

The Bulletin



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The Bulletin

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This Month's Cover Photo:

Long Island Rail Road
Valley Stream station
MU yard
9/14/1932
Photographer unknown
Jeffrey Erlitz collection

In This Issue:
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Dashing Dan —
A New Jamaica
and the Main
Line Complete
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LIRR IMPROVEMENT PROGRESS by Jeffrey Erlitz

Early on the morning of Tuesday, May 28, the newly reconstructed west end of the westbound platform at the Nostrand Avenue station was opened to the public. This portion of the platform had been out of service for many months while it was stripped down to the bare steel work, and some of that was removed also.

This station had been rebuilt in 1977 when its original wood platforms, canopies, and ticket office, dating from 1903, were replaced. As part of the reconstruction, enhancements to the station include: replacement of concrete station platforms with Fiber-Reinforced Polymer; new railings and a canopy roofing system; replacement of the four overpasses and platform stairs; installation of two new elevators; replacement and upgrades to station lighting; electrical and communication systems; CCTV security cameras; and signage. The rehabilitated station is expected to be completed this November.

Over the weekend of June 1-2, the bridge over Cherry Lane at the west end of the Carle Place station was replaced. This was the second occasion when a two-track bridge was replaced with one for three tracks. The first was at Post Avenue in Westbury.



Monday morning, June 3, with train service running over the new bridge over Cherry Lane in Carle Place.
Sunny Zheng photograph

On Monday, June 10, the west end of the westbound platform at the Carle Place station was placed back into service after having been reconstructed as part of the Main Line Third Track project. This is the first such station platform put into service between Floral Park and Hicksville under this project.

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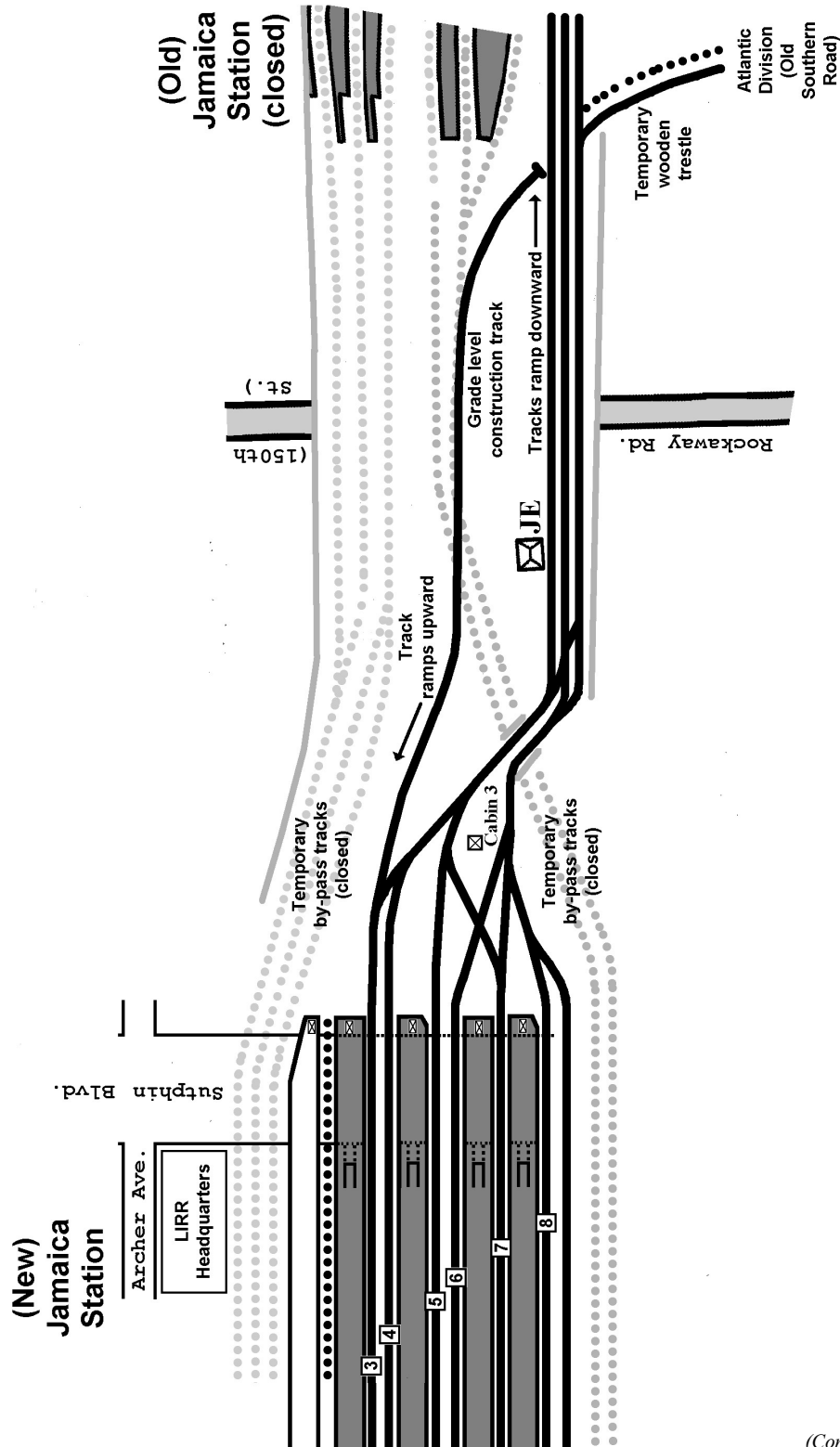
Temporary staircase from the north side of Atlantic Avenue between Nostrand and New York Avenues to the westbound platform. The fiber-reinforced polymer platform can be seen here.

