remington Arms factory, will anchor the revitalization of a depressed area of East Bridgeport with transit-oriented development (TOD). (*Railway Track*

& Structures, July 22)

NJ TRANSIT

Contrary to a statement by one of the NJ Transit guides at an ERA-sponsored tour of the Meadowlands Maintenance Complex that the eight ACES coaches that served on the dedicated Atlantic City services were slated to be sold, NJT has awarded Bombardier a \$1.4 million contract to convert the coaches into standard multilevel coaches to be incorporated into the NJT fleet. The coaches are due back to NJT by September 19, 2014. (Randy Glucksman, July 17)

NJ Transit has earmarked \$9.6 million in next year's budget toward the final design of the overhaul of the 86-year-old Perth Amboy train station, making the station fully compliant with the Americans with Disabilities Act (ADA). Design is expected to be completed in 2016 and the rebuilding work would require around 3 years and cost \$50 million. Perth Amboy Mayor Wilda Diaz wants the rebuilt station complex to be the anchor for TOD. (*NJ.com*, July 18)

"Save the Dinky," a legal battle being waged by the New Jersey Association of Railroad Passengers (NJ-ARP) to save the Princeton-Princeton Junction two-car shuttle train service, was dealt a major setback in late July when the Surface Transportation Board (STB) denied a petition by NJ-ARP and NARP that fought a Princeton University project that will cut the Princeton Shuttle line back by 450 feet, making the service less convenient and potentially endangering the line's viability in the future. STB ruled that it was not required to authorize the shortening of the line and abandonment of the historic station building, which is planned to become a café once it is renovated and re-purposed. STB ruled that NJ Transit's rail service is considered as mass transportation provided by a local government authority, as it is a public corporation formed by state statute in 1979. The connection at Princeton Junction with Amtrak did not make the line subject to STB rules. It should be noted that ridership has already declined since the line was shortened and passengers forced to use a temporary shelter facility this past winter. This reduction in patronage bodes ill for the future of this line, but NJ-ARP and NARP still have some options remaining to carry on the fight. (*Daily Princetonian*, July 31)

AMTRAK

In an update to a story reported in last month's *Bulletin*, officials in Indianapolis, Indiana have unexpectedly and without warning withdrawn their subsidy support for the *Hoosier State*, the only train solely serving the state of Indiana. The state had agreed to provide \$1.4 million, or half of the subsidy required to continue

(Continued on page 8)

Commuter and Transit Notes*(Continued from page 7)*

the operation of the *Hoosier State* while the cities it serves along the route (West Lafayette, Lafayette, Crawfordsville, Tippecanoe, and Indianapolis) would contribute the balance. The loss of the \$300,000 of funding from Indianapolis will likely result in the termination of service before October 1, the date on which Corridor Capital, the private vendor selected by the state, was to take over operations of this train. (*Lafayette Journal and Courier*, July 24)

Amtrak began work in August to renovate the station and its grounds at Camden, South Carolina served by Trains #91 and #92, the *Silver Star*. The scope of work on this CSX-owned property includes replacement of the canopy and roof of the station building, parking lot improvements, and making this historic station fully compliant with the Americans with Disabilities Act while restoring the 1937 Seaboard Air Line structure to near its original appearance. (Al Holtz, July 25)

Amtrak Chief Executive Officer Joseph Boardman expressed his concerns about the future of Northeast Corridor operations across the Hudson River, citing the advancing age of the two tunnels carrying train traffic between New Jersey and New York. Already considered a rail traffic bottleneck for Amtrak, approximately 160,000 NJ Transit commuters also rely on these century-old tunnels which are running at their practical capacities during the peak hours. A failure in one or both tunnels would deny access to Manhattan for years. He estimated that the aging tunnels, damaged by Hurricane Sandy, would need to be closed within the next 20 years to undergo needed repairs. (*Capital New York*, July 17)

The National Association of Railroad Passengers (NARP), represented by the Environmental Law and Policy Center (ELPC), filed a brief with the United States Supreme Court to try and reverse a ruling that it was unconstitutional for Amtrak to participate with the Federal Railroad Administration (FRA) in setting performance standards. Until recently, the freight railroads over which Amtrak trains operate were obliged to make every effort to enable the passenger trains to adhere as closely as possible to their schedules. This had been standard policy and practice since Amtrak's inception in 1971. Congress passed a law in 2008 directing Amtrak to work with FRA to develop a new set of standards intended to improve passenger rail service and maintain priority over freight trains. The net result has been that this effort may have backfired. The freight railroads initially lost their argument in federal court but won an appeal in appellate court. If this appellate court decision is not reversed by the Supreme Court, there will be nothing to prevent the freight railroads from prioritizing their freight trains over Amtrak with devastating ramifications for the future of passenger trains in the nation. (*Editor's*

Note by Ron Yee: Recently, Amtrak long-distance trains have not been able to even come close to adhering to schedule, putting its passengers through the torture of incredibly poor schedule adherence. A good example is the increased oil train traffic on the BNSF line carrying the Empire Builder. The sharp increase in the number of oil trains on this line generated by the Bakken oil fields in North Dakota have severely impacted the ability of Amtrak to operate with any semblance of schedule adherence as BNSF has prioritized its oil trains over passenger trains. If the Supreme Court upholds the appellate court ruling favoring the freight railroads, it could mean the end of the long-distance intercity passenger train as we have known it.) (NARP News, July 30)

A front-page article in the New York Times (<http://nyti.ms/V32231>) was critical of the Obama Administration's inability to develop high-speed rail. "Despite the administration spending nearly \$11 billion since 2009 to develop faster passenger trains," the article states. "The projects have gone mostly nowhere and the United States still lags far behind Europe and China."

