

The Bulletin



Electric Railroaders' Association, Incorporated

Vol. 61, No. 9

September, 2018

The Bulletin

Published by the
Electric Railroaders'
Association, Inc.
P. O. Box 3323
Grand Central Station
New York, NY 10163

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

Editorial Staff:

Jeffrey Erlitz
Editor-in-Chief

Ronald Yee
*Tri-State News and
Commuter Rail Editor*

Alexander Ivanoff
*North American and
World News Editor*

David Ross
Production Manager

Copyright © 2018 ERA

**In This Issue:
The Genesis of
Dashing Dan —
Enter the North
Side Division
...Page 2**

LONG ISLAND RAIL ROAD MAIN LINE DOUBLE-TRACK PROJECT UPDATE by Jeffrey Erlitz

Over the weekend of August 4-5, the Long Island Rail Road took the original JS Interlocking, west of the Deer Park station, and Brent Interlocking, just east of the Brentwood station, out of service. These two interlockings had been placed into service on September 14, 1987 as part of the Main Line electrification project. This was the only section of double-track constructed as part of that project. A new JS Interlocking, immediately west of the original JS switch, was placed into service this same weekend. The new interlocking is comprised of two separate single crossovers between the original single main track and the newly-constructed second track. Four of the new Reduced Aspect System dwarf signals protect the switches. For the next week, all service was operated on the original main track (to the north) as work proceeded to connect the east end of the original double-track at Brentwood into the newly constructed second track from Brentwood to CI Interlocking, west of Central Islip station.

The railroad had been single-tracking between CI and Ronkonkoma on the newly placed in service Track 1 while track work had been taking place on the original main track, now Track 2. This was temporarily placed back into service so that they could at least have trains pass each other between Central Islip and Ronkonkoma. As it was, it was a long single-track operation between Farmingdale and CI. This required several temporary schedule changes.



At 2:30 in the afternoon on August 6, M-7 7139 (Bombardier Transportation, 9/2003) leads Train #2053 through the former Brent Interlocking on its way west to Penn Station from Ronkonkoma. This was the first day of service after Brent Interlocking came out of service. The former home signals are bagged out of service and the switch at the end of the original double-track has been removed. In the near distance to the right, the original Track 2 still needs to be connected to the newly constructed Track 2.