Sunny Zheng photograph

THE GENESIS OF DASHING DAN — A NEW JAMAICA AND THE MAIN LINE COMPLETE by George Chiasson (Continued from June, 2019 issue)

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New Jamaica-East
March 1913

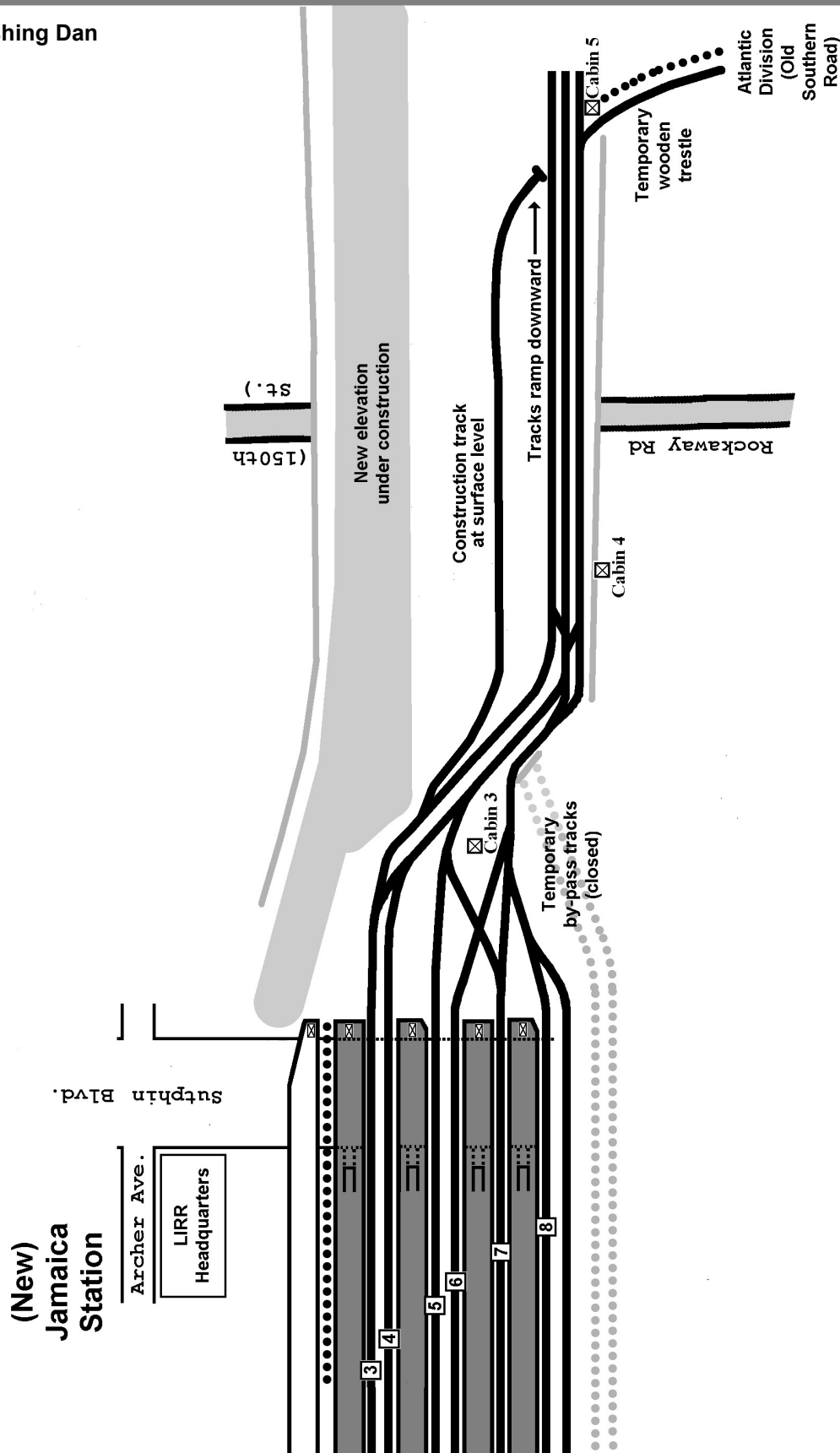


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**New Jamaica-East
May 1913**

