



THE NEW YORK RAILROAD ENTHUSIASTS

BULLETIN

VOLUME 38, NUMBER 10 NOVEMBER 2016

© 2016 THE RAILROAD ENTHUSIASTS, NEW YORK DIVISION, INCORPORATED

The next membership meeting will be on Friday, November 25 at 7:30 PM at the Williamson Library at Grand Central Terminal. Meet at the entrance to Track 23 on the upper level at **7:00** or **7:15** PM to be escorted to the library, which is in a secured area. Late arrivals should phone the library at (516) 660-1972. A \$5.00 admission fee is charged for non-members. Al Roberts presents Super 8 films from his extensive personal library.

PRESIDENT'S NOTES

Hello again, I trust everyone is enjoying this Autumn season of change. In the NYRRE there has been change. If you noticed we have a new Editor for our Bulletin, Michael Ditkoff. He along with Sheldon Fosburg in production, have taken over for our longtime Editor Ben Schaffer and Production Manager Lorrie Roberts. I am sure that all agree that these good folks deserve our sincere thanks for their many years of dedication. Their volunteer efforts have kept the tradition of enjoying a printed, mailed Bulletin to share the latest Railfanning news. No small effort these days to say the least. For your convenience, you can receive your *Bulletin* by E-mail by contacting us at info@nyrre.org. This month's program is from our senior cinematographer. Mr. Allan Roberts will continue the tradition of Super 8 film presentation at The Williamson Library. As the Holiday Season starts it will be so nice to gather and share the latest in Railfanning news. Hope to see you at our next meeting.

As we approach the end of the year, it's time to talk about elections at the December meeting. Until I became president, I didn't realize how much work is done by board members for the organization to function. Scheduling speakers, publishing and distributing this newsletter, planning trips, etc. requires hard work from your board. I'm concerned about burnout and resignations from assignments. To help even out the workload, consider becoming a director on the board and share in the workload. Please contact the nominating committee at info@nyrre.org.

Michael Vitiello

Membership Meeting Schedule

All meetings begin at 7:30 at Williamson Library, Grand Central Terminal

<u>Date</u>	<u>Presenter</u>
December 23	Mike Vitiello
January 27	Frank DiLorenzo
February 24	Paul Gawkowski

The Penner Report

Gateway Tunnel Project Still Not A Done Deal

By Larry Penner

Department of Transportation (DOT) Secretary Anthony Foxx's most recent joint announcement, with Senators Charles Schumer (NY), Bob Menendez (NJ) and Cory Booker (NJ) by telephone, outlining his cheerful outlook for progressing the proposed new Gateway Trans Hudson River tunnel, is not worth the paper the press release was written. (The tunnel will connect New Jersey with Penn Station.) The Gateway Development Corporation proposed earlier this year is still many months away from becoming a legal entity. Management of this project on an interim basis by simple Memorandum of Understanding (MOU) between New York, New Jersey, DOT, and New Jersey Transit may extend into 2017. How will the future Gateway Development Corporation manage to finance the proposed \$24 Billion new Hudson River Tunnel? Moody's Investor Services has questioned the ability of New Jersey to come up with its \$6 Billion share of the project cost. Others question how New York can find \$6 Billion for its share as well.

Interesting to note is that the Metropolitan Transportation Authority (MTA) is not a party to this MOU. MTA Metro North's ongoing West of Hudson Regional Transit Access Study is looking at this and other potential new services for Rockland and Orange County residents into NYC.

Finding \$70 Million earlier this year between Amtrak and the Port Authority of NY and NJ to begin preliminary engineering was a drop in the bucket. Preliminary engineering followed by completion of final design and engineering up to 100% can average between 5% and sometimes even closer to 10% of a total project cost which may be between \$1.4 to \$2.8 Billion just for this task alone!

Recently finding \$55 Million to replace the Portal Bridge over the Hackensack River is just a down payment toward the full \$1.34 Billion dollar cost. Promises by DOT to "commit resources and accelerate environmental reviews" are difficult to fulfill. New Jersey Transit staff and consultants will continue to prepare detailed documents in conformance with the National Environmental Protect Act (NEPA) for another one to two years. At a minimum, DOT will require a full blown Environmental Impact Statement (EIS). Based upon past history for far smaller DOT Federal Transit Administration (FTA) New Starts projects, this process alone easily averages several years. Too many transit agencies come before FTA asking to expedite the environmental review process for their respective projects. "Fast tracking" is rapidly becoming a cliché in the transit industry.