"Within 25 years, our goal is to give 80% of Americans access to high-speed rail," Mr. Obama said in his 2011 State of the Union address. "This could allow you to go places in half the time it takes to travel by car. For some trips, it will be faster than flying — without the pat-down."

The problem is that even \$19 billion will not build a nationwide high-speed rail network. Acela hits its top speed of 150 mph on a 30-mile stretch between West-erly and Cranston, Rhode Island — for five or 10 minutes. On the New York to Washington corridor Acela averages only 80 mph. For now, the article states, Amtrak is rebuilding a stretch of track in central New Jersey that will permit travel at 160 mph for 23 miles. In July the Obama administration asked Congress for nearly \$10 billion more for high-speed initiatives, but it is estimated that it would cost \$150 billion and take 26 years to rebuild just the Northeast Corridor so that it would be capable of handling 220 mph bullet trains. (*The New York Times*, August 6)

(Editor's note by Sasha Ivanoff: Transportation policy in the U.S., along with sky-high construction costs, are cited as contributing factors to the lack of progress on building a bullet train network, but the Times article doesn't address the NIMBY (not in my back yard) community problem. Legal actions favorable to NIMBYs often stop projects or make them more expensive or difficult to complete. One solution is for a transportation trust fund that could be used to help fund Amtrak. High-speed rail in the U.S. will probably be realized only through public-private partnerships or entirely private sources. All Aboard Florida and the Texas Central Railway are the future and not the exception.)

VIA RAIL CANADA

VIA resumed passenger operations between Gilliam and Churchill, Manitoba on July 18, following a thorough inspection of the tracks where 13 cars of a 50-car

(Continued on page 9)

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

grain train had derailed due to poor track conditions. (**CBC News**, July 18)

OTHER TRANSIT SYSTEMS**WASHINGTON, D.C. AREA**

The Washington, D.C. Metro's Silver Line Phase I opened for service at noon on Saturday, July 26. There are five new stations (McLean, Tysons Corner, Greensboro, Spring Hill, and Wiehle-Reston East) on the \$2.7 billion, 11.7-mile line. This line is expected to carry 25,000 riders per day with 6-minute headways during the peak periods, 12 minutes during midday, evening, and weekends, and 20 minutes during the late night. The six station, 11.4-mile Phase II, now under construction and expected to be completed in 2018, will link Metro with Dulles Airport. It is expected that this line, through TOD, will transform parts of the northern Virginia suburbs of Washington D.C. from a tangle of traffic-choked roads to a more environmentally sustainable, transit-friendly area. (**Washington Post**, July 28)

Test operation began on August 4 on the first modern tram line in Washington, D.C. which runs along H Street and Benning Road in the northeast of the city. As well as equipment testing, crew training is taking place in readiness for the opening of the 2.4-mile line later this year. The line will link Union Station in the west with Oklahoma Avenue in the east, and will eventually become part of the One City Line from the Anacostia River to the Georgetown waterfront.

The initial section will be operated by a consortium of RATP Dev and McDonald Transit Associates under a five-year contract using a fleet of six low-floor LRVs, four of which are available for testing. The remaining two vehicles are due to begin trial operation on the route within the next few months. The line will need to be certified by both the District of Columbia Department of Transportation (DDOT) and State Safety Oversight Agency before public services can begin. (**International Railway Journal**, April 5)

Station platforms at two Virginia Railway Express stations will be extended to 10 cars in length, in anticipation of increased ridership levels. The Leeland and Brooke stations will be the first to receive the platform extensions and have the existing platforms upgraded with canopies, LED lighting, and pedestrian crosswalks between platforms. Station projects for the Fredericksburg Line will extend existing platforms to 10 cars as well as provide a second platform at all stations that will be designed to accommodate a third track along the CSX mainline. (**Fredericksburg Freelance Star**, July 31)

In yet another example of TOD, where an entire community is built literally from scratch and centered on a transit hub, reducing and often eliminating the need to own a personal vehicle, "Potomac Shores," a new station along the shores of the Potomac River just north of

Quantico on the CSX Fredericksburg Line, will begin construction by late 2015 with a projected opening in 2017. This new station was made possible by a Federal Railroad Administration authorization of \$74.8 million to provide a third track on 11 miles of mainline track from Stafford to Prince William County. In a public-private partnership, the State of Virginia invested \$15 million and SunCal, the developer of the TOD, is contributing \$20 million toward the construction of the new station. (**Progressive Railroading**, August 1)

DETROIT, MICHIGAN

Construction started on July 28 on Detroit's 3.3-mile M-1 Rail light rail line, which will run north-south along Woodward Avenue in the city center. M-1 Rail is a non-profit organization set up in 2007 to lead the design, construction, and future operation of the light rail line, which will link Larned Street and West Grand Boulevard and have 20 stations. Roger Penske, chairman of M-1 Rail, and its President and Chief Executive Officer Matt Cullen, visited the construction site together with Detroit's Mayor Mike Duggan.

The \$140 million project is claimed to be the first public-private partnership deal to be funded by private businesses and philanthropic organizations, in partnership with local, state, and federal governments. These include Bank of America, Detroit Downtown Development Authority, Detroit Medical Center, Ford Foundation, Ford Motor Company Fund, Ford Motor Company, General Motors, JPMorgan Chase, Michigan Department of Transportation, Michigan Economic Development Corporation, and the United States Department of Transportation.