Jeffrey Erlitz photograph

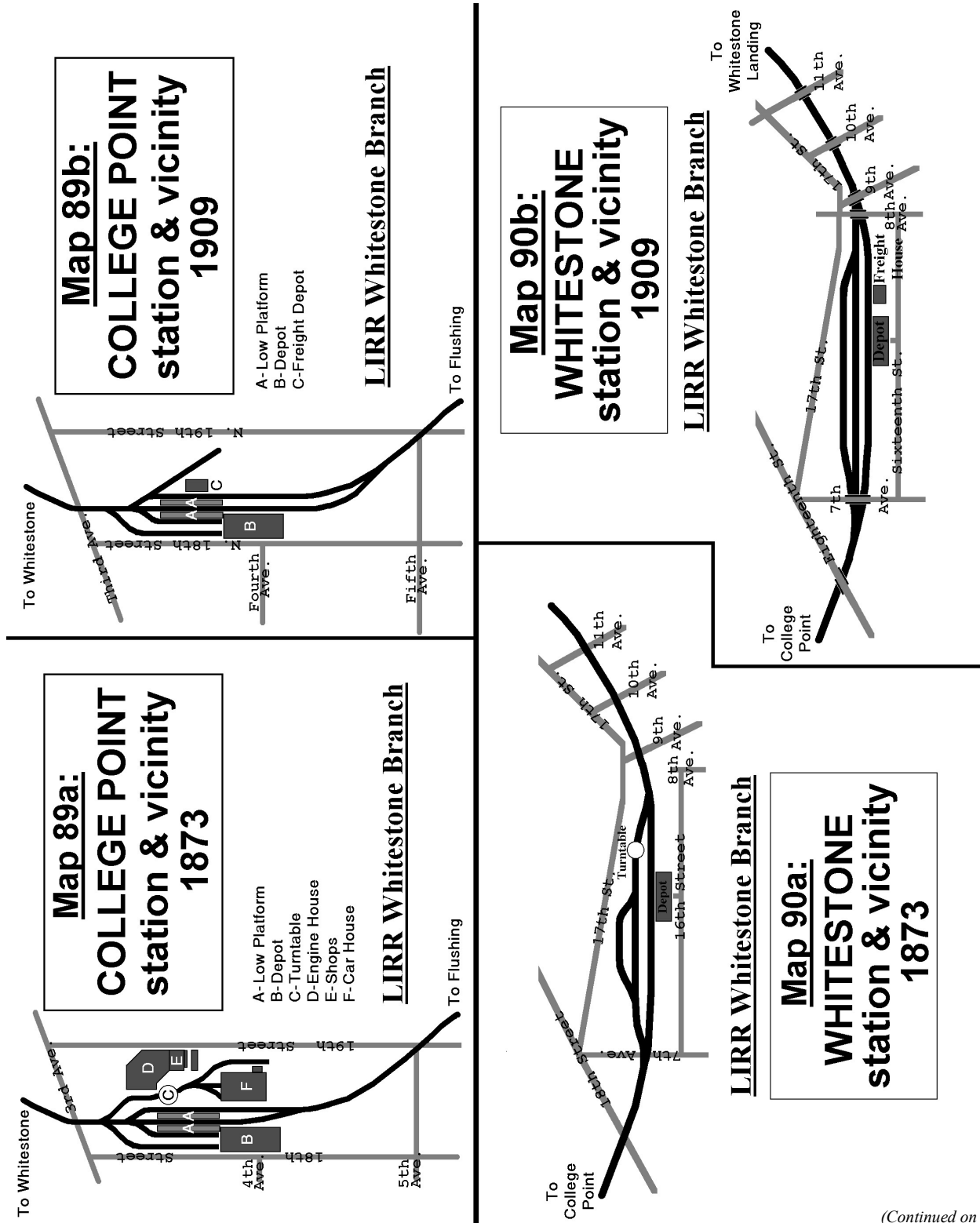


A clearer view of the former Brent Interlocking, looking east from the east end of the westbound platform.

Jeffrey Erlitz photograph

(Continued on page 10)

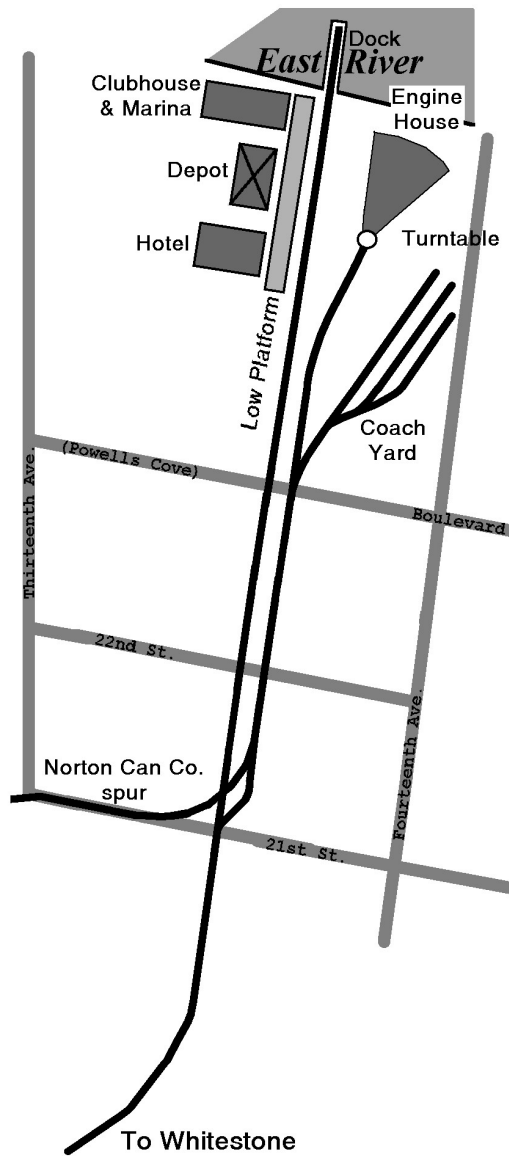
THE GENESIS OF DASHING DAN — ENTER THE NORTH SIDE DIVISION by George Chiasson (Continued from August, 2018 issue)



(Continued on page 3)

The Genesis of Dashing Dan

(Continued from page 2)

