

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 42, No. 9

September, 1999

The Bulletin

Published by the
New York Division,
Electric Railroaders'
Association,
Incorporated, PO
Box 3001, New York,
New York 10008-
3001.

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MTA REQUESTS FEDERAL FUNDS

On June 23, 1999, the MTA held a public hearing to receive public comment on its request for federal funds. The following projects are of interest to our readers:

NEW SUBWAY CARS

NYC Transit would like to replace all 1,401 R-26, R-28, R-29, R-33, and R-36 IRT cars, which were built between 1959 and 1964 and are reaching the end of their useful lives. Kawasaki and Bombardier are building 1,080 R-142/142A cars. NYC Transit is requesting funds for 325 additional cars to replace all the old cars and 120 new cars to provide additional service because of increased ridership. These cars will be 51-foot cars arranged in five-car units that can be adjusted depending on service requirements. Cars will be similar to the R-110As, with energy-saving AC propulsion motors and with larger doors to reduce dwell time at stations. Unfortunately the new cars will have fewer seats than the cars they are replacing.

NYC Transit would also like to replace BMT-IND cars when they reach the end of their useful lives of 40 years, but it does not have enough money. There are 1,574 R-32, R-38, R-40, R-40M, and R-42 cars, which were built between 1964 and 1970. Because NYC Transit will not be able to replace all of these cars in the next decade, it would like to buy 660 new cars and overhaul up to 665 R-32 (which were previously overhauled by Morrison-Knudsen), R-40M, and R-42 (previously overhauled by Morrison-Knudsen) cars. This overhaul, which is intended to extend the cars' useful lives by 12-15 years, is a cost-effective alternative. The overhaul includes the carbody roof, end wall/bonnet, and undercar. Doors, interior, truck assembly,

propulsion, and auxiliary electrical equipment will be rehabilitated. The new cars, similar to the R-143s, will be 60-foot cars arranged in five-car units that can be adjusted depending on service requirements. Unfortunately, the new cars will not have cross seats and will have fewer seats than the cars they are replacing.

METRO-NORTH IMPROVEMENTS

The extension of service to Wassaucott and demographic changes in the service territory are expected to result in ridership increases of up to 46% on the Upper Harlem Line. To transport the additional riders, Metro-North must run at least eight additional trains, provide additional power and signals, and lengthen several platforms on the Upper Harlem Line.

When this line was electrified, only 10 of the planned 21 substations were built because money was not available for the additional substations. If service is increased without additional substations, the third rail voltage will be low and the trains will have poor acceleration.

The existing signal blocks are too long to allow the additional trains to operate at scheduled speed. They average 10,000 feet, almost two miles long, and can handle only seven trains per hour. The blocks must be shortened before additional service is operated.

When service is increased, trains must be lengthened from the present eight-car consists to 10 or 12 cars and several platforms must be extended.

To provide maximum routing flexibility, the interlocking configuration on the Upper Har-

(Continued on page 4)

SOUND VIEW AVENUE LINE (originally Clason Point Line) by Bernard Linder

Owners:

STREET CARS

May 29, 1909	Third Avenue Railroad Company. This line was assigned to Third Avenue's subsidiary, Union Railway Company of New York City
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

March 9, 1947	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

Route:

STREET CARS

May 29, 1909	Cars started operating from E. 129 th Street and Third Avenue to Clason Point
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To transport passengers to an amusement park located at the end of the line at Clason Point, summer service was extended to E. 128th Street and Third Avenue until about 1918 and to Westchester and Third Avenues until the mid-1920s.

The July 17, 1913 tariff lists the following: Summer — From E. 149th Street via Third Avenue, Westchester Avenue, and Sound View Avenue to Clason Point or from E. 128th Street via Third Avenue, E. 136th Street, Lincoln Avenue, E. 133rd Street, Southern Boulevard, Westchester Avenue, and Sound View Avenue to

Clason Point; Winter — From Simpson Street via Westchester Avenue and Sound View Avenue to Clason Point.

Winter terminals were changed frequently during the next decade, but we are unable to furnish a complete history because the records are vague. Apparently cars operated to Sound View and Westchester Avenues in 1910, Simpson Street in 1913, Sound View and Westchester Avenues in 1914, Simpson Street in 1916, Sound View and Westchester Avenues in 1918, and finally to Simpson Street from 1923 to 1947.

BUSES

March 9, 1947	From Fox Street via Westchester Avenue, Morrison Avenue, Watson Avenue, and Sound View Avenue to Clason Point
October 12, 1947	Rerouted via Sound View Avenue, Randall Avenue, Commonwealth Avenue (later Rosedale Avenue), and Sound View Avenue
June 14, 1969	Cut back to West Farms Road and Westchester Avenue

TRANSFERS

Checking the transfers, we find that the Clason Point Line was designated as line #22. This number was never displayed on the trolley cars.

SIGNS

In 1936, a large metal sign with "Sound View Ave." on the bottom and a large letter "V" above it was hung on the dash. The large "V" and the route name were painted on the dash of cars 58-70 in 1940 and on 1141, 1142, and 1144 when they were transferred to the West Farms Car House in May, 1942. A year later, the wording was changed from "Sound View Ave." to "Williamsbridge" on the latter three cars.

FIELD SHUNT SPEEDS UP CARS

In 1932, the area near Sound View Avenue was sparsely populated and cars often ran long distances without stopping for passengers. The company decided to speed up service by shunting the fields of the motors on cars 58-70, which had just been transferred there.

They installed 41% shunt field rheostats together with automatic shunt field relays and contactors that permanently increased the free running speed from 24 to 32 miles per hour without reducing the cars' acceleration. The brakes were adjusted to give quicker response by using electropneumatic controls for application of air to the brake cylinder. Brake rods were changed to straight pull rods instead of offset rods. As a result of these modifications, there was a 36% reduction of the stopping distance at 20 miles per hour from 121 feet in 1927 to 78 feet in 1932. The cars with the field shunts remained on Sound View Avenue until buses replaced them in 1947.