The line, which is due to open in late 2016, will serve Detroit's largest job centers and most-visited destinations including the city's business, educational, medical, cultural and entertainment hubs. Traffic is forecast at between 5,000 and 8,000 passengers per day. The project is expected to lead to the construction of 10,000 new houses and generate more than \$3 billion in economic development. (**International Railway Journal**, July 29)

CHICAGO, ILLINOIS

The Illinois Inspector General reported that it had found that Metra falsified work logs of train crews to make them appear that they were in compliance with the Federal Railroad Administration's hours of service law. Job swapping, ghost payrolls, and inaccurate recordkeeping were also cited. Metra officials are disputing the findings as FRA seeks civil penalties against the railroad. (**Chicago Tribune**, July 28)

NEW ORLEANS, LOUISIANA

Veolia Transportation Services, the management company operating the New Orleans transit system, unveiled an expansive \$3.5 billion master plan that includes the total replacement of the current bus fleet as well as a fleet expansion. On the rail side, potentially

(Continued on page 10)

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

33.5 additional miles of streetcar track could be laid down by 2030. Veolia has proposed the development of an interconnected streetcar system for the city: St. Claude Avenue for two miles from Press Street to Poland Avenue; St. Claude Avenue for another 11.9 miles from Poland Avenue to Refinery Road; Elysian Fields Avenue from St. Claude Avenue to the Riverfront Line; Elysian Fields Avenue from St. Claude Avenue to UNO; South Carrollton Avenue from Canal Street to South Claiborne Avenue; Loyola Avenue from Howard Avenue to Convention Center Boulevard and the Riverfront Line; and Poydras Street from S. Claiborne Avenue to Loyola Avenue. As a recovery plan for the city's transit system still reeling from the effects of Hurricane Katrina 9 years ago, it is dependent on approval and finding the necessary funding to finance all or at least part of it. All of this may be part of a strategy by Veolia to negotiate an extension of its contract through 2019 as well as justify a fare increase. Currently, ridership is growing at a faster rate than the fleet and service expansions provided by Veolia as additional resources have become available since Katrina. (*The Times Picayune*, July 21)

KANSAS CITY, MISSOURI

Kansas City's streetcar program had voters hitting the brakes August 5 on an ambitious plan to expand streetcars past downtown. They trounced a new streetcar taxing district, with 60% voting against it in unofficial final returns. Opponents of the streetcar see it as a boondoggle and the taxes that would have been levied as unreasonable. Mayor Sly James lamented the defeat but said the city cannot just give up on its dreams of propelling streetcars past downtown, saying that the starter line would not be the end of the line.

The result means Kansas City will not seek voter approval in November for specific sales and property tax increases to help pay the local share of a \$515 million transit plan. And it calls into question whether, or how soon, Kansas City can build a broader streetcar system beyond the two-mile starter route.

Streetcar planners had hoped to expand the starter route farther south on Main Street to the University of Missouri-Kansas City, east on Independence Avenue to Benton Boulevard, and east on Linwood Boulevard to Prospect Avenue. The plan also called for establishing a MAX rapid bus line on Prospect Avenue south to 75th Street.

The vote was a big loss for James and other city leaders, who had campaigned hard for the expansion, saying Kansas City is years behind other cities in rail transit and needs to catch up.

James and others had said that now was the best time to go big with streetcars because the Obama administration looks favorably on Kansas City's streetcar potential. Kansas City advocates had hoped to lock in the

local funding and then seek \$250 million in federal dollars to make the plan a reality. The future of federal funds for streetcars under a different administration after 2016 is far from certain.

In addition to higher taxes, opponents also said buses were a far cheaper transit option and much more flexible to change as circumstances warrant, along with a (questionable) belief that Kansas City does not have the population to support a streetcar.

The election also saw defeat for a proposed three-quarter-cent statewide sales tax to improve state highways, bridges and transit. If the state tax had passed, Kansas City leaders were anticipating \$144 million for the streetcar and Prospect MAX, but now neither the local nor state transportation plans will move forward anytime soon.

Streetcar opponents prevailed despite being outspent more than two to one in the campaign. (*Mass Transit Magazine* via the *Kansas City Star*, <http://bit.ly/1nE0VOU>, August 6)

MINNEAPOLIS-ST. PAUL, MINNESOTA

In just over a month since its June 14 opening, average weekday ridership on the newly opened Green Line of Metro Transit topped 30,000, 2,500 riders above the average weekday ridership that was projected for the line in 2015. It had been expected that ridership would increase when the colleges and universities along the line open and the Minnesota Vikings begin playing at the nearby TCF Stadium. Ridership is now on track to far exceed ridership projections in its first year of operation. This new 9.8-mile line connects Minneapolis with St. Paul, paralleling I-94 and University Avenue and a 16-mile, \$1.55 billion extension of this line from downtown Minneapolis to Eden Prairie in the suburbs is planned to open sometime in 2019. (*Minnesota.cbs.local.com*, July 18)

DALLAS-FORT WORTH, TEXAS

Traveling to DFW International Airport is going to be a little easier, as Dallas Area Rapid Transit unveiled its new Orange Line extension with a test run on July 9 that was open only to the media. The five-mile DART line goes from Beltline Station at Valley View Lane in Irving directly into the airport.