Schumer earlier this year suggested that actual construction can begin by 2018. Now he has backtracked to 2019. Even this new date is unrealistic. The environmental review process would have to result in a favorable finding from DOT. Afterwards, design and engineering has to be completed, followed by a Full Funding Grant Agreement (FFGA) from FTA for New Starts funding, secure the full \$24 Billion and complete the procurement process for construction contractors. Don't forget resolution of any real estate issues including obtainment of easements, relocation of businesses or acquisition of property. Past history for progression of the ill-fated Access to the Regions Core along with Second Avenue Subway and LIRR East Side Access to Grand Central Terminal reveals that far more time will be required.

Relief from some DOT "Buy America" requirements will play a role to both speed up this project and contain cost growth. Is DOT in a position to waive any of these requirements? Anyone in the transit industry knows that compliance with federal Buy America provisions frequently adds both time and cost to a project. You can count on one hand the number of Buy America waivers issued by DOT to transit agencies in recent years.

DOT Secretary Foxx, Senators Booker and Schumer (\$12 Billion), Governors Cuomo (\$6 Billion) and Christie (\$6 Billion) all fail to identify or secure the specific source(s) for their financial contributions to the project. There are no significant dollars programmed in the new Fixing America's Surface Transportation Act (FAST ACT) for Gateway. This legislation now affords rail along with mass transit eligibility for FTA New Starts funding.

DOT Secretary Foxx previously commented that up to \$4 Billion in FTA New Starts funding might become available to help fund the proposed \$24 Billion Gateway Tunnel project. This would still leave a shortfall of \$8 Billion in federal and \$20 Billion toward the overall project costs. There is no guarantee that these funds will actually be authorized and appropriated by future sessions of Congress and signed into law by future presidents. The project would have to complete a competitive FTA New Starts process, which takes several years before being approved under a Full Funding Grant Agreement (FFGA).

There are dozens of other potential FTA New Starts projects being championed by many of the other 97 Senators and 435 representatives. The requests far exceed any available current or future New Starts funding. The MTA, New Jersey Transit, Port Authority of New York and New Jersey, NYC Department of Transportation and others from the Metropolitan New York Region all have their own respective projects competing against each other and the Gateway Tunnel for billions in New Starts funding over coming years. The largest FTA New Starts FFGA was \$2.6 billion for MTA LIRR Eastside Access to Grand Central Terminal. Federal Railroad Administration Financing Loans have never exceeded \$1 Billion.

Language contained within the FAST Act affording Amtrak the ability to use some of the \$200 to \$400 Million in operating surplus profit on the Northeast Corridor toward the new Hudson River Tunnel is not assured. This needs future approval by Congress. Schumer believes that Amtrak will contribute 10% or \$4.4 billion toward the \$24 Billion total project cost. Amtrak still requires billions to fully implement real High Speed Rail on the Northeast Corridor between Washington and Boston. This doesn't include billions more for routine State of Good Repair, Safety, fleet equipment replacement and upgrades to bridges, stations and the East River Tunnels. Even if Amtrak programmed \$200 Million yearly toward the Gateway Tunnel, it would take 24 years to come up with 10% or \$4.4 billion for the project! The MTA, Amtrak, NJ Transit and Port Authority of NY & NJ Transit all need billions more in coming years, just to reach a state of good repair.

Larry Penner is a transportation historian and advocate who previously worked 31 years for the US Department of Transportation Federal Transit Administration Region 2 NY Office.

STACK TALK

By Neil Moran

UNITED KINGDOM – SEVERN VALLEY RAILWAY

This group put on a show of shows for the steam enthusiast. To make sure that they would have a big crowd, they brought in two heavy weight Pacific (4-6-2) locomotives, the “Flying Scotsman” and the “Tornado”. These engines pulled trains from September 22 to 26, five days of glorious steam. The event sold out four days after it appeared on the internet. Prices were quite reasonable. The “Flying Scotsman” arrived at 10:00 am on the 21st. The Scottish Bagpipes played “Scotland the Brave”. A bonny site this was! At 11:00 AM, the “Tornado” arrived with the pipers playing “God Save the Queen” to thunderous applause. Can it get any better than this? The railroad obtained special permission from neighboring landowners for passengers to take pictures of the train on their land. The railway admonished rail fans not to damage the property or they would cancel the other trips without refunds. Only one incident occurred. Both locomotives performed admirably and there was a lot of whistle blowing, not a common occurrence in England. In addition, the railway raised a great deal of money. To say the event went well would be an understatement. The Railway is considering holding another event in 2018 with the same two locomotives. Bully for them. Cheers!