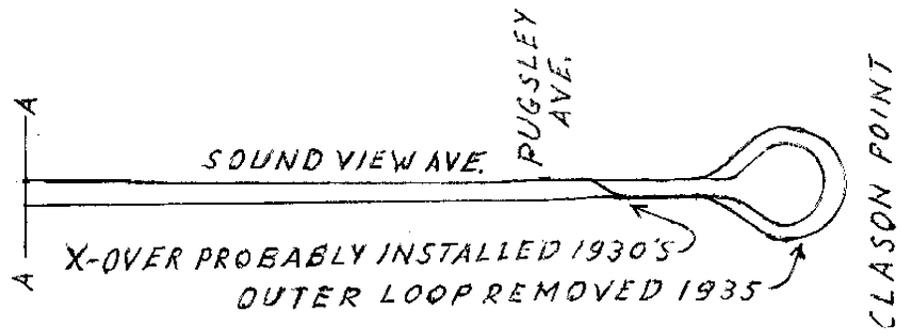
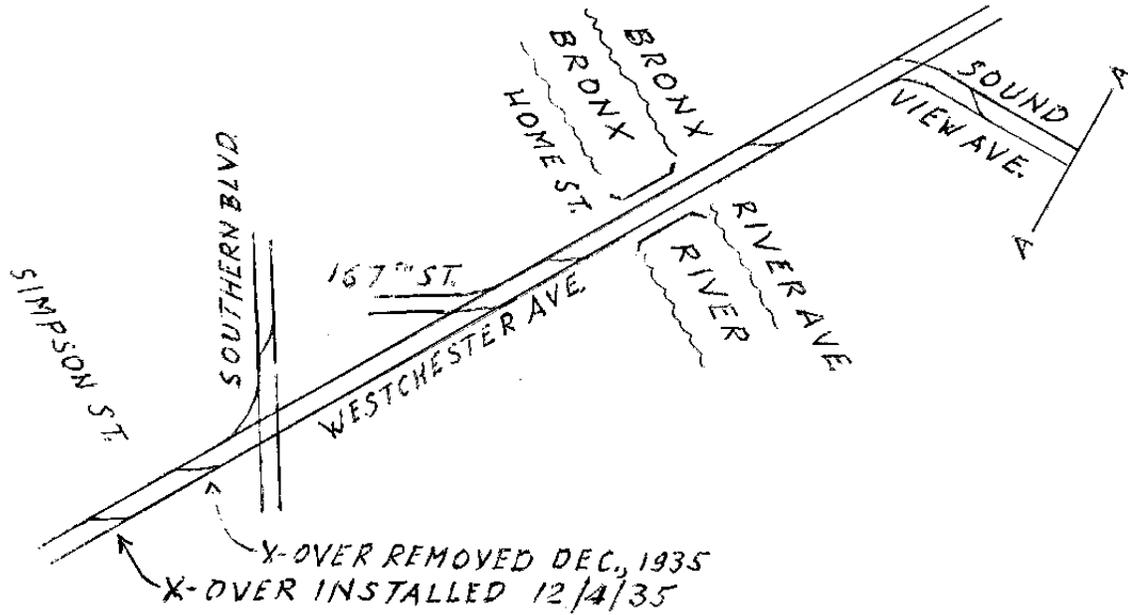
Checking the company records again, we found that we omitted the following from the Yonkers Avenue trolley history in the September, 1992 Bulletin. Their records state that on January 20, 1933, service was

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Sound View Avenue Line

(Continued from page 2)

SOUND VIEW AVENUE
ORIGINALLY
CLASON POINT LINE
1931-1941



B. LINDER

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Sound View Avenue Line

(Continued from page 3)

speeded up because of shunt motors. Because Yonkers Avenue cars often ran long distances without stopping for passengers, the company apparently was able to speed up service by increasing the maximum speed. They probably installed field shunts and modified the brakes as they did on the Sound View Avenue cars. We observed that 717-733, 737, 739, and 743 were in service on Yonkers Avenue, but the other 700s never appeared there. Therefore, we concluded that they were the modified cars.

When we mention field shunts, everybody remembers that NYC Transit recently disconnected the field shunts and slowed down all the subway cars.

ONE-MAN CARS

Effective January 16, 1921, except during the warm weather, cars were operated by one man. Two-man cars were operated during the warm weather because of increased ridership to the amusement park at the end of the line. One-man operation resumed on September 21, 1923, September 9, 1924, and possibly other times. Treadle cars appeared about 1930.

CAR ASSIGNMENT

From March, 1931 to April 25, 1932, cars 582, 598, 601, 602, 608, 630, 631, 634, and 846-850 were assigned to this line. From April 26, 1932 to March 9, 1947, cars 58-70 were in service. The following cars appeared occasionally, usually in the rush hour:

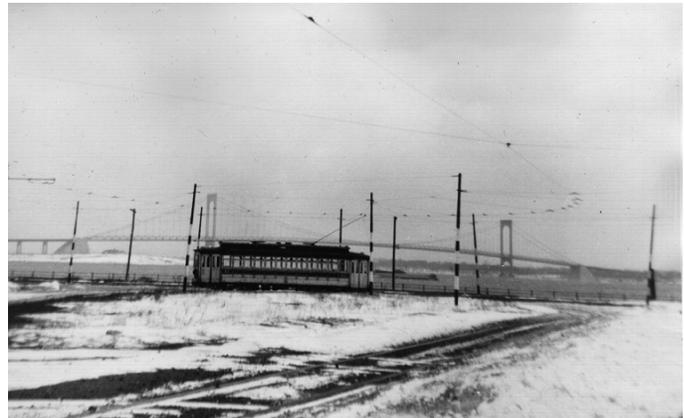
April to October, 1932 — 234-300

June, 1943 to March, 1947 — 2-12, 25-57, 1127-1145



Car 65 at the Clason Point loop, circa 1946. This is one of the cars speeded up by field shunting.

Roger Arcara photograph



Sound View Avenue car at Clason Point loop with Bronx-Whitestone Bridge in background. This is one of the 13 cars speeded up by field shunting.

Bernard Linder collection

MTA Requests Federal Funds

(Continued from page 1)

lem Line must be changed at the north end of the North White Plains Yard, south of Pleasantville, and south of Mount Kisco.

At the present time, the portion of the line north of Brewster is under manual block control with allowable speeds limited to 59 miles per hour. Metro-North would like to install a cab signal system between Brewster North and Wassaic. With this system, speed can be increased and the entire Harlem Line can be controlled from Grand Central. Harlem Line ridership north of Brewster grew 21.4 percent per year from 1984 to 1994

and is expected to increase approximately 14.1 percent from 1994 to 2004. To accommodate this increased ridership, Metro-North expects to increase service.

The two-track line between Mount Vernon West and North White Plains is the most heavily traveled portion of the Metro-North system, carrying an average of 74,000 weekday peak riders on 40 trains on only one inbound track. Metro-North would like to add ten rush hour trains (4 AM and 6 PM) by 2005, an increase that exceeds the capacity of the Mount Vernon West-Crestwood segment. To accommodate the increased service, Metro-North must build 3.2 miles of new third track in this area.

TECH TALK

by Jeffrey B. Erlitz

The summary statement I should have included in last month's discussion of master towers is that Parsons Boulevard on the Archer Avenue Line is the only master tower on the subway system that is capable of being controlled from another master tower. If and when a master tower is constructed in Jamaica Yard for the outer end of the Queens Line, the control panel at Parsons Boulevard may be removed.

In other news, construction is rapidly moving along on the Franklin Avenue Shuttle. This contract, C-33185, involves the complete rebuilding of the line practically from the ground up with all track, signals, and stations involved. The single-track portion of the line is being extended from just north of the former Dean Street station to south of the Park Place station. A new, enclosed free transfer is being built between the Botanic Garden station and the Franklin Avenue station of the Eastern Parkway Line. The free transfer at Fulton Street will now be fully enclosed and ADA accessible.