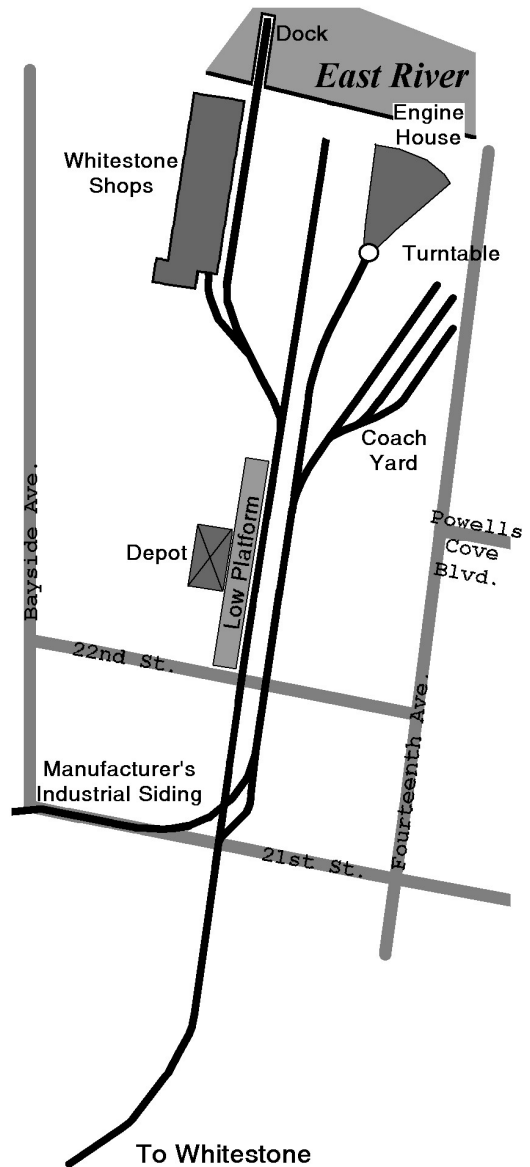


Map 91a:
WHITESTONE LANDING
station & Vicinity
1891

LIRR Whitestone Branch

Map 91b:
WHITESTONE LANDING
station & Vicinity
1909

LIRR Whitestone Branch



Commuter and Transit Notes

No. 356

by Ronald Yee and Alexander Ivanoff

MTA LONG ISLAND RAIL ROAD

On August 6, AM rush hour service was curtailed after two separate trains hit and killed two people on the tracks. Both suspensions were the result of non-passenger trains hitting unauthorized people on the tracks, one near Woodside and the other just east of the Hicksville station. Limited service was restored around 5:45 AM from Jamaica to Penn Station, about 45 minutes after service was stopped. Eastbound service on the Ronkonkoma Branch was restored around 6 AM, about two hours after the suspension was reported. Limited westbound service came back 40 minutes later. This comes after commuter gripes regarding schedule changes due to Penn Station trackwork that have curtailed service.

MTA METRO-NORTH RAILROAD

MTA Metro-North Railroad is installing Positive Train Control (PTC) on the New Canaan Branch as a means of compliance to obtain a waiver from the FRA for continued operations on the New Haven Line in Connecticut beyond the December 31, 2018 deadline. Waivers will generally be granted if a railroad has equipped its trains with the PTC hardware and software as well as trained its operating crews on PTC and has equipped at least one significant section of its lines with operational PTC. Metro-North is installing PTC between Tarrytown and Croton-Harmon as its measure of compliance for the Hudson Line. (The Long Island Rail Road is installing operational PTC on the Port Washington and West Hempstead Branches as its measure of compliance in applying for the FRA waiver). On the New Canaan Branch, PTC installation and testing is being performed over weekends, requiring the busing of the service on select Saturdays starting Friday evenings after 10:50 PM with buses covering all weekend service until the 6:28 AM train out of New Canaan on Sunday morning. Monday morning peak period service is unaffected by this PTC-related work. (Metro-North Railroad press release, August 8)

NJ TRANSIT

Through most of July and August, NJ Transit canceled numerous trains due to crew shortages and a lack of available equipment. The railroad expected a new class of nine Engineers to graduate training in the middle of August, and has multiple more classes in training beyond that. NJ Transit has struggled to maintain Engineers, who often transition to other agencies, including the MTA and Brightline in Florida.