There are only about a dozen other airports in the U.S. that offer travelers a direct rail connection. The line brings travelers to Terminal A at the airport. Not only does this line connect people from Irving to DFW International Airport, but the line extends all the way into downtown Dallas. So, any travelers who do not want to drive into the airport can simply get a connection to the Orange Line and avoid traffic. "Literally, this connects people to the world," said DART spokesman Morgan Lyons. "This makes DFW the third largest U.S. airport with direct rail service."

Construction of the new line is four months ahead of schedule and under budget. The Orange Line extension

(Continued on page 11)

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

was then to be available beginning August 18.

From the closest station, the Beltline Station in Irving, the trip to DFW's Terminal A takes about 8 minutes, traveling at speeds up to 65 miles per hour. From downtown Dallas, the trip will take about 40 minutes. From Plano, it is about 90 minutes. A one-way trip costs \$2.50. Riders can buy a day pass for \$5. (**CBS Dallas**, July 9)

DENVER, COLORADO

Denver's Union Station officially reopened to the public during the week of July 28. Closed for renovations since December, 2012, it now features many restaurants, retail outlets, and The Crawford Hotel, which modeled some of its 122 rooms after Pullman cars. In addition to serving Amtrak trains, light rail, and buses, beginning in 2016 it is expected that a new commuter rail line will provide a 30-minute ride linking Union Station with Denver International Airport. (**Progressive Railroading**, July 30)

After the recession and costly increases for steel and concrete forced the Regional Transportation District to scrounge and scrimp to complete the 122-mile FasTracks mass transit project, the agency hit the jackpot in July. It was not a pot of gold. Rather, RTD unearthed a group of partners willing to commit \$35 million to \$40 million in cash, rights-of-way, permit fees, and other items to help complete the \$207 million Southeast Light Rail Extension in Douglas County. This is the largest local match of any FasTracks project — except for Denver Union Station — and at 16.5% of the project cost, it is well above the 2.5% match the agency asks of local governments hoping to hitch a ride on the system.

RTD began rerouting its approach to finishing FasTracks after commodity prices for steel, copper, and concrete jumped in 2007 and the 2008 recession punched holes in sales tax returns. The biggest jolt to the FasTracks system came in 2011 when Burlington Northern Santa Fe Railway upped its price to allow commuter rail service for the proposed northwest rail line from Westminster to Longmont from \$461 million to \$1.7 billion. As a result, efforts, at least for now, to finish rail in the northwest corridor has come to a halt and forced RTD to look at other sources and methods to keep FasTracks rolling.

In 2012, RTD entered into an agreement with Kiewit Infrastructure to complete the second segment of the I-225 Rail Line for \$350 million as part of a fixed-price contract. The agency also refinanced some of the agency's debt, issued new sales-tax bonds, and used available funds to get the North Metro Rail Line underway.

Last fall, RTD picked Graham Contracting Limited — now known as Regional Rail Partners — to build the North Line from Denver Union Station to 124th Avenue

for a lump sum of \$343.3 million. RTD is funding the project by issuing \$480 million in Certificates of Participation. But the final six miles to 162nd Avenue/Colorado 7 is still on the drawing board awaiting the funds to complete it.

One of RTD's most high-profile partnerships is along U.S. 36 between Denver and Boulder, where the highway is being widened and modified to accommodate a bus rapid transit system. The project is being led by the Colorado Department of Transportation, which entered into a contract this spring with Plenary Roads Denver to maintain and collect tolls along the highway for the next 50 years.

Meanwhile, a completed rail system in the northwest corridor remains a dim hope because there is no sure way to finance it. The Plenary deal attracted controversy because some thought the contract was negotiated without public oversight and the 50-year span is too long. But transportation officials say such deals will become more commonplace because state and local governments cannot pay for road projects on their own. In fact, RTD oversees the \$2.2 billion Eagle P3 project, which includes \$1 billion in federal funds and \$486 million in private funding. Eagle P3 includes the East Rail Line, Gold Line, the Commuter Rail Maintenance Facility, and the first segment of the northwest rail line.

As for the Southeast Rail Extension, RTD hit the mother lode when it comes to local contributions. Coventry Development — which will donate rights-of-way worth about \$10 million to \$15 million for three light rail stations — said the investment is worth it. The rail line will feed a growing medical and residential market that employs and houses thousands in the south metro area. Developers believe that rail is necessary for further development to many planned communities in the Denver metro area.

Officials estimate the extension and additional stops will generate 10 million square feet of commercial real estate, adding an additional 4,000 residences and creating 20,000 new jobs in the southeast corridor in the next 25 years, in addition to a \$700 million increase in assessed property valuation in the surrounding area. Douglas County Commissioner Roger Partridge said the county was "pleased to be a funding partner" because the expanded transportation options will make the area more attractive for those who might live there and want to commute.

RTD will chip in a \$66 million match needed to attract \$92 million in federal funds to complete the extension. The additional 2.3 miles will reach from Lincoln Station to RidgeGate Parkway. If all goes to plan, work on the Southeast Line Extension will begin in 2016 and be finished in 2019, two years after the original FasTracks schedule projected. RTD officials are banking that other governments and entities along the FasTracks corridor

(Continued on page 12)

Commuter and Transit Notes*(Continued from page 11)*will take notice. (**Denver Post**, August 3)

(Editor's note by Sasha Ivanoff: Having traveled to Denver three times in the last 15 years, the need for expanded transit has been very apparent to me and Denver might be the exception to the rule on car-free suburbs. RTD, in FasTracks, is putting a second transit system on top of an existing transit system and making an existing system even larger. Upon opening in 2016, Denver's new commuter rail system will probably be the most significant to open at one time, with two lines opening then. A commuter rail and light rail system will probably necessitate another sales tax increase.)