All of the old trolley poles that carried signal and communication cables have been removed, except for one on the northeast side of the St. Marks Avenue bridge. Though nothing remains attached to it, fresh concrete sidewalk has been neatly poured all around it. All of the new signal cables are being buried in ducts alongside the tracks making for a very clean-looking right-of-way. Most of the shrubbery along the open cut has been removed, which also contributes to the neatness of the right-of-way.

At the beginning of August, all track had been installed, ballasted, and tamped. Interestingly, there are three segments of Type II Modified concrete track on the line: a short segment within the Eastern Parkway tunnel, another segment between the Pacific Street and Atlantic Avenue bridges, and a third segment between the Atlantic Avenue and Lefferts Place bridges. I do not know the reason for these three sections of concrete track. Third rail is almost completely installed and is being welded and heat-taped. All signals have been installed and are now being wired up. As is now usual, the new signals are being supplied by Safetran Systems, and Twinco is supplying the train stops. The solitary switch machine, at Park Place Interlocking, is a General Railway Signal Model 5.

Starting at the south end, track rebuilding included the northbound shuttle track (A-2) within the limits of the Prospect Park station but not the southbound track, A-1. New tunnel lighting has been installed in the tunnels just north of Prospect Park, the southbound side covering the site of the famous Malbone Street wreck. The lighting is the now-standard compact fluorescent bulbs with metal (aluminum?) shades. The fairly new signals installed on this line south of the Botanic Garden station

as part of the first Brighton Line signal job (S-32301-R) will remain. All track is continuous welded rail laid on traditional wood ties. The welded third rail has heating strips applied to the sides to prevent ice build-up during winter storms. Most of the overhead bridges on the southern part of the line have been or are in the final stages of being rebuilt under separate New York City Department of Transportation contracts. The four rebuilt bridges (Washington Avenue, Crown Street, St. Johns Place, and Sterling Place) are interesting in that though they are completely new, the original stone bridge abutments from 1878 (Brooklyn, Flatbush & Coney Island Railroad) were preserved. At the Botanic Garden station, the old wooden platform extensions down to the second fare control area at President Street were removed (along with the President Street fare control) and there is now no trace that they ever existed. The station platforms are now only two (75-foot) cars long but are well-lit with fluorescent lighting down the middle of each platform. New white tile work is accented with a mid-height two-tone color strip and an additional color/mosaic strip near the top of each wall. These color mosaic tiles, which are duplicated up on the mezzanine, are reminiscent of BMT tile work, which this station apparently never received. The passageway to the IRT is from the north end of the northbound platform. As a result, passengers wishing to transfer from the IRT to the southbound shuttle must go upstairs, cross to the other side of the mezzanine, and then proceed back downstairs to the southbound platform. It may seem like a nuisance but at least it will be available.

Proceeding north, the brick arch tunnel under Eastern Parkway has also been equipped with the now-standard compact fluorescent bulbs. As with other tunnel portal areas with new tunnel lighting, there are many more light fixtures here than normal. During the day, all of the tunnel lights are on, helping Train Operators transition from daylight to tunnel light. As night falls, most of the additional tunnel lights automatically turn off via photoelectric sensors, leaving the normal amount lit for nighttime operation. Up at street level, a new kiosk has been built on the south side of Eastern Parkway, providing coverage during inclement weather. The transfer passageway makes use of the long-closed fare control area at the north end of the Franklin Avenue station.

The new Park Place Interlocking is actually located south of the Sterling Place overpass, which is one block south of Park Place. This is a #10 switch, so the posted speed limit is 20 miles per hour, a bit faster than most crossover moves. The relay room is on the east side of the right-of-way in an aluminum bungalow that is much more typical of those found on mainline railroads than

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Tech Talk

(Continued from page 5)

on the subway system. As is now common, Mauell Corporation built the Maintainer's control panel with the familiar one-inch square tiles. This interlocking will be remotely controlled from DeKalb Avenue.

The platform and canopy are completed at Park Place and most of the light fixtures have been installed. The station building interior is finished with the same white tile and color bands/mosaics that are at Botanic Garden. The ADA ramp from the station building north to Prospect Place is complete and the canopy is currently under construction. This exit, which never existed before, will be very convenient for anyone using the Interfaith Medical Center, which is right across the street from the end of the ramp. There is a wide staircase with canopy on the south side of the station building exiting onto Park Place.

All of the bridges crossing over streets have been completely rebuilt as single-track structures. Except for the extra space on the west side of each abutment, one could not tell that a double-track line ever existed here. New bridges were installed over Park Place, Prospect Place, St. Marks Avenue, Bergen Street, Dean Street, Pacific Street, Atlantic Avenue, and Lefferts Place. One section of original elevated structure remains between Prospect Place and St. Marks Avenue. New Type III elevated track panels span this structure and some structural members were replaced.

Between Dean and Pacific Streets there is no trace whatsoever of the old station. On the west side of the right of way, though, in the driveway of the NYCT Cable Shop, are the cut-off remnants of the old iron columns that supported the west side of the elevated structure through the old station.

The entire forest of trees and shrubbery that existed between Atlantic Avenue and Lefferts Place has been cleared out. One would not recognize the right-of-way today, as it is completely open now. At the Fulton Street

station, the track does not curve as much as it did before since both the old northbound platform and track are no longer there. In addition, the grade is now level from the Lefferts Place bridge to the bumping block at end of track. Unfortunately, in my opinion, the terminal is grade-timed at not 10, but 5 miles per hour. One can now stand on the platform and look directly across to the buildings that are on the east side of Franklin Avenue since there is no longer anything in the way.

Both elevators, on the northwest and southwest corners, are being wired up and provide full ADA compliance not only to the shuttle but also to the Fulton Street Line platforms. A new station entrance/fare control area, at street level, is on the southwest corner of Fulton Street and Franklin Avenue, serving both lines. The interior of the station entrance is also covered with the same white tile/color bands/mosaics that are found at the other two stations on the line. Once you are past the turnstiles, you can descend a wide staircase to the southbound IND platform or ride an escalator up to the shuttle platform. One could also take the elevator, which stops at the IND level, street level, overpass to northbound IND platform level, and shuttle level. The pedestrian overpass over Fulton Street, which is completely covered and lit with fluorescent lights at night, replaces the ancient piece of original Fulton Street elevated structure, which was torn down just last year.

Originally scheduled to reopen in December, the shuttle may reopen as early as September. When it does, I suggest you take a ride on it soon for you will not believe what you see. The transformation that has taken place is rather remarkable.