Due to an equipment shortage and the need to install PTC equipment, NJ Transit is shutting down the Atlantic City Line for the rest of 2018 beginning in September, with expanded Route 554 bus service taking the place of train schedules. In addition, through service to New York on the Raritan Valley line is also ending. According to NJ Transit's Kevin Corbett in several news outlets,

PTC implementation has significantly improved and the agency recently received approval for an extension, allowing NJ Transit until the end of 2020 to meet the PTC mandate. (Editor's Note from Alexander Ivanoff: ERA President Bob Newhouser and I attended an event at TransitCenter on August 9 featuring NJ Transit Executive Director Kevin Corbett. In his presentation, Corbett noted the challenges facing NJ Transit but also remarked how the agency has been making progress behind the scenes.) (*Press of Atlantic City*, August 4; NBC New York/WNBC-TV, August 6)

AMTRAK

Amtrak plans to double its engineering efforts on the Northeast Corridor (NEC) with the purchase of \$370 million of new equipment over a three-year period. The investment will accelerate maintenance work, which the railroad says will improve the overall experience for those traveling along the NEC. Amtrak is investing in one track-laying system, two undercutters, five high-speed surfacing machines, heavy lift cranes for New York Penn Station, and the necessary freight cars and locomotive power to help sufficiently advance the Northeast Corridor to a state of good repair. (*Railway Track and Structures*, July 26)

INDUSTRY

Nippon Sharyo announced that it will be exiting the North American railcar manufacturing market and closing the production plant at Rochelle, located in northern Illinois. The originally contracted manufacturer for 130 bi-level push-pull intercity passenger coaches for Illinois and California, it was replaced in 1997 by Siemens after the Nippon Sharyo prototype car failed its FRA required 800,000 pound structural strength compression test and the company could not come up with an acceptable redesign that would meet the standards. Nippon Sharyo was also the builder of 160 Highliner II gallery electric multiple unit (EMU) commuter cars for Metra Electric (the former Illinois Central commuter line), delivering the last car in 2016, the Diesel Multiple Unit (DMU) trains now operating on Toronto's Pearson Union UPR Airport Express, and the Sonoma Marin Area Rail Transit (SMART) line north of San Francisco. (AI Holtz, August 14)

OTHER TRANSIT SYSTEMS

POINCIANA, FLORIDA

On Monday, July 30, SunRail opened its 17-mile-long Phase II southern extension into Osceola County serving four new SunRail stations south of its former terminus at Sand Lake Road: Meadow Woods, Tupperware, Kissimmee/Amtrak, and Poinciana. SunRail and other transportation officials are touting the new commuter service offering a 35-minute ride from the new southern terminus at Poinciana to the Church Street station in downtown Orlando as a viable alternative to commuting

(Continued on page 5)

Commuter and Transit Notes*(Continued from page 4)*

by personal or private vehicle along the I-4 corridor, which is currently undergoing a multi-year expansion and reconstruction project or over the already congested local road network. As an added promotional perk, the first 50 customers at each of the new stations were offered a free ride. SunRail issued a new schedule effective July 23 that increases the number of weekday round trips from 18 to 20 with a midday and late evening train added in to fill in former two-hour service gaps. With the new schedule, peak period headways are 30 minutes with hourly service most other periods, with the exception of two 90-minute gaps, one in the late morning and the other in the early afternoon. (WESH2-TV News, July 30)

ORLANDO, FLORIDA

A new transportation hub being built at Orlando International Airport with a \$221 million railroad station as its centerpiece is expected to open during Fall, 2018 and initially serve as an intermodal facility serving taxis, buses, and airport shuttles. However, it may have to wait a number of years to fulfill its primary design objective, to serve as a railroad station. Currently, construction of the 168-mile Orlando extension of the Brightline high-speed rail line now operating between Miami and West Palm Beach is entangled in legal matters that must be resolved prior to the actual start of construction. Best estimates are that it will be another three years before Brightline trains can be expected to serve the new airport station. A branch line connecting this terminal with the SunRail commuter rail line is also planned. However, costs of this 5.5-mile-long spur have ballooned from an initial estimate of \$100 million to around \$250 million. Meanwhile, adding to the cloud of uncertainty, an alternative plan has surfaced that includes a \$400 million, 12-mile-long maglev (magnetic levitation monorail) which would provide a link between Orlando Airport and the Orange County Convention Center with intermediate stops at SunRail and International Drive. The private company proposing this maglev line, American Maglev Technology, Incorporated, has touted a Fall, 2019 opening date in time to serve the Fall convention season in Orlando, barely a year from now. (orlandosentinel.com, July 31)