TUCSON, ARIZONA

After a two-year construction period, the four-mile-long Sun Link Streetcar line opened for passenger service Friday, July 25 and offered free rides over its first weekend of operation through July 27. 60,000 took advantage of the free rides and tried out the new line. On Monday, July 28, the first day fares were charged, the system recorded 3,500 rides, just 100 short of what had been projected for the average weekday. This is a good sign that the line will attract additional patronage from the student body of the University of Arizona when the Fall semester begins. Service headways are 10 minutes from 7 AM to 6 PM and 20 minutes 6 PM to 10 PM on Monday through Thursday with weekend service commencing at 8 AM. On Friday and Saturday nights, a 30-minute headway will be operated from 10 PM until closing at 2 AM. Sunday service ends at 8 PM. The line requires six of the total fleet of eight streetcars, which were built by United Streetcar in Clackamas, near Portland, Oregon. (Al Holtz, **Railway Gazette**, July 25)

TACOMA, WASHINGTON

Tacoma's Business Improvement Area organization will provide \$29,000 per year to Sound Transit until 2016 to enable the 1.6-mile-long light rail line to operate fare-free. It was felt that converting the free-fare operation to one that charges \$1 per ride would negatively impact ridership, to the detriment of local businesses served by this line. The line had been allowed to remain fare-free because of a Sound Transit policy that fares must at least recover the cost of collection. (**The News Tribune**, May 22)

LOS ANGELES, CALIFORNIA

The Los Angeles Metropolitan Transportation Authority's Board authorized a study that will explore the costs of converting part of the Orange Line busway into a light rail line. The section being studied is 18 miles from Chatsworth to North Hollywood in the San Fernando Valley. This area is currently the most underserved region of the LA metro area by rail transit. With the Warner Center TOD expected to bring in up to 30,000 new jobs, additional capacity on the Orange Line will become critical. Converting to light rail would address this need. **Mass Transit**, July 25)

ALASKA

Two locomotives and four passenger cars of a White Pass & Yukon Railroad tourist train derailed on Wednesday afternoon, July 25 as the train reached White Pass, near the U.S.-Canada border after making the three-hour, 20-mile, 2,865-foot afternoon climb to the summit. 19 people sustained minor injuries in the incident, which remains under investigation. The injured were treated at a Skagway clinic and were released hours after the incident. Diesel locomotive 93 was the lead unit that derailed. Both units appeared to remain upright but from news photos, at least one of the coaches appeared to have come to rest at a 60-degree tilt, while it was reported that another may have become perilously close to sliding into an icy lake. There was an unconfirmed report of two passengers being thrown from the open platform at the end of one coach and into the water but not seriously injured. The line was reopened two days later on July 25 with full service restored on Saturday, July 26. The derailment was attributed to a broken switch component and the entire switch has been replaced and all other switches have been inspected. (**KTUU Channel 2 News, Whitehorse Daily Star**, July 24; Al Holtz, July 31)

HAWAII

Officials unveiled the plans for a \$23 million airport station for Honolulu's \$5.16 billion rail transit line. Phase 1 of the line is expected to open in 2017 on the west side of the system. Phase 2, which will complete the 20-mile system, is expected to open in 2019. The airport station, will be located adjacent to the international terminal, is expected to be completed in 2019. (**Honolulu Star Advertiser**, July 26)

The "Sugar Cane Train," officially known as the Lahaina, Kaanapali & Pacific Railroad, made its final run on August 1 at 2:30 PM. Its owners cited financial issues while local media has speculated that the high value of the real estate upon which the right-of-way as well as the physical plant making up the rail line was a major deciding factor. The three-foot-gauge rail line originally carried trains hauling sugar cane harvested in Kaanapali to the Pioneer Mill in the town of Lahaina. Since 1969, the line carried tourists on a six-mile run that featured a 325-foot curved wood trestle offering sweeping views of the West Maui mountains as well as neighboring islands. The railroad owned four locomotives, three steam (two operable and one awaiting restoration) as well as one diesel, and a number of open air passenger coaches. (**The Maui News, Train Orders.com**, July 25)

TORONTO, ONTARIO, CANADA

The Toronto Transit Commission (TTC) approved the awarding of a C\$230.7 million contract to expand Wilson Yard at the northwestern terminus of the Yonge-University-Spadina subway line. The additional eight storage tracks, expanded maintenance facilities, and a new power substation will enable the yard to accommo-

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

date additional Toronto Rocket class subway train sets that will need to be stored and serviced there when the York-Spadina Subway extension goes into service. (*Mass Transit*, July 29)

MEXICO

Mexico on July 27 announced the opening of an international tender to build a high-speed passenger train linking Mexico City and the industrial city of Queretaro. The project, which was previously estimated to cost about \$3.3 billion, would allow travel over the 210 kilometers (130 miles) between the Mexican capital and Queretaro at up to 300 kph (186 mph), moving 23,000 passengers a day, Mexico's Transport Ministry said.

The Ministry gave no price estimate, adding that work would begin this year and operations would start in the second half of 2017. They said it expects the project to create 20,000 direct jobs and take 18,000 passenger cars off the road. Both Bombardier and Siemens have expressed interest in bidding on the project.