In other news, the MetroCard Vending Machines are now being installed with some regularity. Starting this month I will try to include a chart of the progress of these installations. The photographs here are of the first machines installed, at 59th Street-Columbus Circle and 68th Street-Lexington Avenue, back in January. Every type of MetroCard is available at these machines, including the one-day Fun Pass. *(Continued on page 7)*



← 59th Street-Columbus Circle

68th Street-Lexington Avenue →



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Tech Talk

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LINE	STATION	CONTROL AREA	MVMs	OPENING DATE
Eighth Avenue	59 th Street	N-51	5	1/25/99
Lexington Avenue	68 th Street	R-246	5	1/25/99
Eighth Avenue	Jay Street	N-102	2	6/8/99
		N-103	3	6/8/99
Lexington Avenue	Bowling Green	R-200A	4	6/15/99
Queens Boulevard	179 th Street	N-342	3	7/13/99
		N-343	4	7/13/99
Lexington Avenue	Bowling Green	R-201	3	7/15/99
Lexington Avenue	77 th Street	R-247	3	7/15/99
		R-248	3	7/15/99
Sixth Avenue	47 th -50 th Streets	N-500	6	7/20/99
		N-501	6	7/20/99
		N-501A	3	7/20/99
Brighton	Brighton Beach	B-31	2	7/27/99
White Plains Road	Third Avenue	R-310	3	7/27/99
		R-311	2	7/27/99
Brighton	Sheepshead Bay	B-28	2	7/29/99
Concourse	167 th Street	N-206	2	7/29/99
		N-207	3	7/29/99
Lexington Avenue	Grand Central	R-238	7	8/3/99
		R-240	8	8/3/99
Chrystie Street	Grand Street	N-520	2	8/5/99
Broadway-Seventh Avenue	34 th Street	R-135	2	8/12/99
		R-137	2	8/12/99
		R-138	5	8/12/99
		R-139	3	8/12/99
		R-141	2	8/12/99
		R-142	3	8/12/99
Queens Boulevard	Roosevelt Avenue	N-323	3	8/17/99
		N-324	4	8/17/99
Eastern Parkway	Borough Hall	R-601A	3	8/19/99
		R-602	4	8/19/99
		R-604	1	8/19/99
Dyre Avenue	Morris Park	R-726	1	8/26/99
	Pelham Parkway	R-727	1	8/26/99
	Gun Hill Road	R-728	1	8/26/99
	Baychester Avenue	R-729	1	8/26/99
	Dyre Avenue	R-730	1	8/26/99

Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

One project for which there has not been a whole lot of publicity is the proposed Hudson Line extension from Poughkeepsie to Rhinecliff (15 miles) or Tivoli (25 miles). Member Harold Geissenheimer attended a public hearing on June 30. He wrote that almost without exception, the capacity crowd opposed the extension and were fearful of losing their direct Amtrak service from Rhinecliff. Metro-North is considering stops at Hyde Park, Staatsburg, Rhinecliff, and Tivoli. A train storage yard would be constructed at Tivoli to cut down on the number of deadhead miles.

In order for CSX and Norfolk Southern to take over Conrail, the State of New York and others had requested that a second carrier be designated to operate freight service between Albany and New York City to provide some competition to CSX. The Canadian Pacific Railway Company was granted that right by the Surface Transportation Board, and it in turn named its subsidiary, the Delaware & Hudson Railway, to be the operator. As Metro-North owns the tracks south of Poughkeepsie (CP-75), it had to sign agreements with Canadian Pacific to enable the freight trains to operate from there to Highbridge (CP-7), and to set charges for use of the track. D&H will pay Metro-North 20 cents per car mile for the first 900,000 car miles per calendar quarter. This equates to one trip by a 100-car freight train in each direction five days a week. Excess car miles will be billed at 34.4 cents per car mile. The 900,000-car miles/quarter will generate \$720,000 annually, all newly found revenue.

MTA Metro-North Railroad (West)

As of June 30, the Secaucus Transfer Station project is 61% complete and scheduled to be opened on time in May, 2002. Specifics: Superstructure, 61%; Special Track Work, 100%; Second Special Track Work, 50% complete. With the finalization of the agreement between Metro-North and the Village of Spring Valley, design work has begun to expand Woodbine Yard and erect a sound barrier. Frequent contributor Alan Kramer reports that a portion of the Bergen County Line is in a tunnel at the construction site.

In preparation for the expansion of Woodbine Yard, officials of the Metropolitan Transportation Authority have visited residents of the area and notified more than 20 that they have encroached on the railroad's right-of-way. In some cases, they were paying for easements, while in others, were doing it illegally. About a dozen owners have been approached to negotiate use of their properties during construction of sound barriers. The rail station in Spring Valley will also be rebuilt.

Connecticut Department of Transportation

Commuting is a little more difficult in some communities, when it comes to parking. Member David A. Cohen sent an article from the *New Haven Register* reporting that 220 commuters are waiting for a permit that will enable them to park at the Milford rail station. The Milford Transit District had hoped that Connecticut DOT would have funded the purchase of a private parking lot, which would have provided parking for more of the 900 commuters. But, DOT decided that the \$1.2 million price was too expensive for just 130 additional spaces, and announced that it is working on a plan of its own. Annual parking permits cost \$230.

Following up on the report in the August *Bulletin*, the DOT has issued its final environmental impact statement (FEIS) on the I-95 Pearl Harbor Memorial ("Q") Bridge, and it includes some of the rail recommendations. Members can read the whole FEIS on the DOT's web site: www.state.ct.us/dot/pub/eng.html.

MTA Long Island Rail Road

Member Glenn Rowe forwarded a report that two of the DM-30s, 515 and 517, were in the New York & Atlantic's Fresh Pond Yard on July 20, awaiting pickup by the Long Island. The builder's plates were stamped, "7/99."

Glenn also e-mailed that as of the end of July, the only "old" motive power in service was: FA-1 614, 615, 616; F-9A 619; F-7A 620, 621, 622; and FL-9AC 300 and 302 (301 is out of service and being cannibalized). The FL-9s are reportedly going to be returned to Metro-North when all DM-30s are operating satisfactorily. The number of active GP-38s was not included in his report.

Member Larry Kiss' brother Brian reported that on Friday, August 6, two Montauk trains were each composed of a pair of DE-30s and 10 bi-level cars. Brian overheard a public address announcement notifying holders of parlor car tickets to proceed to the last three cars (the usual location). When my son Marc and I were in Long Island City in June, one of the employees told us that he had heard that some of the new double-decker cars were supposed to be modified into bar cars. I called the LIRR and was told that in fact there were bar cars on those trains. Meanwhile, Larry has been observing the transition to new equipment and as of the second week of August, has found that, 2800s and 2900s can be found on the Montauk Branch only on weekends, and the Port Jefferson and Oyster Bay Branch during rush hours. He has not seen any of the newer 2700s, which were electric MU cars when built in 1963. New cars provide all service on the Ronkonkoma/Greenport shuttle, Speonk trains, and weekday Montauk service.

The Ronkonkoma Branch got a new timetable on Au-

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Commuter Notes*(Continued from page 8)*

gust 9, upon completion of the installation and testing of a new signal system.