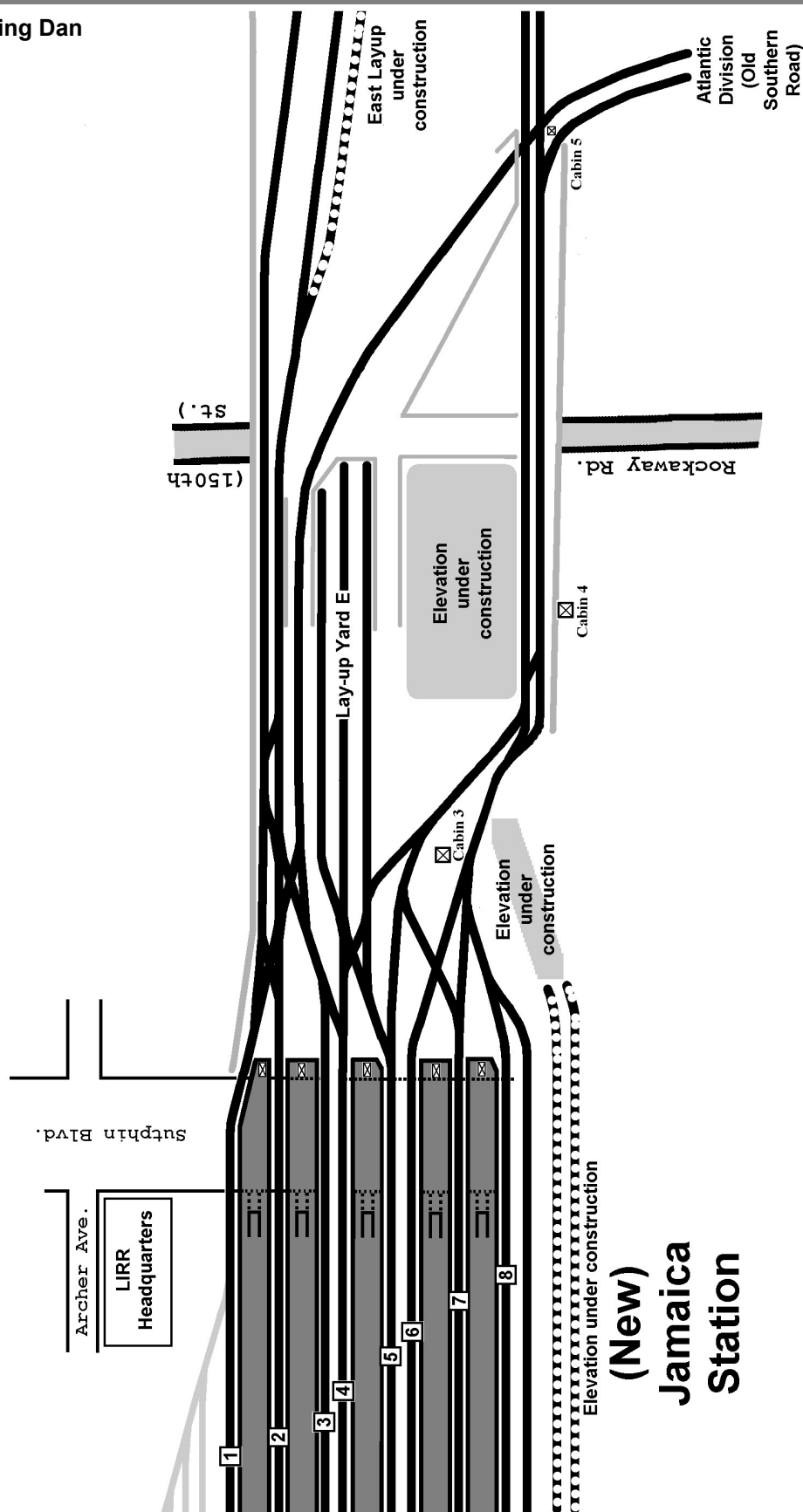


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New Jamaica-East
July 1913

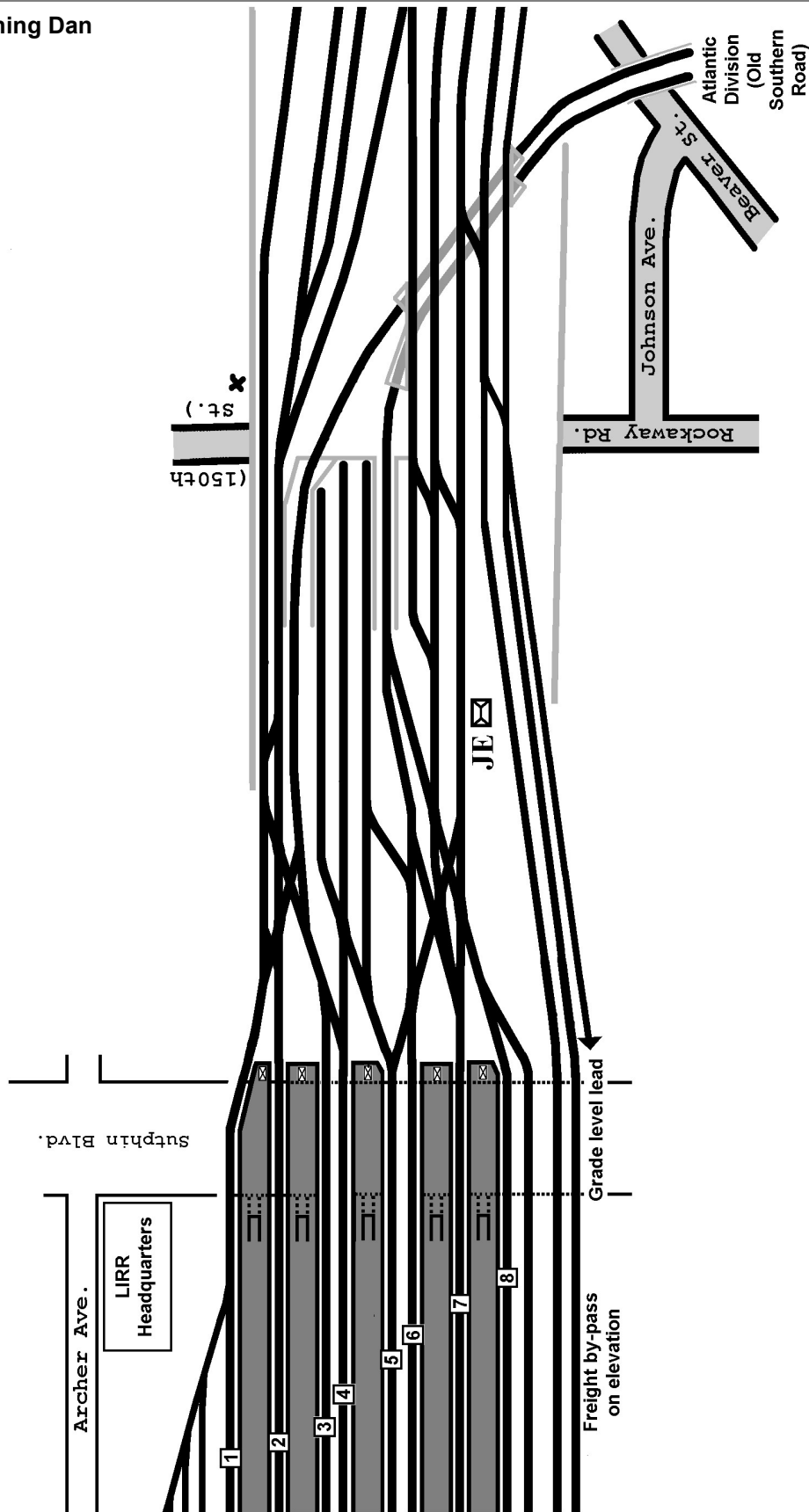


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**New Jamaica-East
March 1914**



(Continued next issue)

BRUSSELS TRAMWAY CELEBRATION

by Jeffrey Erlitz

(Photographs by the author)

On Wednesday, May 1, the city of Brussels, Belgium celebrated its 150th anniversary of tramway operations. Eighteen months in the planning, the event attracted thousands of people, many (including those in my party) from other countries. The celebration included a tramway parade that included almost every type of tram that has ever run in Brussels, from horse cars to the latest low-floor articulated models.

The day before the big celebration, April 30, King Philippe of Belgium unveiled a mock-up of the design for new trams due for delivery from Bombardier starting in 2020.

On the morning of May 1, regular tram service was halted on routes 8, 92, 93, and 97 between the Sainte-Marie stop at the north end of the parade route and Legrande at the south end of the tramway staging area. Replacement bus service was operated in their place. From about 8:00-10:30 AM, trams were sent from the tramway museum at Dépôt Woluwe on the eastern side of the city to Legrande, where they then staged along the Avenue Louise and up to Place Poelaert. From there, the trams turned east onto the Rue de la Régence. It was here where people could view and board the stationary trams. Work equipment and service vehicles were also on display.

In addition to all of the tramway equipment from Brussels, there were several examples of SNCV (Société Nationale des Chemins de fer Vicinaux, the Belgian local railway) equipment on static display in the Place Royale. They could not operate on the Brussels stand-

ard-gauge tracks as this equipment is all meter-gauge. Each piece of equipment sat on a short section of meter-gauge track on top of the street pavement. I believe all of the Vicinal equipment had been brought in from the ASVi (Association pour la Sauvegarde du Vicinal) museum operation at Thuin, Belgium, southwest of Charleroi.

Perhaps the most interesting part of the Vicinal display was the small operating steam tram. On about 150 feet of meter-gauge track laid on the pavement of the Place Royale, a "mixed train" ran back and forth throughout the day's festivities, albeit without passengers. This train consisted of Type 7 steam locomotive HR303 (Les Ateliers Métallurgiques-Tubize, 1888), coach A.2026 (Société Franco-Belge, 1904), and goods wagon A.18328 (Léon Piérart, 1926).