CHICAGO, ILLINOIS

The Chicago, South Shore & South Bend Railroad is joining forces with the Northern Indiana Commuter Transportation District (NICTD) and the Northern Indiana Public Service Company to expedite a \$300 million project that will add 17 miles of additional double track between Gary and Michigan City, Indiana. This, coupled with eight miles of existing double track in this 25-mile stretch, will enable improvements in the form of more frequent train service in both directions as well as more efficient freight operations without impacting passenger train service. The double-tracking through the Burns Harbor region will also eliminate a single-track bottleneck where freight and passenger operations often af-

fect one another. Once the approval for federal share of the funding for this project is received, this project is expected to take two years and be completed by 2021. (Chicago, South Shore & South Bend news release, August 16)

BNSF and Metra are working in a cooperative effort to alleviate an ongoing issue with air conditioning failures aboard the gallery coaches assigned to the Metra BNSF line to Naperville. Earlier this Summer, as many as 64 coaches were recorded as being "hot" before BNSF and Metra officials tackled the issue by transferring coaches from other lines to backfill an equipment shortage caused by a backlog of coaches in the shop for repairs, increasing shop staffing, and cleaning out chronically clogged condenser units on the affected coaches. In addition, BNSF operations will focus on operation and dispatching issues that have kept the on-time performance of this line at or below 91%, well below the 95% goal set by Metra. As of mid-August, all BNSF line trains were operating with their programmed number of coaches. (Al Holtz, August 16)

Metra plans to reissue its request for proposals (RFP) for new rail cars and open it up to alternative car designs.

The railroad opted to reissue the RFP after receiving only one response to its initial request for new bi-level gallery cars, Metra officials said in a press release. The agency in April, 2017 released the original RFP, which would have provided 75 new gallery rail cars with an option to purchase additional units.

CRRC Sifang America was the lone manufacturer to respond to that original request. As a result, Metra staff recommended issuing a new RFP open to other designs. The railroad will seek new rail car designs that boost seating capacity since yard space and platform length currently limit the number and length of trains that can operate.

In addition, Metra will consider proposals for alternative car designs that provide lower, platform-level boarding for riders with disabilities and families with strollers. (*Progressive Railroading*, July 19)

VANCOUVER, BRITISH COLUMBIA, CANADA

TransLink BC, the public transportation system in Vancouver, British Columbia, announced that actor Seth Rogen will lend his voice to announcements — an initiative born from a social media request.

The campaign to get Rogen involved began in May, days before plans to have Morgan Freeman become the voice of the system were scrapped. Stephanie Ip, a reporter for *The Province* and the *Vancouver Sun*, tweeted that Rogen, a Vancouver native, was better suited to the role.

TransLink BC took it from there, tweeting at Rogen, "thanks for the offer," and to send a private message for details. Rogen wrote back, "hit me up."

In a promotional video by TransLink BC, Rogen says "any opportunity to enrich the lives of the Canadian people is an opportunity I will take."

Rogen's voice will now be blasted over Vancouver

(Continued on page 6)

Commuter and Transit Notes*(Continued from page 5)*

public transit, saying things like, "Hey Vancouver, it's Seth. Here's a tip to make your transit ride even more awesome: I know your bag is probably very nice and you care deeply for it. But that doesn't mean it needs its own seat."

Rogen said he grew up taking public transit, and still takes it when he is in Vancouver. He agreed to do the announcements for free and TransLink BC paid for the studio time and editing services. Rogen wrote the announcements, which are about etiquette. (CBS News via *Metro Magazine*, July 26)

SANTO DOMINGO, DOMINICAN REPUBLIC

Alstom has delivered the first two of six three-car Metropolis trainsets that it is supplying for the Santo Domingo Metro Line 2B extension.

In 2015 operator Opret awarded Alstom a contract to supply six additional trains for the 4.6-kilometer, four-station eastern extension from Eduardo Brito to Carretera Mella.

Alstom supplied 15 three-car Alstom trainsets for the initial 12.8-kilometer section of Line 2, which was inaugurated in April, 2013. Line 1 uses a fleet of 19 three-car trainsets also supplied by Alstom. (*Metro Report International*, August 1)

CARDIFF, WALES

Stadler Rail has been confirmed as preferred bidder to supply rolling stock for use on the South Wales Metro network serving Cardiff.