A highly critical article appeared in the **New York Times** of July 30, under the headline "The Long Island Rail Road: The Busiest, but Not the Best." The article went on to detail that "the 144,000 daily riders are brimming over with rage because the railroad's fleet is falling apart. Four of every five electric coaches are nearly 30 years old, and most coaches on the system's diesel lines date to the 1950s. The 744 oldest electric cars never received a mid-life overhaul in the 1980s, so most are now considered beyond rehabilitation. A purchase of 134 new diesel coaches, begun several years late, is another year and a half behind schedule, and the 52 coaches that have entered service so far are riddled with mechanical, air-conditioning, and computer problems. For the 89% of the passengers who ride the electric lines, their new cars are at least three years away – assuming they are delivered on time." A comparison was made to Metro-North, which had its electric cars added to the fleet over a period of years, rather than what was done in the Long Island's case: 744 cars in one contract. Metro-North has five separate generations of electric cars, and its fleet appears to be better maintained, although the average age of its fleet, at 22 years, is just four years younger than the Long Island's.

Effective July 31, the LIRR is broadcasting a two-second tone every hour over its Radio Channel 2. This is considered as "official" time, as are the railroad's standard clocks.

NJ Transit

NJ Transit has a new Executive Director. At its July meeting, the board of directors approved Jeffrey A. Warsh, a former state assemblyman, to be the fourth Executive Director. His predecessors were Jerome C. Premo, S. Thomas Gagliano, and Shirley A. DeLibero.

At Aldene, where NJ Transit trains leave the North East Corridor Line, they operate over what was known as Conrail's Lehigh Line. The Lehigh Dispatcher has been renamed the North Jersey Dispatcher, and trains must now transmit on AAR 50 (160.86) - Channel 8, instead of AAR 64 (161.07) – Channel 3.

For a two-week period beginning August 21 and ending September 6, the Newark City Subway was completely closed to enable upgrading work to take place. Buses substituted for the trolleys. Meanwhile, on the Hudson-Bergen Light Rail Line, one car per week is being received. Car 2022 arrived on August 12. The tracks from south of the maintenance facility to the end of the line are being used for acceptance testing and Operator training.

A public hearing to discuss passenger alternatives for the Lackawanna Cutoff was held by NJ Transit and its consultant, Systra (formerly LS Transit Systems), on

August 10. If all goes well, work to restore the trackage to Scranton should begin this fall. The Federal Government is contributing \$160 million towards the project. Thanks to Glenn Rowe for the report.

Amtrak

Amtrak and VIA Rail Canada have teamed up for the first time to offer passengers a North America Rail Pass. This pass is valid for 30 days in both countries and costs US \$450. Between June 1 and October 15, the cost is US \$645.

A complete *Acela* trainset was seen in the yard adjacent to Philadelphia's 30th Street Station in mid-July. On August 5, Amtrak started advertising *Acela* service in movie theaters.

With the sale of 390 and 395, Amtrak's once-numerous fleet of F-40s, has been further reduced. New owner CSX will renumber them 9992-9993. After a paint job at CSX's Huntington shop, they will be placed into business train service.

On July 15, it was announced that Amtrak would consolidate all of its Pennsylvania operations with the Northeast Corridor business unit. Prior to that time, responsibility was divided at Harrisburg, with the portion west of that point under the control of the Chicago-based Intercity business unit, and only the line east of Harrisburg was with the North East Corridor business unit. Amtrak owns the Keystone Line through Harrisburg, while the remainder of the line to Chicago is owned by Norfolk Southern Corporation. Besides the Keystone Service, the North East Corridor business unit will now also have operating responsibility for the Three Rivers (#40/41), Pennsylvanian (#43/44), and Lake Shore Limited (#48/49).

Vermont Railway began meeting the Ethan Allen Express (#294/299) as of August 2. Under the schedule, the VR train leaves Burlington at 10:00 AM and arrives at Rutland at 12:30 PM. Train #294 departs from Rutland at 1:25 PM for its trip to New York. In the other direction, Train #299 arrives in Rutland at 12:30 PM, and Vermont Railway's connection departs at 12:50 PM with a 3:20 PM arrival in Burlington. In both directions, a 10-minute stop is made in Middlebury. Between the period September 7-24, buses will substitute.

To prepare for the reinstatement of service between Boston and Portland, work is underway to install new rail on 78 miles of track. As of July, the Surface Transportation Board had yet to approve the speed at which trains would operate, and the earliest date that trains would run is late 2000. Stops that will be served are Haverhill, Massachusetts; Exeter and Dover, New Hampshire; Wells, Biddeford, and Portland, Maine. During the summer, a stop will also be made in Old Orchard Beach, Maine.

Port Authority Trans-Hudson Corporation

A notice was issued informing passengers that between August 3 and September 30, midday service on

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the Newark/World Trade Center route has been reduced to a train every 15 minutes to enable track maintenance work to be performed. The notice did not specify where the work was being done. Trains normally run on a 10-minute headway.

Metropolitan Area

An article in the Metro section of *New York Times* of July 25, reported that there are plans for the 1.6-mile long "Highline" which most members know as the West Side Freight Line. Unused since 1982, developers are negotiating with new owner CSX Corporation over what will become of it. Some of the proposals would build an elevated park, bike path or promenade with shops and outdoor cafes. CSX would like to keep the elevated structure intact for future use as development of the West Side continues. In other words, it is trying to avoid the estimated \$7 million expense of demolishing the line. Several adjacent property owners and the city would like to see the line torn down. Property taxes on the line range from \$200,000 to \$300,000 a year.

The New York, Susquehanna & Western Railway will be operating steam excursions with its 142 *Mikado* between Susquehanna Transfer and Hawthorne, New Jersey over the weekends of October 16-17 and 23-24. This year three classes of service will be offered: Coach (\$40 Adults, \$30 Child), First Class (\$60), and Dome (\$150). Details can be obtained from the New York, Susquehanna & Western Technical & Historical Society's web site: <http://nyswth.org>.

Miscellaneous

Member Dennis Zaccardi reports that Bombardier Transportation expects to double its sales of rail products in the next five years, in North America, while in Western Europe, pent-up demand for rail vehicles could bring about a 20% increase in business. Unknown is the number of orders that could come from countries in Eastern Europe.

Other Transit Systems**Syracuse, New York**

OnTrack's latest timetable, No. 9a, is dated July 7, 1999. Service operates Wednesdays through Sundays, with more trains operating on the weekends. Returning from Toronto (see below), we stopped in Syracuse, and at the Armory Square station, three of the four RDCs were there. In fact, M-8 was just about to depart on one of five special *Commuter Express* runs, which the city is funding for the summer while I-81 undergoes reconstruction. Under this schedule (only photocopies were available), there are two morning trips, one midday trip, and two afternoon trips. Also in the station were several of the former LIRR coaches. Two of them have been named *The Southerner* and *The Crescent*.

OnTrack will be running a series of Fall Excursion trains on most weekends beginning September 11, and

continuing through December 19. You can get details by telephoning 1-800-336-6979 ext. 277.

Boston, Massachusetts

Member Todd Glickman e-mailed that as of July 10, three of the new Type 8 trolleys had been accepted. 3802-3804 are in limited service, while 3805-3806 were in acceptance testing. Prototype/demo cars 3800-3801 are not destined for service for a while. 3265, the first of the PCC's being rebuilt for the Mattapan/Ashmont Line, was expected to be outshopped during the middle of August in its "new" colors: the original Boston Elevated scheme of orange and cream. For several weekends this summer, it was anticipated that the Blue Line would be shut down from Aquarium to Bowdoin to allow for construction at Aquarium. Platforms at that station will be lengthened to accommodate six-car trains. At the same time, work on the "Big Dig" would be performed in the area.