At 2 PM the official tramway parade began, with each vehicle stopping in front of the dignitary grandstand at the Place des Palais before continuing on up the Rue Royale, past throngs of people (this writer included), all with their cameras at the ready. The parade was staged in proper chronological order of the equipment, with horse cars leading the way. Work equipment followed the passenger equipment. Starting at 4 PM, the public was invited to board and ride the historic trams along the route where regular service was not running. You could ride either north, from Palais to Sainte-Marie, or south from Palais to Stephanie. Regular tram service was restored by that evening.



A little after 10 AM, here is PCC 7093 (La Brugeoise et Nivelles, 1957) wrong-railling down the Avenue Louise at Rue du Châtelain, heading toward to staging area. The view is from the balcony of our hotel room, how convenient!

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Brussels Tramway Celebration

(Continued from page 6)



Sweeper 95 (J.G. Brill Company, 1904), North of Poelaert stop at Place Poelaert.



Staging and display area for tramway parade, east of Petit Sablon stop, Rue de la Régence & Rue de Ruysbroeck.



Horse car 509 (? , 1888), North of Palais stop, Rue Royale & Rue Baron Horta.



Motor car 428 (Les Ateliers Métallurgiques de Nivelles, 1904) in the Place Royale. The Société Générale des Chemins de Fer Économiques was one of the predecessor tramway companies and got folded into Les Tramways Bruxellois in 1928.



Motor car 984 (Les Ateliers Métallurgiques de Nivelles, 1906) at the Palais stop, Rue Royale & Rue Baron Horta.



Motor 1763 (Les Ateliers Métallurgiques de Nivelles, 1914) at the Royale stop, Rue de la Régence & east of Rue de Ruysbroeck.

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Brussels Tramway Celebration

(Continued from page 7)



Motor 1348 (Les Ateliers Métallurgiques de Nivelles, 1923)+trailer 29 (Société Anonyme des Ateliers de Godarville, 1910), north of the Palais stop, Rue Royale & Rue Baron Horta. This was during the formal parade.



"Standard" motor 1505 (Les Tramways Bruxellois, 1934). Modernized in 1967 for one-man operation. East of Petit Sablon stop, Rue de la Régence & Rue Bodenbroek.



PCC 7171 (La Brugeoise et Nivelles, 1971) at the Petit Sablon stop, Rue de la Régence & Place du Petit Sablon. This is the 1990s paint scheme.



PCC 7916 (BN Constructions Ferroviaires et Métalliques, 1977) at the Petit Sablon stop, Rue de la Régence & Place du Petit Sablon.



SNCV Type 7 steam locomotive HR303 (Les Ateliers Métallurgiques-Tubize, 1888), coach A.2026 (Société Franco-Belge, 1904) and goods wagon A.18328 (Léon Piérart, 1926) operating back-and-forth in the Place Royale.



SNCV Type N 10480 (SNCV Cureghem, 1954) on static display in the Place Royale.

Commuter and Transit Notes

No. 366

by Ronald Yee and Alexander Ivanoff

METROPOLITAN TRANSPORTATION AUTHORITY

The MTA announced on June 7 that usage of the OMNY system far surpassed original estimates projected by the agency. The number of riders adopting OMNY rose steadily through each day during the first week of the public pilot. Approximately 30,000 successful taps were recorded from Monday, June 3–Wednesday, June 5. On June 5 alone, 10,100 customers paid their fare through the OMNY system. These numbers substantially exceeded initial projections, which were between 6,000 and 12,000 users each week on subways and between 800 and 1,500 taps per week on buses.

OMNY rolled out on May 31 at a press event at the Bowling Green 4 5 subway station in Lower Manhattan, right across the street from MTA's 2 Broadway headquarters. (MTA press releases via Randy Glucksmann, May 31 and June 7)

MTA LONG ISLAND RAIL ROAD

Long Island Rail Road officials announced June 7 the upcoming start of construction on a new Penn Station entrance at W. 33rd Street and Seventh Avenue beginning June 17, which will bring much-needed improved access, while the LIRR Concourse will get wider corridors, natural light, and improved safety to the underground station.

Penn Station customers will notice several changes to the existing LIRR Concourse, in the area nearer to Seventh Avenue, including: six ticket windows that will close, four ticket machines that will be moved, and the removal of the alphabetical departure board above the ticketing and Customer Service offices.

While pedestrian access from the W. 34th Street and Seventh Avenue entrance will still be available to the concourse level, customers are reminded they can also use the West End Concourse entrance at W. 33rd Street and Eighth Avenue, which was opened in 2017, to await and access trains.

The new entrance will greatly ease pedestrian congestion from street level to the concourse by connecting passengers directly to the LIRR Concourse from W. 33rd Street and Seventh Avenue with three escalators, a stairway, and an elevator. The LIRR 33rd Street Concourse will be widened from its current 30 feet to 57 feet to allow easier access to trains and reduce potentially dangerous crowding. The project will also increase the ceiling height to 18 feet across the entire concourse, eliminating the 7- and 8-foot high areas that have, for decades, made the station experience feel cramped and less spacious. Lighting will be improved, and more intuitive wayfinding will be provided to passengers. LIRR customers will also have new direct sight lines to track level and there will be additional retail and dining options in the concourse as well.

The new entrance, along with Moynihan Train Hall, is part of a more than \$6.6 billion state investment to com-

pletely transform the LIRR and the way the region travels on the railroad through New York City, and Nassau and Suffolk counties. (MTA press release, June 7)

PORT AUTHORITY TRANS-HUDSON CORPORATION

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

PATH is jumping on the MTA's OMNY bandwagon. All 13 PATH stations — six in Manhattan and seven in New Jersey — will be outfitted with the MTA's new OMNY tap-and-pay system by the end of 2022, Port Authority officials announced on Thursday, June 20.

OMNY lets riders pay fares with smartphones or credit cards equipped with a special chip. The MTA started testing it at a limited number of subway stations and on Staten Island buses on May 31 (see above).

OMNY will completely replace the MetroCard and PATH's SmartLink cards in 2023.