The Swiss company is to supply 36 three-car Citylink tram-train vehicles for use on services to Treherbert, Aberdare, and Merthyr Tydfil. These would be able to operate under the planned 25,000-volt 50 Hertz electrification as well as on battery power, to permit the use of discontinuous electrification. Battery power would also be used on a proposed street-running extension of the Cardiff Bay branch line to Flourish and potentially other proposed extensions in the Cardiff area.

Deliveries are due to begin in 2022 and are being undertaken as part of the 15-year Operations & Development Partner contract awarded by the Welsh government to KeolisAmey on June 4. The contract to operate passenger services throughout Wales runs until October 16, 2033; KeolisAmey is scheduled to take over operations from incumbent Arriva Trains Wales on October 14. (*Metro Report International*, August 13)

PARIS, FRANCE

Bombardier Transportation is to supply a further 36 Francilien high-capacity suburban electric multiple-units to SNCF, which has placed the €261 million order announced on July 30 on behalf of Greater Paris transport authority Ile-de-France Mobilités.

The firm order has been placed within a 2006 framework agreement covering up to 372 EMUs, of which 313 have now been ordered and 230 are in service.

The order comprises 18 seven-car EMUs for use on lines L and J from Paris Saint-Lazare, and 18 eight-car sets for Line P from Paris Est. They will feature up-

grades including USB sockets, more ergonomic handrails, and larger screens to increase the readability of passenger information. (*Metro Report International*, July 30)

OSTRAVA, CZECH REPUBLIC

The first of 30 trams that Stadler is supplying to Ostrava entered revenue service on Route 4 on August 13.

The Tango NF2 nOVA arrived in Ostrava from Stadler's Siedlce factory in Poland on April 23, and has undergone two months of test running on the city's network.

In January, 2017 DP Ostrava awarded Stadler a SFr45 million contract to supply 30 two-section trams with options for 10 more. Deliveries of the base order are due to be completed in July, 2019.

The unidirectional 100% low-floor tram has capacity for 188 passengers, including 61 seated. It is equipped with USB sockets and has provision for Wi-Fi. (*Metro Report International*, August 14)

ATHENS, GREECE

Attiko Metro (Athens) signed a contract with Alstom on July 27 for the supply of 25 trams. The contract is worth €54 million excluding Value Added Tax (VAT), and includes spare parts and maintenance equipment.

The European Union is providing co-funding from its European Regional Development Fund. The first tram is expected to enter service by the end of 2019, with deliveries due to be completed by the end of 2020. A 5.4-kilometer extension of the tram line to Piraeus is due to open later this year. (*Metro Report International*, August 2)

MOSCOW, RUSSIA

Moscow commuter operator Central Suburban Passenger Company has awarded Transmashholding's Demikhovsky Engineering Plant a contract to supply 10 Type EP2D electric multiple-units by the end of the year. This follows from an order for 10 units delivered earlier this year for use on the routes from Moscow's Kursk, Riga, and Kiev stations. The 11-car units are 244 meters long, with a capacity of 2,866 passengers.

The two orders are being financed through leasing deals with VEB Leasing and State Transport Leasing Company. (*Metro Report International*, August 13)

ISTANBUL, TURKEY

The first metro line serving Istanbul's third airport is scheduled to open on November 24, 2019, the Ministry for Transportation, Maritime & Communications has told *Metro Report International*.

The 3.5-kilometer route with nine stations is being built by a consortium of Kolin and Şenbay under a €999.8 million contract signed in December, 2016. It will connect Gayrettepe on Line M2 with each of the three terminals of the new airport, being built in the north of the city.

Earth pressure balance tunnel boring machines are being used, with the stations and surroundings being excavated using cut-and-cover and the New Austrian Tunneling Method.

The line would run in unattended GoA4 mode, with

(Continued on page 10)

SWITZERLAND IN THE LATE SUMMER

by Jack May

(Photographs by the author)

(Continued from August, 2018 issue)

We resume our report with our arrival back at Wilderswil after our excursion to Schynige Platte.