Todd e-mailed that he "visited South Station on July 23, and rode the main line out to Mansfield. There are some poles and cross arms up at South Station, and most of the hardware is in the air in the Southampton Yard. While I was at South Station, there was an Amtrak work train (engine 537 + 7 flat cars) loaded with poles. The train I took followed the Dorchester Branch, as all off-peak trains do now. Service is slow along this part of the route. Joining the Main Line at Readville, hardware is up but not much wire until Canton Junction. It looked like all wire was up from CJ to Mansfield. The Route 128 station's new high platforms are nearly complete, and I wouldn't be surprised if they started using them soon...before Acela service begins. Most of the steel is up for the multilevel parking garage there." Meanwhile, back at North Station, tracks #1 and #10 are still out of service for "Big-Dig" construction.

The *Boston Globe* reports that Guilford Transportation Industries and the MBTA have released plans for a 50-acre development to be constructed at Lechmere. Besides a relocated new Green Line Lechmere station, the site would contain a neighborhood of about 100 "European-style" homes, hotels, and businesses. No cost has been determined for the project.

The Cape Cod Central Railroad was seeking short-term leases on some air-conditioned coaches other than those ex-LIRR coaches. According to member George Chiasson, "the 600-volt Long Island equipment is a mechanical nightmare and experiences frequent climate control breakdowns. On the long, hot, July 4 weekend, only two of the repainted coaches were somewhat cool inside (a complaint familiar to many Long Islanders!). As things progress otherwise, the second batch of cars for the Dinner Train had their 600-volt AC lines and related items replaced with 480-volt DC. As of early July, the Dinner Train had yet to commence operations, with the cars still in MTA colors and both ex-CN M420's still in gray primer. Those units are 2000-

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2001. One was formerly 3522.”

Philadelphia, Pennsylvania

SEPTA issued new timetables for its subway-surface routes and the Market-Frankford and Broad Street lines effective June 20. A day later new timetables went into effect on the #100/Norristown Line.

George Chiasson's contact in Philadelphia reported that as of mid-July, there were four trains of Budd cars on "live stand-by" at 69th Street Yard. They had not operated since July 2. Scrapping continues otherwise.

Track work was completed earlier than anticipated, and so on July 6, midday rail service was restored to the R-6/Norristown Line. This work began on May 16, and saw shuttle buses being operated between the Norristown Transportation Center and the Elm Street Station. The track work continued on the R-2/Warminster Line between Warminster and Glenside.

It was announced on July 14, that the New Hope & Ivyland Railroad would extend its service to the Warminster station, every weekend through December. On July 4, 1966, the Reading (Railroad) Company sold the New Hope-to-Johnsville portion of this branch to the New Hope & Ivyland Railroad. Larry Kiss sent a page from a Reading employee timetable for the New Hope Branch (passenger service from New Hope was ended in 1952) dated April 30, 1933. At that time, service was provided by gas-electric cars. New Hope is located 18.9 miles from Hatboro (one station below Warminster). Normally service operates as far as Lahaska (MP 14.9), a distance of four miles, but with the extension, trains will go on to Warminster, another 13.4 miles. Four trips will be operated each Saturday and Sunday. Adult fares are as follows: New Hope to Warminster, \$19.95; \$12.95 for the portion between Lahaska and Warminster. There are also reduced fares for seniors and children.

Pittsburgh, Pennsylvania

Member Jack Dixon mailed an article from the **Pittsburgh Post-Gazette** reporting that light rail has been selected to serve the North Shore, but the routing had yet to be determined. One scenario has an extension from the Gateway Plaza station under Stanwix Street and the Allegheny River in a tunnel. The line would remain underground with a subway station at the west side of PNC (baseball) Park, before rising above ground around General Robinson Street. It would then run at street level, west of the new Carnegie Science Center. The alternative would have cars using the existing Penn Park Line from Steel Plaza Station and continuing underground past the USX Tower with a subway station at 11th Street, in front of the Greyhound station, and close to the convention center and lower Strip District. A new Allegheny River Bridge would be built to carry the cars over the river under the Norfolk Southern (ex-Conrail)

tracks on the other side where they would descend to a street-level station on the north side of General Robinson Street, across from the PNC Park. At that point it would continue at street-level to the new Steelers stadium and Carnegie Science Center, then loop around for the return trip. Depending on which routing is used, the fleet could be expanded by either five or 10 cars.

Washington, D.C. area

A member sent several articles to the Division's mail box. One from **USA Today** reported on plans at Washington's Dulles Airport for a subway to connect the terminals. Presently, passengers must board what is called a "mobile lounge" for transport between any of four remote concourses and the main terminal. Dulles Airport owns 49 of them. The lounges accommodate 90 people, and there is a schedule for their hours of operation: 5:00 AM–9:30 PM, up to five minutes; 9:30 PM–midnight, up to 15 minutes; and midnight–5:00 AM, on call. Similar vehicles can be seen at some of our metropolitan airports. A three-mile, two-track (loop) subway is envisioned, but at a projected cost of \$898 million (in 1999 dollars and including another terminal), it could be 25 years until it is operating.

Hampton Roads, Virginia

In the same envelope (see above) was an article from **The Virginian-Pilot**, which reported on a public hearing held on June 7 to give citizens a "last chance" to speak out on the proposed 18.3-mile-long light rail line between Norfolk and Virginia Beach. Under the established timetable, the Hampton Roads Planning District Commission will be prioritizing the region's major transportation proposals this summer, and voters could be given the opportunity to vote on it this fall.

St. Petersburg, Florida

In an editorial, the **St. Petersburg Times** criticized local politicians for establishing a committee of 99 members to consider if a new transit tax would be levied for Hillsborough County. At the focal point is whether or not to build a commuter rail system or a rail line from downtown to the West Shore business district and the airport. The newspaper believes that building the former is a bit premature. But, they are more concerned that with so many civic leaders, community activists and political operatives on the committee, that politics will take a front seat. Thanks to Dennis Zaccardi for the news.

Columbus, Ohio

Railway Age reports that the Central Ohio Transit Authority has released a \$666 million transit plan that calls for the development of an 8-line commuter rail system that would serve Columbus. A 1.2-mile-long light rail line in the downtown area would supplement this. Approval of a half-cent sales tax increase to fund these projects is on the ballot for approval this November. Trolleys last ran in Columbus on September 5, 1948.

Chicago, Illinois

METRA recently issued new timetables for six of its

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lines as follows: Joliet (Metra/Heritage), April 5; Geneva, Harvard and Kenosha, April 18; University Park, May 2; and Aurora, June 6. The Northern Indiana Commuter District's South Shore Line is using a timetable dated January 6, 1999. Thanks to member Jim Beeler for sending them.