CALIFORNIA – KNOTTS BERRY FARM

Knott’s Berry Farm recently rebuilt steam locomotive #340, the “Green River.” #340 and its sister engine #41 were purchased in the early 1950’s by Walter Knott to power the trains of the ghost town Calico Railroad at the theme park. Baldwin Locomotive Works built the engines in 1881 for the Denver and Rio Grande Western Railroad. They are narrow gauge C-19 Consolidation 2-8-0 locomotives and designed to operate on steeper rail lines with sharp curves. After 57 years of service, #340 was showing signs of wear and tear so the park put her on a site to *rust* in peace. Five years passed before giving her another look. Another year went before they brought the engine into the roundhouse. The mechanics inspected the steam-powered rods that connect the pistons to the driver to ensure proper alignment and repaired the engine’s slightly bent frame. The mechanics remanufactured some parts and replaced all the pipes to handle the operating pressure of 150 PSI. Roundhouse mechanic and firebox expert Jason Ellis was in charge of the project. Afterward, the engine was fired up to boiler pressure of 150 PSI for the test run without problems. Now the engine is running daily. The team of mechanics is getting ready to work on #41. That project will take five years to complete. Patience is the word here.

NEW MEXICO – ALBURQUERQUE

Santa Fe #2926 (4-8-4) built by Baldwin Locomotive Works has been camped out on a side track on eighth street in downtown Albuquerque for some time. Since the spring of 2002, members of the New Mexico Steam Locomotive and Railroad Historic Society spent \$2.6 million dollars and 137,000 volunteer hours into getting her running. For the first time in 60 years, there is a roof over her head to protect the locomotive from water, rust, thieves and vandals. The building was finished in June. The engine stands 23 feet tall and 130 feet long. #2926 worked from 1944 to 1953 carrying both freight and passengers from Kansas City through Albuquerque to Los Angeles and into San Diego. In 1956, the railroad donated it to the city of Albuquerque in recognition of the city's 250th anniversary. Recent work includes removal of four separate boiler metal plates unable to hold pressure. Due to rust, the workers had to repair 1,000 staybolts. Another big task was to replace more than three miles of steel tubing in the boiler. Michael Hartshorne, the society's president said, "Over 300 people worked on the #2926 of which 90 of those engaged in handling the restoration of the locomotive. It was a dirty, hot pretty greasy work effort."

TEXAS – SAN ANTONIO

The San Antonio Railroad Heritage Museum (formed in 2008), is dedicated to the operational restoration of the former Southern Pacific Steam engine #794 a class MK5 2-8-2 Mikado. The #794 is one of four remaining Texas and New Orleans (SP's subsidiary in Texas and Louisiana) class MK steam locomotives in existence. The American Locomotive Works at Dunkirk, New York built her in September 1916. The engine entered service the following month, used in freight and passenger service in the San Antonio area, and recently turned 100 years old. Back in 2010 the museum contacted Scott Lindsay of Steam Operations Corporation to inspect the engine to see if the locomotive was worthy of restoration. Mr. Lindsay inspected the engine and said she could be overhauled. Phase one began this year and included the removal of the pipes and external appliances, plus removal and fabrication of new boiler jacketing and sand blasting of the external appliances. Museum workers estimate the cost will reach \$73,000, which includes the cost of hiring a certified remediation company to remove and dispose of contaminates. The goal of the museum is to have the engine rebuilt and ready to participate in 2018 in the city of San Antonio's tricentennial celebrations.

MICHIGAN – OWOSSO

The Steam Railroading Institute has announced that it will operate the 75th excursion of Pere Marquette #1225. Lima Works built the locomotive in 1941. The engine ran in freight service hauling perishable goods over the Pere Marquette Railroad. This Berkshire (2-8-4) performed wonderfully in service. This excursion will run on November 5 leaving the Owosso station at 9:00 am, travel to Claire, Michigan, arriving approximately at 12 noon. The return trip will leave around 4:00 pm. Berkshires are powerful locomotives that can travel up to 80 mph.

PENNSYLVANIA – PORT CLINTON

Last month on October 8-9th and 16th the Lehigh Gorge Scenic Railway ran an autumn leaf train. Each day the Reading and Blue Mountain Pacific #425 pulled the train at 8 AM from the Reading and Northern Headquarters in Port Clinton for a two-hour ride to the beautiful town of Jim Thorpe. Riders had a three-hour layover to explore the town before leaving on the return trip, arriving around 5 PM. The Baldwin Locomotive Works built #425 in 1928. The Gulf Mobile Northern Railroad is the original owner.