When the system is rolled out, New Jersey riders will no longer have to carry multiple fare cards to travel throughout the city. (*New York Daily News*, June 20)

NJ TRANSIT

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

From Monday, June 17 through Friday, September 6, track and platform renewal work will remove two tracks and one platform from service at Penn Station New York on a 24/7 basis. This is the third summer of disruption at

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Penn Station for this ongoing project, which began three years ago after a series of derailments due to poor track conditions resulted in frequent disruptions in train service as well as serious safety issues. All weekday *Midtown Direct* service trains on NJ Transit's Morris & Essex Lines after 7 AM and all Montclair and Boonton Line as well as one North Jersey Coast Line train will be diverted to Hoboken. All North Jersey Coast Line trains that had been terminating in Hoboken will terminate at Newark. In addition, Morris & Essex trains will not stop at the Newark Broad Street station during the peak periods. (WNBC News 4, June 17)

AMTRAK

The Federal Railroad Administration (FRA) awarded a \$2.8 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant to the Rhode Island Department of Transportation (RIDOT) to continue an ongoing study launched in 2017 aimed at possibly adding Amtrak service at T.F. Green Airport near Providence, Rhode Island. This airport is a major hub for Southwest Airlines and is currently served only by Massachusetts Bay Transportation Authority (MBTA) commuter trains. The study will encompass an analysis of track and signal improvements that would be needed to achieve this, as well as a look at potential operating costs for Amtrak with this proposed new station on the Northeast Corridor and economic benefits this station could bring to Rhode Island. (*Mass Transit Magazine*, June 11)

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

The first of 28 Acela II consists is taking shape at Alstom's Hornell, New York manufacturing plant. The next generation of high-speed trains to ply the rails of the Northeast Corridor (NEC), these trains will offer far more and updated amenities to its riders. They will be fully Americans with Disabilities Act (ADA) compliant, featuring toilets that will accommodate a 60-inch turning radius for those confined to wheelchairs. On-board information systems in each car will display current train speed and location as well as conductor announcements. Each of the 378 seats aboard will feature personal power outlets, USB ports, improved Wi-Fi, and adjustable reading lights. Amtrak expects to implement an advance seating reservation system, providing pre-assigned seating identical to the common practice on most of the world's high-speed train services and pas-

senger airlines. Food service will be enhanced, offering a contemporary menu with a greater choice of selections and easier access for the customer. The trainsets will consist of a power car at each end, seven business class coaches, a first class car, and a cafe car. They will be built to the new FRA Tier III crashworthiness standards, utilizing Crash Energy Management (CEM) technology to enable the train to have only 17-metric-ton axle loads, far lower than the Acela I in service today. The power cars are constructed of carbon steel; the coaches will be made of aluminum. The first of the Acela II trains is expected to be placed into service on the NEC sometime in 2021. For additional details and stock photos, please refer to this link: https://www.railwayage.com/passenger/high-performance/how-acela-cars-are-made-inside-the-alstom-facility/?utm_source=&utm_medium=email&utm_campaign=4531.

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

OTHER TRANSIT SYSTEMS

BOSTON, MASSACHUSETTS

Massachusetts Bay Transportation Authority (MBTA) Type 8 3847 (Ansaldobreda, 2001), operating on Green Line D/Riverside service, derailed on the switch in the tunnel that routes trains onto the D Line from the Line B and C trunk line between the Fenway and Kenmore stations around 10:55 AM on Saturday, June 8. Of the approximately 150 people aboard, ten people, including the LRV Operator, were transported to local hospitals, none with life-threatening injuries. As of press time, no structural or overhead catenary damage was reported by MBTA. An investigation into the cause was underway as the LRV was re-railed and removed from the scene.

The train had been carrying a pre-game crowd for a scheduled doubleheader baseball game at Fenway Park that afternoon. Those who were able to, were evacuated from the derailed LRV and walked about 400 yards along the tracks through the tunnel and out a portal leading to street level at Park Drive. A bus shuttle was implemented on the D Line between Fenway and Kenmore, between Cleveland Circle and Kenmore on the C Line, and between Boston College and Babcock Street on the B Line. Service on the E Line was unaffected. (*Editor's Note by Ronald Yee: It appears that the truck under the rear section of the articulated LRV may have*

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Commuter and Transit Notes

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picked the switch, causing the rear of the train to move onto a diverging track from its intended routing.) (WNBC/4 TV News, USA Today, June 8)

Adding to MBTA woes, just three days later, a southbound Red Line train with 60 passengers aboard derailed as it entered the JFK/UMass station around 6:10 AM on Tuesday, June 11, snarling the entire morning peak period service. One person was slightly injured but refused treatment. Press photos showed car 01602 derailed and leaning at around a 30 degree angle. (its mate, 01603, was still on the rails). This marked the fifth derailment on the MBTA "T" system for 2019. 65 buses were used to form a bus shuttle around the scene of the derailment. Red Line service was restored to both Braintree and Ashmont around 4:30 PM that afternoon, but with heavy delays in service as the line was essentially single-tracked while crews continued to work on removing the derailed car. The derailed car severely damaged a group of signal huts alongside the track. These signal huts control all train movements through the junction between the Ashmont and Braintree Branches of the Red Line. The alternative train traffic control measures generated a lot of delays while the damage was assessed and a repair strategy was formulated. As of press time, no estimates were available for when normal service could be resumed, but there was speculation that it could take over a month if the supply of in-house spare equipment were exhausted and replacement parts would have to be ordered or manufactured. (*Boston Globe*, June 11 and 13)

CHICAGO, ILLINOIS

A four-car southbound Chicago Transit Authority (CTA) Green Line train with about 30 passengers aboard derailed on the elevated structure just north of the 47 Street station around 11:05 AM on June 6, 2019. The derailed lead car of the train came to a stop on the elevated structure in an upright and stable condition. Seven passengers were treated for minor injuries. Service was suspended south of 35 Street-Illinois Institute of Technology and substitute bus service operated from there south to Ashland/63rd Street-Cottage Grove. Train service was restored at 4:30 PM. News photos indicate that the lead car of the train was 5143 (Bombardier Transportation, 2012). (WCBS/2 News, June 6; *Railway Track & Structures*, June 7)

DALLAS, TEXAS

Dallas Area Rapid Transit (DART) awarded a \$119 million contract to Stadler to build eight diesel multiple unit (DMU) trains for the Cotton Belt Regional Rail Project. These DMUs are approximately 267 feet in length, with four powered axles and eight unpowered axles. They will seat 240 riders and accommodate 225 standees in a fully accessible low-floor design that will meet Federal Railway Administration structural standards. The trains will feature a closed circuit video recording system as well as an on-board automated passenger counting system. This new line, to be designated as the

Silver Line in the DART system, is a 26-mile, ten-station commuter rail line traversing Dallas, Collin, and Tarrant Counties. The line will run from the Shiloh Road station in Plano to Dallas/Fort Worth International Airport's "DFW Terminal B" and "DFW North" stations. There, it will share station facilities with Trinity Metro TEXRail. Intermediate stations such as Downtown Carrollton will provide connections with the Denton County A Train and DART's Green Line, which will provide access to downtown Dallas as well as Dallas' other airport, Love Field. The CityLine/Bush station will provide a transfer to DART's Red Line to downtown Dallas as well. (*Metro*, June 3)