As mentioned at the end of last month's article, we made a quick decision to stay for another three hours in Switzerland and continue to Milan later in the day. Thus we left our bags in the locker and rode the 12:10 back to Lauterbrunnen, arriving at 12:25. That turned out to be fortuitous, as we were present for a real treat, a parade of cows through the main street of the town. They were adorned with chapeaus of flowers and large cowbells, and we, along with many other tourists, took photos of the highly decorated bovine creatures along with the beautiful Staubbach Falls in the distance. It was not clear whether this is a daily event or one of lesser frequency, although one tourist thought it might be annual. In any case, as a result we were not able to take the 12:31 cable car to Grutschalp, and had to settle for the 13:01. Service runs every 15 minutes during most of the day, but at midday there are gaps in the schedule resulting in half-hour headways.

We continued on the Murren tram halfway to Winteregg, where we achieved our desired photos of the three iconic mountain peaks. I thought we could walk to Murren, selecting spots where I could photograph the tram with the mountains in the background, but since Clare was hungry, we decided that she should grab a bite at the outdoor cafe at the Winteregg station and then work her way down to Wilderswil on the 15:03 from Lauterbrunnen. I gave her the locker key so she could remove the luggage. I would follow on the 15:33 and help her and our luggage board the train.

I duly photographed the tramway with the Eiger, Monch, and Jungfrau in the background, perfect views I hoped. I snapped the 13:43 and 14:13 runs after they arrived and/or left Winteregg (the cars pass there), as well as some others while I walked the path to Murren. Soon mountain shadows would cover the tracks.

I boarded the 15:13 from Winteregg, transferred to the cable car from 15:20 to 15:22, and reached Lauterbrunnen at 15:27. The 15:33 BOB train got me to Wilderswil at 15:49, where Clare was waiting with the bags. Although we were apart by a few car lengths, there was no problem loading, as I detrained and made it to her position in plenty of time. Unlike Swiss low-floor interurban and streetcar lines, dwell times are relatively long on rack railways, as trainmen (and women) get off at each stop to make sure everyone waiting to board is safely accommodated, and then signal the operator to proceed in a manner similar to American railroad practice.

We got to Interlaken Ost at 15:57 (15:54) and raced through the underpass to board our standard-gauge Inter-City express for Spiez (final destination, Basel), which departed promptly at 16:00, and arrived at the junction with the Lotschberg Line at 16:21 (21). Our 16:36 Inter-City from Romanshorn (on the Bodensee in the northeast corner of Switzerland) to Brig arrived on time at 16:34 and we zipped through the base tunnel, arriving at Brig on time at 17:11.

Our next connection was the 17:44, a local to Domodossola, which we boarded as soon as it reached its platform. We were the first on at about 17:25, but by departure time the train had filled to capacity, and we felt uncomfortable that our luggage was partially blocking the aisles. It was a stuffy international commuter train, not air-conditioned, but with open windows that were lowered during our five-minute passage through the Simplon Tunnel. We found out from some of the riders that they were residents and citizens of Italy, and even though they worked in Switzerland, could not afford to live there. The local made three intermediate stops and arrived a bit late at 18:32 (22).

We could not take advantage of our originally purchased reserved seats on the train to Milan, but instead had to buy local tickets at about \$12 each for the remainder of our journey. Fortunately I had obtained Italian half-fare senior citizen cards for us when we started in Milan, or we would have had to spend twice as much. Our Trenitalia R-Regionale train was an eMU, comfortable enough, and left on time at 18:54; it arrived at Milano Centrale at 20:41 (31).

It was dark and we were hungry, but first we had to find our hotel, which Google indicated was at the square in front of the station. But we could not locate the address, so we asked a policeman. He directed us down a street and around a corner, but now we were very confused, looking for the street name at various intersections. Finally we stopped at a pizza restaurant and were given accurate directions. It turned out the hotel was in a building directly across the street from where we asked the policeman for directions, and when we went out the next morning, we saw its sign plainly — and could not understand how we ever missed it. Anyway, we rang the bell, were let in and shown to a fine air-conditioned room on this rather muggy night. To thank the pizza man who rescued us, we went back to that restaurant and ended up with second-rate pizza and pasta meals. Disappointing, but such is life. No good deed goes unpunished.

(Continued on page 8)

Switzerland in the Late Summer

(Continued from page 7)



A BOB train at Wilderswil en route from Interlaken to Grindelwald and Lauterbrunnen. A 1979-built motor car heads the consist, which will be split into two sections at Zweilutschinen, one station further up the line. A second such unit is in the center of the train. The BOB blue-and-gold color scheme is relatively new, replacing a traditional brown and cream livery.