Last year, the Mexican government said it would tender three train projects, including the Mexico City-Queretaro line, worth a combined 97 billion pesos (\$7.5 billion). Resurrecting intercity passenger rail was one of the promises made by President Enrique Peña Nieto before his election in 2012. (*Reuters*, July 27)

The government of the Mexican state of Nuevo León has awarded CAF, Spain, a MX \$3.26 billion (U.S. \$251 million) contract to supply and maintain 22 trains for Line 3 of the Monterrey Metro. In addition to the 20-year maintenance contract, CAF will provide spare parts for two years, while the contract includes an option for the purchase of four more trains for the network's operator, Metrorrey Public Transport.

The 8km (5 mi) Line 3 is currently under construction after the state government awarded a consortium of Garza Parke, Moyeda Construction, and Alstom a MX \$2.17 billion (U.S. \$160 million) contract in November, 2013. Mexico's Ministry of Communications and Transport (SCT) and the Nuevo León government signed a collaboration agreement for the project, which is budgeted at MX \$5.6 billion (U.S. \$420 million), in February, 2013.

The line will consist of a 7 km (4.35 mi) elevated section and an 800 m (.5 mi) tunnel, as well as a 200 m (656 ft) at-grade section running from Zaragoza to Metropolitan Hospital. The line will have eight stations, and will serve around 280,000 passengers per day, with the state government setting an ambitious opening date of August, 2015.

Monterrey's existing metro network consists of the 18.5 km (11.5 mi) east-west Line 1, which opened in 1991, and the 4.5 km (2.8 mi) north-south Line 2, which opened in 1994 and was extended north by 8.5 km (5.3 mi) in 2008. (*International Railway Journal*, July 31)

BOGOTA, COLOMBIA

Municipal authorities in the Colombian capital Bogota have revised plans for the city's first metro line to include a 4 km (2.5 mi) western extension beyond the proposed terminus at Portal Americas in Kennedy to serve the district of Bosa. Technical and engineering studies are currently being carried out in preparation for tendering, which should begin by the end of the year.

Prior to the inclusion of the Bosa extension the line would have been 26.5 km long with 28 stations and an anticipated price tag of \$3.6 billion. Initially, services were due to have commenced in 2016, but the project has been delayed by a government corruption scandal. Construction is now expected to begin in the first quarter of next year and be completed by early 2019 at the latest. (*International Railway Journal*, August 5)

BUENOS AIRES, ARGENTINA

Argentinean President Christina Kirchner and transport and interior minister Florencio Randazzo officially launched the new fleet of Chinese-built suburban EMUs for Buenos Aires' Sarmiento Line on July 21 when the first trains entered passenger service between Once and Moreno. Over the next few months the fleet of CSR Qingdao Sifang trains will completely replace the line's current fleet of life-expired EMUs, some of which are more than 50 years old. CSR is supplying 25 nine-car trains for the Sarmiento Line and 30 six-car trains for the Mitre Line under a contract awarded by the Argentine government in January, 2013.

The first train was delivered to Argentina in February and seven sets are now in service on the Sarmiento Line. The remainder of the Sarmiento Line fleet is due to enter service by September, enabling the operation of a 10-minute interval service at peak times, while the trains will be introduced on the Mitre Line next year. CSR is due to deliver the first of 300 new EMU cars for the 1,676 mm-gauge General Roca lines south of Buenos Aires in the next few months and the company also has a contract to supply 27 three-car DMUs for the meter-gauge Belgrano Sur lines. The first of these trains is also due to be delivered this year. (*International Railway Journal*, July 22)

EUROPE

International high-speed operator Thalys enjoyed continued revenue growth in the first half of this year with increasing ridership on its core routes from Paris to Brussels, Amsterdam, and Cologne and the successful launch of Amsterdam-Lille services in April. Turnover rose 2.1% compared with the same period in 2013 reaching €251 million (U.S. \$337 million) and passenger numbers increased by 3.4% year-on-year to 3.4 million.

Ridership between the Netherlands and Paris increased by 2.7% but there was 16.7% growth in the number of passengers travelling from Dutch stations to Brussels. This is partly symptomatic of the withdrawal of

(Continued on page 16)

Commuter and Transit Notes

(Continued from page 13)

Fyra services early last year, which left Thalys as the sole high-speed operator on the Amsterdam-Brussels route. Thalys responded to the collapse of Fyra by stepping up its Amsterdam-Brussels services to 12 trains per day, and this will increase to 14 trains per day later this year. Thalys introduced a direct Amsterdam-Lille high speed service in April, which has already attracted more than 15,000 passengers.

MALAGA, SPAIN

Light metro trains started commercial operation on July 30 in Malaga, making it the seventh city in Spain to have a metro. The eight-year project cost €594 million (U.S. \$797 million) to complete.

Malaga Metro comprises a Y-shaped, standard-gauge network of two lines running from a common terminal at El Perchel alongside Maria Zambrano station. Line 1 is 6.7 km (4.2 mi) long with 10 stations and runs west via the University to Andalucia Tech. The first 3.8 km (2.4 mi) from El Perchel to University is underground with the remainder on the surface. The 4.3 km (2.7 mi) Line 2, which has six stations, is entirely underground, and runs south to Palacio de los Deportes. Both lines are equipped with Alstom's Urbalis 400 CBTC signalling system, and are electrified at 750V d.c. overhead.