Member Josh Weis e-mailed a report that Chicago's Mayor Richard Daley, accompanied by local lawmakers, traveled to Capitol Hill in July to lobby their representatives to secure additional transit funding. They maintain that these funds are necessary to repair the Douglas Branch of the Blue Line, which is deteriorating, and to expand platforms on the Ravenswood Line, which has seen dramatic increases in ridership. Hopes were quickly diminished that they would receive \$15 million this year, and the indications were that they could expect no more than \$3-5 million for each project. These projects are not one-year projects, so funding will have to be requested in subsequent years.

Most Americans despise the Susan B. Anthony dollars, which were only minted during the years 1979-1981. For a long time they languished in government vaults, and recently found use as transit systems began requesting them for use in ticket vending machines. They are now in demand, and the government will mint several million this year just to tide them over until the "gold-colored" Sacajewa dollar is issued next year. Thanks to Harold Geissenheimer for sending this report from the **Chicago Sun-Times**.

St. Louis, Missouri

Bi-State Transit, operator of MetroLink, has exercised another option with Siemens-Düwag for five more SD-460 light rail cars. When these cars are delivered in 2001, Bi-State's fleet will total 61 cars. Thanks to member Karl Stricker for the news.

San Francisco, California

Jim Beeler sent a copy of a Caltrain San Francisco to Gilroy timetable, dated April 18.

Member Jim Mattina sent the following report, featuring information from the Market Street Railway:

"It looks like the opening date for the F line extension to Fisherman's Wharf is tentatively set for January 22, 2000. The Mayor tried to have it opened before Election day, 1999, but this does not seem likely. This combination highway and transit project at the mid-Embarcadero (final link of the F line) worked two shifts a day since late last summer to accomplish this goal. To date great progress has been made here on this \$45 million project. Most of the track is in, both the Bay and land-side roadways are opened, and over 40 Canary Island palms have been planted. Granite and marble are going in, it seems most everywhere. Soon Mission Street from Steuart to Embarcadero will be closed to finish the streetcar loop. A change order has been issued to dou-

ble-track the section from Steuart to Embarcadero, which is delaying this project slightly. Because of the possibility of the track being between the proposed Organ Shell and the Hotel, a sound-absorbing type of construction will be utilized. Another short piece of track is still not in around Broadway."

Jimmy continues: "The preparation of the Milan cars for service has gone slowly. One car, 1793, is operational and has been used for some training purposes. Car 1556 is nearly operational and car 1515 is in for heavy overhaul for gauge and truck work. None of the cars has yet had sufficient work done to operate in revenue service."

More from Jimmy: "The trolleys on the new section that opened from the portal at Embarcadero to the Caltrans station at 4th & Townsend do pre-empt the traffic signals giving the trolley priority at intersections, but this is only activated if the trolley's speed is 35 mph or better. Once on the surface, trolleys switch from automatic train control to manual operation in a beautiful reserved medium strip along the Embarcadero lined with palm trees, with a beautiful view of the waterfront and the Bay Bridge." Jim and member Jim Dell'Oglio inspected the operation last October and found that few Operators would do 35 mph. The result was that the trolley had to make numerous stops at traffic lights.

Southern California

Altamont Commuter Express issued a new timetable effective June 1, and its fold-up format is like the wallet-style ones that Amtrak uses. Harold Geissenheimer rode the 4:15 PM departure from San Jose, and reported that the train is usually five cars, and the 5:44 PM is three. They carry a combined load of over 900 passengers, and it is very successful. Harold added that the Altamont Pass Corridor is the former Western Pacific *California Zephyr* route.

Western Transit reported that public hearings were to be held on July 10, to raise fares on subway, trolley, and bus lines operated by the Los Angeles County Metropolitan Transportation Authority. If approved, cash fares would be \$1.45, tokens would be sold for \$.95, and passes would go up from \$1-\$3.

Josh Weis e-mailed that the California Transportation Commission awarded Metrolink \$25.7 million. These funds will be used to purchase new cars, increase train efficiency with various track and station improvements, and purchase ticket vending machines. One project involves the construction of a three-mile section of track on the Orange County Line, parallel to the I-5 Santa Ana Freeway, already a heavy rail corridor, with 84 freight and passenger trains operating there each day. Two crossovers will also be built.

In May, Samtrans began using tokens. They are being sold in packages of 10 for \$10 (adult) and \$6.75 (youth). Harold Geissenheimer, who sent this news, wondered about it, as Chicago and other systems phase out the use of tokens, yet Samtrans is instituting

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them.

Harold also visited San Jose and reports that the light rail extension from Old Ironsides/Great America, is scheduled to open on December 20. Until that occurs, the existing line from Tasman/First Street is shut down to enable track and wirework, raising of station platforms for 40 new low-floor Kinki LRVs, and other improvements. Service operates 24 hours per day, using 1-, 2-, or 3-car trains. Middays a historic streetcar operates in downtown San Jose.

Montreal, Quebec, Canada

A friend who recently visited Montreal gave me the latest editions of AMT's commuter timetables. The Dorion-Rigaud Line uses one dated January 1, while June 1 is the date for the Deux-Montagnes and Blainville Lines.

Toronto, Ontario, Canada

Enroute to Cochrane (see below) and a ride on the *Polar Bear Express*, I made a stop in Toronto. There was time to ride the recently reopened Spadina trolley line. This route has been designated 510, and replaced the 1.14-mile-long 604-Harbourfront Line on Queens Quay July 27, 1997. The original Spadina Avenue Line was abandoned in the fall of 1948. (Construction of additional trackage is presently underway along the Queens Quay.) Arriving at Spadina Avenue, the line turns right onto that street and continues another 2.31 miles to the Spadina subway station via a tunnel similar to the one at Union Station. At that point I boarded one of the new Bombardier-built T-1 trains for a ride to the newest station, Downsview. From conversations that I had with several train operators, all of the "bugs" have been worked out, and the cars are performing satisfactorily. After the strike earlier this year, fares were raised and the cash fare for adults is \$2.00CN. Seniors and students pay \$1.40, while children are charged 50 cents. There are a number of ways to reduce the cost of riding and they include purchasing tickets or tokens (5 for \$8.50, 10 for \$17.00) as well as monthly passes, which are sold monthly for \$88.50 or annually for \$81.00 a month. Day passes cost \$7.00. Please note that the Canadian and American Dollars are not at par. I received \$1.48CN for one U.S. dollar at a bank.

At Union Station, I picked up the latest GO Transit timetables, dated April 24, 1999. A news story heard on radio and seen in the *Toronto Star* reported that as of 12:01 AM August 7, after 32 years, responsibility for the operation of GO Transit shifted from the Province of Ontario (Toronto Area Transit Operating Authority) to the Greater Toronto Transit Authority. Although half of the system's funding is to come from each of the GTA and Hamilton-Wentworth, there are some present GO Transit members who feel that these agencies will not be able to provide enough money to fund huge capital pro-

jects through their tax bases. When GO Transit started operations on May 23, 1967, its fleet consisted of just 49 rail cars. Today, it has 319 bi-level cars and 201 buses of various manufacture. 36 million passengers are carried annually. There are no plans at this time to rename GO Transit to GT Transit or anything else.