PORTLAND, OREGON

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

SAN FRANCISCO, CALIFORNIA

The long awaited ten-mile extension of the Bay Area Rapid Transit (BART) Fremont Line from the existing terminus at Warm Springs/South Fremont to the new stations at Milpitas and Berryessa in north San Jose is expected to open by the end of 2019. After 21 years of joint planning and construction efforts by BART and Santa Clara County, test and training trains will begin operating over the line for six months in preparation for the commencement of service. The station at Milpitas will be a transfer point where riders can transfer to the San Jose VTA light rail line that links Mountain View with downtown San Jose. Fares are expected to be \$7.75 each way from Berryessa to Embarcadero in downtown San Francisco. As Santa Clara County is not part of the BART district, its voters approved a one-eighth percent sales tax to cover the operating costs of the extension. Daily ridership is expected to be around 23,000. It is expected to significantly increase when phase II is built and opened into downtown San Jose where Google is building a new campus employing 20,000 people. (*San Francisco Chronicle*, June 6)

In a surprise move, Bombardier has rented space in Pittsburg to create a new rail vehicle manufacturing plant in California. The plant is currently being used by Breda to produce the automated rapid transit cars for Honolulu's elevated transit line due to open in 2020. Once the Honolulu order is completed later this year, Bombardier will take over the facility and begin construction and assembly of the balance of the 775-car order by Bay Area Rapid Transit (BART) to replace its current car fleet of A, B, and C-type cars. That project has fallen seriously behind schedule, with just 90 cars produced thus far at the Plattsburgh, New York plant. Moving the manufacturing plant to California is expected to help smooth out the multitude of technical glitches that have plagued the initial cars and simplify the delivery process to BART. The first of the new BART

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cars are expected to roll off the assembly line by the end of 2019.

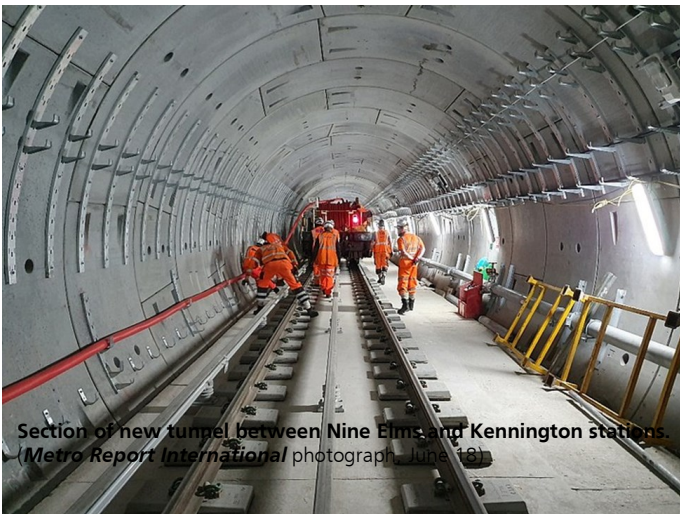
Bombardier is apparently trying to set itself up to be in a good position to capture anticipated railcar orders resulting from rail transit improvements related to the 2028 Summer Olympic and Paralympic games in Los Angeles as well as other west coast rail projects. The new facility should also facilitate Bombardier's ability to meet the 70% American content requirement in new manufacture rail vehicles that will go into effect in 2020. No word was given about the future for the Plattsburgh plant once the current order of R-179 class cars for MTA New York City Transit is completed next year. (Reuters, Streetsblog California, June 14)

LONDON, ENGLAND

Trackwork on London Underground's Northern Line extension has been completed, and an engineering train has travelled the full length of the new route for the first time. The train carried 750 meters of power cable, which was installed by 15 people.

The 3.2-kilometer extension is now expected to be completed in September, 2021. Running to Battersea from a junction that connects with the loop track that is just south of the existing Northern Line tunnels at Kennington, it will have an intermediate station at Nine Elms. Boring of the twin 5.2-meter diameter tunnels was completed in November, 2017.

Most of the estimated £1.2 billion project cost is coming from the private sector through a package agreed between the government, the Mayor of London, Wandsworth and Lambeth Councils, and property developer Battersea Power Station. This includes the creation of a 25-year Enterprise Zone covering the Vauxhall, Nine Elms, and Battersea areas which came into force in 2016. (*Metro Report International*, June 14)



Section of new tunnel between Nine Elms and Kennington stations. (*Metro Report International* photograph, June 18)

BRUSSELS, BELGIUM

Bruxelles/Brussel transport operator STIB/MIVB (Société des Transports Intercommunaux de Bruxelles/

Maatschappij voor het Intercommunaal Vervoer te Brussel) has ordered a further 30 five-section Flexity trams from Bombardier Transportation, the supplier announced on June 18.

The €67million order is an option on a €480 million framework contract for up to 175 trams signed in April, 2018. The base order was for 49 five-section trams 32 meters long and 11 seven-section trams 43 meters long, to be delivered from early 2020. The 30 extra trams are to be delivered from December next year.

The vehicles will be equipped with LCD passenger information screens, an "intelligent" climate control system, Bombardier's Obstacle Detection & Assistance System that uses cameras and sensors to detect pedestrians and other vehicles, and a soft nose for collision safety. (*Metro Report International*, June 18)

SÃO PAULO, BRAZIL

Plans were announced on June 3 for an 8.3-kilometer extension of São Paulo Metro Line 2. Work is due to start in the first quarter of 2020 for completion by the end of 2025.

The northeastern extension from Vila Prudente to Penha would add eight stations. Interchange with Line 3 would be provided at Penha. The extension is expected to add 377,000 passengers a day to Line 2, which currently carries 800,000 passengers a day.

Contracts for the supply of 22 trains and installation of signaling are due to be tendered. In the longer term the line is expected to be extended further north to serve Guarulhos Airport. (*Metro Report International*, June 11)

CRRC Qingdao Sifang has unveiled the first of eight eight-car Class 2500 electric multiple-units that it is supplying for Sao Paulo suburban operator CPTM's Line 13 to Guarulhos Airport under a contract awarded in September, 2017.

The 12.2-kilometer Line 13 started revenue service in June, 2018 and is currently operated using Hyundai Rotem Class 9500 EMUs.

The replacement trainsets are based on CRRC's Type A metro train design. The 3,000-volt d.c. EMUs are 1,600-millimeter gauge, with four motor and four trailer cars and a maximum speed of 55 mph.

Features for use on airport services include spaces for large luggage, and racks above the seats for small suitcases. (*Metro Report International*, June 10)

KRASNODAR, RUSSIA

The Russian city of Krasnodar has opted to develop its legacy tramway to support rapid economic development and combat worsening road congestion.