Malaga Metro is operated by a fleet of 14 CAF Urbos 3 LRVs which have a maximum speed of 70 km/h (44 mph), and a capacity of 221 passengers, 52 of them seated. Services will operate at seven-minute headways during peak periods, reducing to a 10-minute frequency off-peak. Ridership is forecast to reach 5 million passengers a year by 2015, increasing to 8 million by the end of 2016 once a new section between El Perchel and Guadalme, now under construction, opens.

The network has been built under a concession contract let to Metro de Malaga, a company set up by Andalusia Regional Government which has a 25% stake, along with a joint venture composed of FCC-Globalvia and several minor construction companies. The concession includes the operation of the Malaga Metro until 2042. It is planned to extend Line 1 from El Perchel east via Guadalmedina to Atarazanas with a 300-meter-long underground station, while Line 2 is expected to be extended north from Guadalmedina over-ground to Hospital Civil. (*International Railway Journal*, July 30)

MANNHEIM, GERMANY

A private freight train rammed into a EuroCity passen-

ger train in the southwest German city of Mannheim on August 1, leaving dozens injured. There were no fatalities, according to authorities. A freight train operated by the company ERS Railways sideswiped a EuroCity train at Mannheim's central station, knocking over two of the passenger train's cars with 110 people on board.

EuroCity #216 was on its way from the Austrian city of Graz to the southwest German city of Saarbrücken. The freight train was travelling from the western German city of Duisburg to Sopron in Hungary when it rammed into the passenger train. Forty-five people were injured, five seriously, according to a spokesman for Mannheim's Fire Department. The spokesman said that the accident likely would have been worse had the trains not been travelling at a slow speed due to their proximity to the central station. At the time the news article broke, there was no known cause of the derailment. Mannheim's central station was closed after the accident. (*Deutsche Welle*, August 1)

CASABLANCA, MOROCCO

At a meeting on July 24, the Casablanca City Council voted to abandon plans for a 15 km (9.3 mi) elevated metro line in favor of expanding the city's light rail network. Preliminary studies for the metro line from Boulevard de la Corniche to New Medina and Sidi Moumen were completed in December, 2012, but the Council deemed the project to be too expensive.

The Council now proposes completing the city's planned 79 km (49 mi) light rail network by 2020 at a total cost of around 16 billion dirhams (U.S. \$1.91 billion). The initial phase was inaugurated in December, 2012 with the opening of the 30.7 km (19 mi) east-west Line 1 from Ennassim to Ain Diab and Facultés.

TOYKO, JAPAN

JR East has released an artist's impressions of its forthcoming E-235 EMU, which will enter service from next year on the Yamanote Line, one of the busiest commuter lines in Tokyo, which carries around 3.8 million passengers a day. The 1.5 kV d.c. 11-car trains will be formed of five unpowered and six powered vehicles, which will be equipped with VVVF traction inverters. The E-235s will also be the first trains in the JR East fleet to be equipped with oil-free compressors.

A train is due to be delivered to JR East for trials next March ahead of the introduction of the fleet from autumn 2015 onwards. The E-235 features internal and external styling by industrial designer Ken Okuyama, who has previously designed cars for Porsche, Ferrari, and Maserati. (*International Railway Journal*, July 8)

SUBDIVISION "B" CAR ASSIGNMENTS
CARS REQUIRED JULY 26, 2014

The following are different from the assignments published in the July, 2014 *Bulletin*.

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
G	56 R-68	48 R-68	L	160 R-143, 32 R-160A	152 R-143, 24 R-160A

TRACTION TOUR TO SOUTHERN EUROPE

by Jack May
(Photographs by the author)
(Continued from August, 2014 issue)

On Saturday, April 19 the *Eurodam* docked at Livorno on time at 7:00. It was dark and drizzly, but the weather forecast distributed on the boat indicated it would warm up later and become partly cloudy. We were in no rush to disembark, and completed our breakfast at about 7:15. Clare was scheduled to take an overpriced Holland America "official" bus to Florence, a little over 50 miles away; she spent the day visiting the Uffizi Gallery on her own, which turned out very well. I used public transportation for my day's activities, which also featured a visit to Florence. I joined quite a few others aboard the port's shuttle bus from the pier to the center of town, where we transferred to a municipal bus line (tickets purchased from a tobacconist) for the trip to the railroad station. It was simple to buy a round-trip (two one-ways) to Florence from the ticket agent, who reminded me to validate them upon reaching the platform. Some trains run directly to Florence via Pisa, while others involve changing at that intermediate station. I rode the 8:29 eMU to Pisa, arriving at 8:50, where I boarded another MU, which left at 9:11 and got me to the stub-end Florence railroad station at 10:00. It was a fast, pleasant ride in uncrowded trains.

It was only a few steps to the platform of Florence's new light rail line, which terminates in the street adjacent to the station. It was now misting, so rather than take any photographs at this time, I rode the first car out to the end of the line. This historic city of about 370,000

souls opened its light rail line in 2010. A little under 5 miles long with 14 stations, its running time from end to end is about 20 minutes. Except for a very short section between the inner terminal and the first stop the line is separated from motor traffic, mostly on center reservation. Service is provided by a fleet of 17 AnsaldoBreda Sirio 100-percent low-floor cars. Weekday and Saturday headways are every 4.25 minutes, allowing a railfan photographer ample opportunity to cover the system in a short period of time. Electronic annunciator boards in the stations count down the arrival time of the next 4 cars in real time; for example, they displayed numbers like 2, 6, 11, 15, etc. Day tickets are not sold, but with single tickets valid for 90 minutes, my expenses were quite low. Two or three more lines are on the drawing board. A further description of this new LRT line is included in the captions below.