MASSACHUSETTS – WORCHESTER

Mass Bay RRE joined forces with the Providence and Worcester Railroad along with the Valley Railroad to offer a unique charter train experience operating over two railroads with diesel and steam power last month. The special train departed from the P&W's headquarters on Hammond Street in Worcester at 8:30 am for the trip south on the Norwich branch. After additional stops for passengers at Putnam, Connecticut, the special train continued through Plainfield and Norwich running alongside the Thames River for the rest of the trip to Groton. At Groton, the train took the west leg of the wye onto Amtrak's Northeast Corridor to Old Saybrook. At Old Saybrook, the Valley Railroad's former New Haven #3025 (2-8-2) steam locomotive pulled the train along the very scenic line along the Connecticut River to end of the line at Goodspeed.

I thank John Biehn (Dayton, Ohio Railroad Society), Peter Chatman (London, England), and Richard Taylor (New York Railroad Enthusiasts) for their reports.

From you humblest servant in Steam! Remember Steam Never Dies!

UNTIL OUR TRACKS CROSS AGAIN



MTA Press Release *September 27th, 2016*

Plans for a complete transformation of the historic James A. Farley Post Office into a world-class transportation hub were recently released.

In addition to constructing the Moynihan Train Hall, the venture will create 112,000 square feet of retail and nearly 588,000 square feet of office space within the Farley Building. Preconstruction work will begin this fall, with the new train hall expected to be completed by December 2020.

The MTA will also initiate the comprehensive redesign of the LIRR's existing 33rd Street concourse at Penn Station and an extensive renovation to the adjacent Seventh and Eighth Avenue subway stations. Construction on the LIRR concourse and the subway stations will conclude by or before completion of the work on the Moynihan Train Hall. The redesign will include nearly tripling the width of the existing corridor, which will significantly decrease congestion and result in notably higher ceilings – providing bright lighting, new way-finding, ticketing and informational systems.

Moynihan Train Hall

The Moynihan Train Hall will include shops and restaurants located under a new skylight on the building's historic and architecturally dramatic steel trusses. The building will increase floor space 50 percent from Penn Station, and service riders on the LIRR, Amtrak and eventually accommodate passengers from Metro-North. A total of nine platforms and 17 tracks will be accessible from the Train Hall.

Penn Station

A dramatic redesign of the LIRR portions will significantly improve passenger experience and circulation. The plan will include nearly tripling the width of the 33rd Street Corridor, which is among the busiest sections of Penn Station and stretches along the station's lower level from Seventh to Eighth Avenues. Other improvements will include upgraded lighting and wayfinding, and digital screens to convey information and create a modern passenger experience. It is anticipated that the majority of the corridor improvements will be completed simultaneously with the train hall's opening, with other elements completed sooner. Construction of the new LIRR corridor will cost an estimated \$170 million.

The MTA will issue an RFP for the preliminary design of Penn Station improvements to pre-qualified consulting firms today. A contract is expected to be awarded by the end of 2016.

The first phase of construction, to create a concourse west of Eighth Avenue, is nearing completion. The concourse will provide direct access to LIRR and Amtrak tracks and will connect the future Moynihan Train Hall to Penn Station underground via 33rd Street. New plazas and street level entrances into the Farley Building on either side of the monumental staircase will provide access to this new, lower concourse as well as speed boarding and exiting for passengers.

Ultimately, all of these coordinated efforts will result in a bolder, fully modernized Penn-Farley Complex, with increased passenger capacity, inviting entrances and access points, and a state-of-the-art train hall at the Farley Building across Eighth Avenue. All work will be compatible with future plans to add platform and track capacity to Penn Station in conjunction with the completion of the Gateway Program.

FROM MY VANTAGE POINT
Defect Detectors (continued)

By Michael Ditkoff
Info@nyrre.org

Last month, I discussed several types of defect detectors. Alarms were transmitted by visual information, etc. a message showing triple zeros or a revolving light on the signal mast of the next signal after the detector.

With advances in radio technology, detector results began to be transmitted by radio. Each railroad has its unique list of information to be included in the transmission.

Amtrak has audible defect detectors between New Haven and Boston. They are located at MP 79 "East Haven", MP 107.9 "Soundview", MP 127.8 "Midway", MP 154.3 "Kenyons", MP 175.3 "Warwick", MP 189.8 "Pawtucket" and MP 208.7 "Hawk." Amtrak Special Instruction 72-S1 from the employee timetable (modified for space) explains the inspection procedure.

As a train approaches a detector, the detector will check its integrity. If the detector fails, it will transmit a message stating its location, track number, the ambient temperature and "Integrity Failure". If the dragger feature malfunctioned, it will transmit "Stuck Dragger". The dispatcher must be notified.