On May 17, the municipality outlined the findings of a regional transport infrastructure plan worth 51.7 billion rubles that has been developed by Moscow Higher School of Economics with consultancy A+S Transproject. The study has recommended retaining trams as the core high-capacity transport mode, with the authors advocating substantial investment and network expansion.

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THREE ISLANDS OF ITALY

by Jack May
(Continued from June, 2019 issue)
(Photographs by the author)

We continue with more photos of Cagliari's tramway, at the outer ends of the 2-line system (see <http://www.urbanrail.net/eu/it/cagl/cagliari.htm>).



The modernistic Policlinico terminal of Route 1 is on an elevated structure within the town of Monserrato. The tracks and the structure abruptly end, but someday may be extended.



An inbound route 1 car has left Policlinico and is about to enter the Dell'Argine station, which also contains a center platform.



The elevated structure begins at the San Gottardo station in Monserrato. The wires at the far right are above the tramway's storage tracks outside the carhouse and shop.



Monserrato-San Gottardo is a way station for Route 1, and a terminal for both Route 2 tram-trains and diesel railcars. Since this is a telephoto view, certain features are compressed. In the right foreground the single track used by the combined (at this point) Route

1 to and from Repubblica and Route 2 to and from Settimo San Pietro, flare out into two, and are served by separate platforms at the station. Those tracks continue onto the elevated structure and are used by Route 1 to get to Policlinico. Route 2 cars follow the same path as the Route 1 streetcar shown in the photo, and after discharging passengers, take the switch leading into the yard and carhouse. However, they lay over just beyond the outbound platform (you can see one peeking out) and when they head back to Settimo, they use both switches so they can stop at the near platform to pick up passengers. It is difficult to see the non-electrified track behind the fence on the far right, but it is used as a stub-end terminal for diesel ARST/FdS railcars. Off the edge to the right of the photo, the single track will eventually split back into two, with one track heading (right) for Repubblica and the other (left) to Settimo. At that point an electrified track (not shown) connects Route 1 and Route 2, making this section into a wye, which is rarely used (the rails were rusty). I can kick myself for not taking a photo of the remainder of the track layout.

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Three Islands of Italy

(Continued from page 13)



Diesel railcars on the non-electrified stub track at San Gottardo await passengers transferring from the tramway. No. 03 in the left view represents one of eight ARST self-propelled units, the ADe90 class built by Breda in 1995. These are the newest on the system. Apparently car 93 has been renumbered 03. The photo on the right shows one end of the streamlined-looking ADe01 series built by Fiat in 1957. I suspect the air conditioning units were retrofitted.



The 13:10 departure seemed to be operating in two sections in this view at Monserato-San Gottardo. A Breda-built 1995 railcar is at left, while the Fiat streamlined unit seems to belie its 1957 construction date. The photo was composed carefully so the graffiti on the Fiat car is mostly hidden, thereby both illustrating and slightly disguising ARST's image problem.



Breda-built railcar 94 at the Settimo San Pietro station, way out in the country. Tram-trains terminate at an electrified stub track behind the photographer.

The next installment will continue the narrative of our adventures on Sardinia.

(Continued next issue)

Commuter and Transit Notes

(Continued from page 12)

The tram network dates to the turn of the 20th century and totals approximately 50 kilometers with 13 routes. The transport plan calls for the commercial speed of the network to be raised from 15.6 kilometers per hour to around 19 kilometers per hour, while network development would focus on providing direct access by tram to new residential developments across the city.

Short-term priorities include 8.7 kilometers' worth of line extensions, which would serve the northern part of

the Moskovskaya Ulitsa Hidrostroy housing complex and the city's international airport. Further expansion would occur gradually over the next 15 years so that by 2033 a further 48.8 kilometers will have been added.

The expansion would be supported by the acquisition of around 100 new trams over the next three years to augment the present 268-strong fleet, and an additional depot is also to be funded.

The proposals are also designed to complement the planned development of a local suburban rail network, announced in March. (*Metro Report International*, May 30)

Around New York's Transit System

NYC Transit's Save Safe Seconds Program Update

Additional speed improvements have been made on various subway lines since the April *Bulletin*. As before, the only adjustments made have been to unenforced speed restrictions, except possibly at 49 St **N Q**. These

are locations where there is a speed limit sign without enforcement by the signal system. Shown below are the additional locations of speed restrictions that have been modified:

DATE	LOCATION	TRACK	FROM (MPH)	TO (MPH)
3/21/2019	s/o Steinway St M R	D1	27	30
"	n/o Steinway St M R	D2	23	30
"	Grand Av-Newtown E F	D4	36	45
"	s/o Woodhaven Blvd E F	D4	36	50
"	s/o 67 Av E F	D4	36	50
3/22-23/2019	s/o 116 St 6	4	15	25
"	n/o 14 St-Union Sq 4 5	3	20	25
"	n/o Astor Pl 4 5	2	20	39
"	s/o Astor Pl 6	4	15	28
"	s/o Spring St 4 5	2	26	30
"	n/o Canal St 4 5	3	23	35
"	n/o Canal St 6	4	20	33
"	n/o Brooklyn Bridge-City Hall 4 5	2	25	30
"	s/o Brooklyn Bridge-City Hall 4 5	2	17	20
4/5-6/2019	s/o Borough Hall 4 5	2	15	Removed
"	Astor Pl 4 5	2	25	Removed
"	n/o Astor Pl 4 5	2	20	39
"	s/o 14 St-Union Sq 4 5	2	25	28
"	Bowling Green 4 5	3	15	25
5/17-18/2019	n/o Jay St-MetroTech R	B2	15	20
"	s/o Court St R	B1	15	20
"	n/o Whitehall St-South Ferry R W	B2	15	20
"	"	B4	10	20
"	n/o 8 St N Q	A4	20	30
"	n/o Times Sq-42 St	A3	15	28
"	s/o Times Sq-42 St	A3	30	Removed
5/25/2019	n/o Flatbush Av-Brooklyn College 2 5	2	10 ¹	D15
"	n/o Flatbush Av-Brooklyn College 2 5	3	10 ¹	D15
5/25-26/2019	n/o Sterling St 2 5	3	20	Removed
"	s/o President St 2 5	3	15	30
"	n/o Fulton St 4 5	3	15	18
"	s/o Grand Central-42 St 6	1	14	20
"	n/o 59 St 6	1	25	35
"	n/o 96 St 6	4	15	30
"	s/o 125 St 4 5	1	10 ¹	D19
"	s/o 125 St 6	2	10 ¹	D19
5/29/2019	n/o Newkirk Av Q	A2	25	30
"	s/o Sheepshead Bay Q	A2	30	35
"	s/o Sheepshead Bay E	A4	30	35
"	n/o Coney Island-Stillwell Av N	E2	20	Removed
5/30-31/2019	n/o Atlantic Av-Barclays Ctr D N	F3	15	25
"	"	F4	10	20
"	n/o Bay Ridge Av R	F1	25	40
"	n/o 5 Av/59 St N R W	G2	20	28
"	49 St N Q	A4	GT-20 ²	GT-24
"	s/o Chambers St J Z	R1	15	20
"	n/o Canal St J Z	J2	15	24
"	s/o Broadway-Lafayette St M	BJ2	15	19
6/4/2019	n/o 30 Av N W	G2	20	40
"	s/o Astoria-Ditmars Blvd N W	G1	10 ¹	D20
"	"	G2	10 ¹	D20