Two views along the main street of picturesque Lauterbrunnen. A herd of flower-bedecked cows parades by, not too far from the impressive Staubbach Falls.



The cable car that transports passengers between Lauterbrunnen (2,608 feet above sea level) and Grutschalp (4,872).



The BLM's only passing siding is at Winteregg, midway along the 2.6-mile-long tramway between Grutschalp and Murren.

(Continued on page 9)

Switzerland in the Late Summer*(Continued from page 8)*

Two views of the Eiger, Monch, and Jungfrau from a path on the Murren side of Winteregg. The Eiger is 13,025 feet high, the Monch 13,474, and the Jungfrau's peak is at an altitude of 13,462 feet. Jungfraujoch, at 11,332 feet, is the highest point in Europe reachable by train. The 800-millimeter gauge Wengernalp bahn, running from Lauterbrunnen or Grindelwald, connects with the mostly-underground meter-gauge Jungfraubahn at Kleine Scheidegg.



Two views of the Bergbahn Lauterbrunnen-Murren's 1967-built cars. The line was described in greater detail the May, 2018 issue.

*(Continued next issue)***NEW YORK CITY SUBWAY CAR (MINI-) UPDATE**

Just a few items this month:

R-179s 3130-3 and 3138-41 were delivered during July.

The eighth R-179 train to enter **J** and **Z** service was 3106-9 with 3118-21 on June 27.

The ninth R-179 train to enter **J** and **Z** service was 3122-5 with 3134-7 on July 13.

The tenth R-179 train to enter **J** and **Z** service was 3074-7 with 3126-9 on July 24.

Phase I R-32s 3514-5, 3574-5, 3706-7 and 3798-9 were transferred from East New York (**J** and **Z**) to 207th Street (**A** and **C**) during July.

Phase I R-32s 3448-9 and 3932-3 were transferred from East New York (**J** and **Z**) to 207th Street (**A** and **C**) as of August 7.

On the above date there were 150 Phase I R-32s at 207th Street and 72 remaining at East New York.

SUBDIVISION "B" CAR ASSIGNMENTS**CARS REQUIRED AUGUST 20, 2018**

LINE	AM RUSH	PM RUSH
G	48 R-68, 4 R-68A	48 R-68, 4 R-68A (no change)

This change reflects the end of the assignment of two additional trains in the AM rush between Court Square and Bedford-Nostrand to reduce passenger surge vol-

umes at Court Square during the removal of the moving walkway in the passageway between the **G** and **EM** platforms. The project has been completed.

Around New York's Transit System

Loose Animals Get Sea Beach Line's Goat

A new source of delays on NYCT Subways was added on August 20 when two goats escaped from unknown owners and entered the tracks and right-of-way of the Sea Beach line near the Greenwood Cemetery between the Fort Hamilton Parkway and New Utrecht Avenue stations around 11 AM. **N** service was suspended and

rerouted onto the **D** West End Line for around two hours while the police and animal control experts captured and sedated the wayward animals. Happily, neither goat was injured or came in contact with the third rail. It was reported on the evening TV news that NYC animal control would transfer both goats to a farm in upstate New York.

Commuter and Transit Notes

(Continued from page 6)

CBTC signaling designed for five-minute headways and a maximum operating speed of 120 kilometers per hour. The end-to-end journey time would be 26 minutes.

A second metro line to the airport is scheduled to open on April 22, 2022. The route from Halkali in the west of Istanbul would have five intermediate stations.

A consortium of Ozgun Yapi and Kolin won the elec-

tromechanical systems contract with a bid of TL4.3 billion.

Istanbul's third airport has a design capacity of 200 million passengers a year, compared with the 64 million passengers handled by the existing Ataturk Airport. It is scheduled to open on October 29, 2018, although some domestic flights and routes serving North Cyprus could start from the new airport before then. (*Metro Report International*, July 30)

LIRR Main Line Double-Track Project Update

(Continued from page 1)



At 3:52 PM on August 6, M-7 7696 (Bombardier Transportation, 7/2006) leads a fairly late Train #2054 into the Brentwood station. For this entire week, all service was operated on Track 1 via a single-track operation from Farmingdale to west of Central Islip.

Jeffrey Erlitz photograph