Immediately upon detection of the first defect, the system will transmit the milepost location, the track number and the message "Defect detected." After passing the detector, a radio message will identify suspected hot journals or dragging equipment by axle number counting from the head end (including engines). The train must stop and notify the dispatcher. If a defect is not found at the specified location, that entire car and the 2 cars immediately ahead and behind that car must be inspected. If the radio transmission reports 6 defects, the maximum number that can be transmitted, the entire train behind the 6th defect must be inspected.

If the detector doesn't transmit the results or if it reports a malfunction, the dispatcher must be promptly notified. If there aren't defects, the message will be "no defects." An example of a complete message is "Amtrak Midway. Milepost 127.8 Track #1. Temperature 64 degrees. No defects."

The detector's final transmission must be acknowledged by the engineer. **Example:** "Amtrak No. 171 Engine 205 at Midway on No. 1 track, no defects, out."

Next month: How Conrail's audible detectors operated.

MTA Press Release October 4, 2016

Apple Pay and Masterpass Added to MTA eTix Mobile Ticketing App, Offering Easy, Secure & Fast Ways to Pay

Apple Pay and Masterpass digital wallet technology have been added to MTA eTix, the mobile ticketing app that enables Metro-North Railroad and Long Island Rail Road customers to purchase their tickets anywhere, anytime. Customers of these services will be able to use both services to purchase one way, round trip, ten trip, weekly, CityTickets -- as well and monthly passes —through MTA eTix.

The roll out began on June 30 with the LIRR Port Washington Branch and Metro-North Hudson Line. It then became available on Metro-North's Harlem Line on July 25 and finally became available on the rest of the LIRR and Metro-North's New Haven Line on August 22.

Apple Pay

The addition of Apple Pay to the MTA eTix app for Metro-North and Long Island Rail Road provides a convenient option that eliminates the need to type in any credit card numbers, billing info, or security codes to complete a transaction. Apple Pay is easy to set up and users will continue to receive all of the rewards and benefits offered by credit and debit cards.

To use Apple Pay in the MTA eTix app, a customer simply selects the ticket or pass they wish to purchase, selects "Pay with Apple Pay" and completes the payment using the Touch ID feature. Security and privacy are important Apple Pay features. When customers use a credit or debit card with Apple Pay, the actual card numbers are not stored on the device or on Apple servers. Instead, a unique Device Account Number is assigned, encrypted and securely stored in the Secure Element on your device. Each transaction is authorized with a one-time unique dynamic security code.

Masterpass

Masterpass, a digital payment service from Mastercard that enables consumers to look no further than their own trusted bank to make fast, simple and secure digital payments – across devices and channels – anywhere they want to shop: online, in-app, and in-store using contactless technology. Masterpass helps make the process of buying a ticket with MTA eTix easier than ever, and leverages the most advanced methods of payment security available today.

About MTA eTix

MTA eTix empowers LIRR and Metro-North customers to board using their smartphone instead of a paper ticket, as well as check schedules and see train service status, which interconnects with the popular Train Time apps for Metro-North and the LIRR. The app also offers account management tools, giving railroad customers the ability to secure refunds for unused mobile tickets, request duplicate receipts, and manage profile info such as password and linked credit card numbers.

THE NEW YORK RAILROAD ENTHUSIASTS

PO Box 060556
Staten Island, NY 10306-0556

First Class Mail



THE NEW YORK RAILROAD ENTHUSIASTS

Website: www.nyrre.org Meetup group: www.meetup.com/New-York-Railroad-Enthusiasts/
The New York Railroad Enthusiasts, Inc., is a not-for-profit, historical and educational corporation.

President: Michael A. Vitiello
Vice President: Sheldon L. Fosburg

Calendar year dues is \$30.
Application at www.nyrre.org

Monthly membership meetings are the 4th
Friday at the Williamson Library,
Grand Central Terminal, New York City
The library is in a security area. Meet at
the **Track 23 gate** at **7:00** or **7:15** PM.
Late arrivals should call **(516) 660-1972**.
The **meeting break** is the **ONLY** time for
early departures.

BULLETIN Staff

Editor: Michael Ditkoff
Production Manager: Sheldon L. Fosburg
Circulation Manager: Sheldon L. Fosburg

Articles should be sent to info@nyrre.org
Address changes should be sent to
info@nyrre.org OR PO Box 060556,
Staten Island, NY 10306-0556

Opinions in the *Bulletin* are those of the
Individual writers and not necessarily
those of this organization.