(Continued on page 16)

Around New York's Transit System*(Continued from page 15)*

DATE	LOCATION	TRACK	FROM (MPH)	TO (MPH)
6/12/2019	s/o Woodlawn ④	1	10 ¹	D15
"	"	4	10 ¹	D15
"	s/o 170 St ④	1	25	32
"	"	4	25	33
"	s/o 161 St-Yankee Stadium ④	4	25	35
"	n/o 149 St-Grand Concourse ④	4	20	30
6/13-14/2019	s/o 46 St M R	D1	25	34
"	(under) Northern Blvd E F	D3	35	43
"	n/o Briarwood E	D1A	10 ¹	D19
"	n/o Van Siclen Av A	A4	30	35
"	n/o Lafayette Av C	A2	25	37
"	n/o W 4 St-Wash Sq C E	A2	22	30
"	s/o 125 St A	A3	35	40
"	s/o Kingsbridge Rd D	C4	25	Removed
6/15-16/2019	n/o 42 St-Port Authority Bus Terminal A	A4	10 ¹	D22
"	" C	A2	10 ¹	D22
"	" E	D3	10 ¹	D21
"	s/o 50 St E	D3	10 ¹	D21
6/18-19/2019	n/o Essex St J Z	J3	15	30
"	"	J4	15	30
6/20/2019	s/o Marcy Av J M Z	J2	20	Removed
"	n/o Broadway Junction J Z	J2	15	20
6/21-22/2019	n/o Chambers St 1	4	20	30
"	s/o 50 St 1	1	28	Removed
"	n/o 59 St-Columbus Circle 1	4	26	Removed

Notes:

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

²This is the first instance, apparently, of an increase in grade-timing speeds.

In addition to the above speed changes, two more signals with one-shot grade timing (lunar white aspect) had countdown clock aspects added to them. This is part of the pilot project mentioned in a previous **Bulletin**

that will inform Train Operators when a one-shot grade time signal will clear, by counting down the seconds until the signal clears. The aim is to ensure optimal performance and confidence of signal clearing:

DATE	LOCATION	SIGNAL	TRACK
5/9-10/19	s/o Borough Hall ④ ⑤	1181/E(XA146)	3
5/24-25/19	s/o 34 St-Penn Sta C E	A1-1046(X39)	A1

"Parade of Trains" Schedule Set

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

Governor Sends Police to Counter Fare Evasion

New York Governor Andrew Cuomo, in an effort to combat recent large increases in the fare evasion rate on New York City Transit subways, announced the assignment of 500 additional Police Officers to patrol the subway system. The fare evasion rate has resulted in an increase in annual fare revenue losses from \$105 million in 2015 to \$225 million in 2018. At its current rate it is expected to top \$243 million for 2019. In addition, it

is hoped that the increased police presence will decrease the rate of assaults upon transit workers, which was up by 15.3% in the past year. They will be stationed as added security and as a deterrent against fare evasion at select high-ridership stations with a significant fare evasion rate and locations where a higher-than-normal rate of assaults against transit workers has been recorded. 200 officers will come from the New York Police Department, 200 will be re-assigned from the MTA Police Department as well as Bridges & Tunnels Police, and 70 will come from the NYC Transit Eagle Team which perform patrols aboard NYCT buses to deter fare evasion. The New York County District Attorney will provide, over the next four years, \$40 million to modify exit gates and station barriers (raising them to a higher overall height and deterring tampering with the gate locks from the outside), video monitoring technology, and increased signage warning against fare evasion to

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Around New York's Transit System

(Continued from page 16)

better deter farebeats.

On June 11, New York City Transit reopened the 111 St **J** station, which had been closed since January 14 for rehabilitation work. This was not part of the Enhanced Station Initiatives (ESI) work and so more closely followed the style of standard station rehabilitation work. Here are some views taken on opening day.



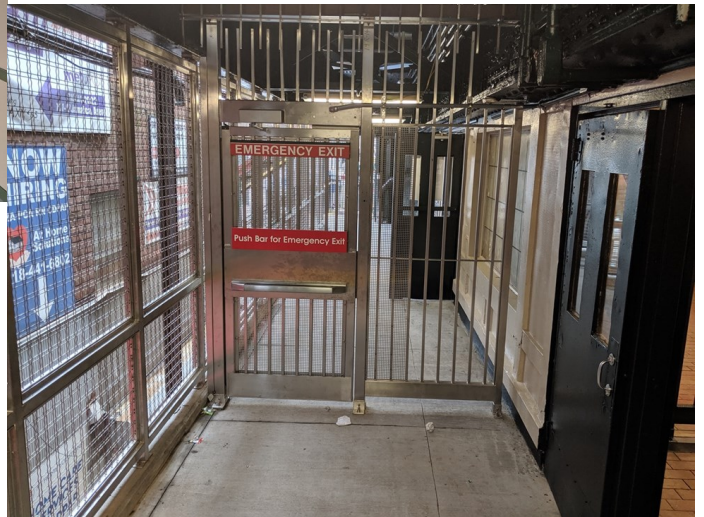
The Jamaica-bound platform looking east. One of the trains that lays up at 111 St can be seen being put into service.

Sunny Zheng photograph



The Manhattan-bound platform looking east. After seeing all of the ESI stations with LED lighting, it is a bit disappointing to see "old-school" fluorescent lighting being installed.

Sunny Zheng photograph



New stainless steel gates and mesh work separating paid and unpaid zones on the mezzanine.

Sunny Zheng photograph

LIRR Main Line Third Track Progress

(Continued from page 1)



The first piece of station platform reconstructed under the Main Line Third Track project was put into service on June 10.

Sunny Zheng photograph

PHILADELPHIA IN BYGONE DAYS



Car 7025 at the Bridge Street terminal, March 8, 1953.
Photographer unknown



Car 8071 on Route 17 on Market Street looking east.
Photographer unknown