Once I arrived at the end of the line at Vila Constanza, the sky had turned mostly blue, although clouds remained to the east, over the downtown area. I finished my work by 14:00 (used 3 single tickets), and then did a little sightseeing. In the early 1970s Clare and I had visited this very historic city, which is a center of Italian art. The light rail line does not serve the principal tourist attractions. But I did get to stop at the Santa Maria Novella church and the Ponte Vecchio before catching the 15:03 train to Pisa.



The Porta Maggiore station of Rome's narrow-gauge former interurban line is right under the old Roman walls. Contrast car 106 from the 1920s with car 820 from 1989. Service on the 5-mile-long line, which is electrified at 1,650 volts, is very frequent during rush hours.

(Continued on page 16)

Traction Tour to Southern Europe

(Continued from page 15)



Socimi car 9029 in a peaceful scene near the Borghese Gardens in Rome. Like the 7000s, these cars were in an orange livery two decades ago.



Inbound Stanga 7021 at the junction of routes 5, 14, and 19. As shown in the background the paved private right-of-way on the outer portion of these routes is shaded by strings of the Italian capital's age-old trees.



The portals of a long underpass between the Federiga and Talenti stops in Florence.



The Florence tramway traverses a charming park close to the city center after crossing the Arno River on the Ponte delle Cascine, a combination tram and pedestrian bridge.



(Continued on page 17)

Traction Tour to Southern Europe

(Continued from page 16)



Most of the tramway is located on center-of-the-road reservation. An AnsaldoBreda Sirio car approaches the Talenti station.



The commercial center of Florence is very congested. For a brief moment two trams occupy most of the street space and no automobile traffic is in sight. The location is just beyond the line's Allimani-Stazione terminal, adjacent to the railroad station.



The railroad terminal in Florence is called Firenze SMN. The SMN stands for Santa Maria Novella, which is the name of this 13th century basilica situated on the square of the same name.



The territory traversed at the end of Florence's first light rail line is not very built up, and empty fields surround the tracks in places. An inbound car is shown approaching the Resistenza station. This busy stop serves a popular residential and commercial development, whose edge is just a block away from the photographer.



Two views of the outer terminal of Florence's light rail line. A large poster, aimed at a road parallel to the right-of-way, contains a photo and a map, indicating that the line is only the first of a future network.



(Continued next issue)

Around New York's Transit System

Ⓒ Service Truncated for Sandy-Related Repairs

The latest episode of MTA's "Fix and Fortify" post-Hurricane Sandy repair work required a five-week, 24/7 shutdown of the Crosstown Line between Court Square and Nassau Avenue. The Greenpoint Tubes will undergo much-needed replacement and upgrading of communications, lighting, and ventilation systems damaged or destroyed when three million gallons of seawater flooded it during the storm.

R-179 Delivery Delayed

Bombardier, manufacturer of the R-179 model subway cars, reported that the delivery of these cars will be delayed 6-11 months from their initial January, 2017 delivery completion date due to cracks in the walls and undercarriages of the prototype car bodies. The 300 R-179 cars were ordered to enable the retirement of the 1964-5-vintage R-32 and 1969-70-vintage R-42 models currently plying Ⓒ and Ⓝ/Ⓟ.

NYC Transit Museum Excursion Train

The NYC Transit Museum operated its annual excursion train to Rockaway Beach on Sunday August 3, 2014. However, instead of the usual 1930s-vintage R-1 to R-9 equipment that has always been utilized by the Museum for this annual sojourn, a totally different set of equipment was operated. This was the first Transit Museum excursion train for any of the cars in this eight-car set:

- A pair of slant R-40s, 4280-1 (a Raymond Loewy-designed car end that was short-lived — it was aesthetically unique and quite streamlined for the 1967-8 era they arrived on the scene at NYC Transit, but required two sets of modifications to render them

safe for persons passing from one car to another; for example, there were originally no handrails on the sloped nose)

- A pair of 1969-70-vintage R-42s, 4572-3 (these cars were used as the lead pair during the filming of the famous movie, "The French Connection," featuring a wild car chase of this train by a frantic NYC police detective)
- A pair of 1966-7-vintage R-38s, 4028-9
- The true surprise and treat for all railfans, a 1949-vintage R-11 class subway car, 8013, intended to usher in a new generation of subway cars initially for use on the Second Avenue Subway (the line is still being built nearly 66 years later, the first segment opening sometime after 2018, nearly 70 years after these cars were supposed to run on it); and
- A 1954-5-vintage R-16 class subway car, 6387, restored to its original as-delivered dark green paint. The R-16 was in the lead from the Transit Museum to the Rockaways with the "slant 40s" on the Manhattan end.

Upon arrival at Rockaway Park-B. 116th Street, the train set made three round-trips to Rockaway Boulevard before laying up for the train crew's rest period at B. 116th Street before departing back to Concourse Yard in the Bronx. As an added treat, the crew was kind enough to treat railfan photographers to an unexpected bonus by splitting the R-11 and R-16 away from the rest of the train to offer unobstructed views and photos of the R-11, which had been buried in the consist. Everyone was able to get good ¾-angle views and shots of the R-16, R-11, R-38s, and R-40s.



R-16 6387 leads the museum train at B. 90th Street.
Ron Yee photograph



R-38s 4029-8 at Rockaway Park-B. 116th Street.
Ron Yee photograph

(Continued on page 6)