Rich Ducharme, Managing Director of GO Transit since 1993, has been named to succeed David Gunn as Chief General Manager of the Toronto Transit Commission. He started his employment with GO Transit in 1976 as Transit Coordinator. Mr. Gunn, who headed NYCT from February, 1984 until March, 1990, resigned effective April 30.

Cochrane, Ontario, Canada

There are several ways to get to Cochrane, one being via the Ontario Northland Railway's *Northlander* train. It departs from Toronto Union Station at 6:20 PM, arriving at Cochrane at 5:00 AM. We did not ride this train; in fact, there had been a derailment on the Ramore Subdivision and passengers were being bused to Cochrane. Ontario Northland also operates bus service to Cochrane, and on several other routes to northern Ontario Province. Many of these cities were at one time served by rail.

Train service north of Cochrane began on July 15, 1932, as the last spike was put into place. This year, between June 28 and September 6, the *Polar Bear Express* departs Cochrane at 8:30 AM each day except Fridays on its 186.2-mile run to Moosonee over the Island Falls Subdivision. Arrival in Moosonee is scheduled for 12:50 PM. On the day of our ride, our 14-car train was headed up by GP-38-2s 1806 and 1808. In the consist were six former VIA (CN) *Daynites* dating from 1954 and three ex-Norfolk & Western 1950-built coaches. Filling out the train were dining cars 1407 and 1409, snack car 1408, and an entertainment car (1410). Going northbound breakfast was served in the dining car, and on the return trip (6:00 PM), we enjoyed a dinner meal in one of the dining cars. Steam Generator car 210 brought up the markers of the train.

The "excursion train" (Trains #423/624) we rode makes only one stop, at Fraserdale (MP 69.2). As Moosonee has no highway or road access, everything must be shipped in, and almost everything arrives by rail. Some goods do arrive by air. The summer schedule for the *Little Bear* (Trains #421/622) mixed train has it departing from Cochrane Mondays, Wednesdays, and Fridays, and returning from Moosonee Tuesdays, Thursdays, and Fridays. Friday's schedule differs from the other days, as the train otherwise overnights in Moosonee. On the day I saw it, the *Little Bear* had about a dozen freight cars, including some flat cars with automobiles on them and tank cars. The passengers were carried in several former GO Transit single-level Hawker Siddeley cars from 1967. There was also one baggage car, 412, and steam generator car 203, which

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appeared to be a cab-less "F" type. The mixed train operates year-round.

At Cochrane, Ontario Northland has a shop and yard, and a number of out-of-service cars are stored there. ON recently purchased five SD-70I locomotives, 2100-2105. Three of the FP-7As have been rebuilt, and 2002 was the trailing locomotive the day we left from Cochrane.

Vancouver, British Columbia, Canada

The popular Sunday Summer Train is once again being operated by West Coast Express. Between July 4 and August 29, the inbound train departs from Mission City, making all stops to the Waterfront station, and arriving there at 11:13 AM. Riders have until the 5 PM departure to enjoy the sights of Vancouver.

Rio de Janeiro, Brazil

My uncle reported that work on the stations at Siqueira Campos and Ipanema on Rio's Metro will soon begin. These stations will be an extension to the existing Line 1, and on the other side of Guanabara Bay, a new Metro Line will be built in Niteroi.

London, United Kingdom

On May 14, the first section of London's newest subway line, the Jubilee Line Extension, started running between Stratford and North Greenwich, and the rest of the line from Stratford to Green Park is expected to open by the end of the year. The use of hi-tech designs in stations, e.g. lots of glass and stainless steel, does not lend itself to what are termed "traditional" methods of pest (pigeons and other birds) control. To that end, more dramatic measures were undertaken, and the term being used is "biological control." One of London Transport's newest "employees" is a Harris Hawk (falcon) named Hamish. Earlier this year, Hamish and his handler began patrolling the new stations to let the local bird population know who's the boss. When released, he flies around and scares away, but does not kill, the other birds. So far, it is working.

In June, history was made in London, as the first trolley to operate on its streets since July 5, 1952 made a successful run. Tram 2535 was driven from the Therapia Lane Depot past Reeves Corner, then twice around the Central Croydon Loop. The entire Croydon Tramlink network will open this November.

For the Wimbledon Tennis Tournament, 400,000 extra passengers passed through the Southfields station, the nearest underground station to the venue. During what the British call a fortnight (two-week period), lessons learned in past years were employed to improve crowd control. Planning for the event began in January.

Lloyds International held an auction of London Underground memorabilia on July 31, and one lot was a 1959 Northern Line train. Other, less high-profile items also available for the highest bid included station signs,

whistles, guards' control panels, and deadman handles. These were just some of the parts which were removed from this fleet of cars which have largely been replaced by newer rolling stock. Although it's too late for this year, members can check the Lloyds website at www.lloyds-auction.co.uk/FURN.html.

Paris, France

Dennis Zaccardi e-mailed that the fifth Regional Express Network (RER) Line, Eole, had opened in July, along with two new underground stations, Magenta and Hausmann-St. Lazare. Alstom-built M12N double-decker trainsets are used on the line, and 14 are used on RER Line A.

Jerusalem, Israel

Member and past ERA President David Klepper, now a resident of Jerusalem, mailed a report about some rail developments in Israel. Dave writes: "A new timetable went into effect on March 20, and the amount of service on the line between Tel Aviv and Haifa was doubled. On a typical weekday (Sunday through Thursday) the almost hourly service has been replaced by at least twice-an-hour service all day long. The average running time of slightly over one hour is competitive with driving and the bus, under normal driving conditions. Suburban rail services around Tel Aviv and Haifa have also been increased, and from the latter, the tracks extend north from Nahariya to Rosh HaNikra at the Lebanese border, but there is no passenger service there yet. Israel Railways has been taking delivery of Adtranz push/pull sets with a cab car on one end and a double-end streamlined cab (typical European Bo-Bo - two four-wheel trucks, two motors per truck), diesel on the other end. These should be more economical than the Danish Flexliners. With the great increase in service, older European and second-hand British Mark-II coaches have been refurbished and are comfortable. Almost all new diesel equipment has built in head-end power (HEP), and only a few of the old GM exports still require HEP cars. Some of the coaches are a poor match for the high platforms, but the Israeli traveling public is nothing but adaptable, and one can see fellow passengers giving a hand to those requiring assistance to get across the gaps. As of June, service between Jerusalem and Tel Aviv had been suspended for nine months due to several derailments. The rail had not been replaced since before 1949!"

In a subsequent letter, David wrote that as of June 1, the Dan Bus Cooperative and Israel Railways started selling two monthly passes, which are honored on each system. One is good only within metropolitan Tel Aviv (pretty short ride on the train) and the other throughout the suburban regions served by both Dan and the railways. At this time, the Egged National Bus Cooperative, the other large bus operator, is not included, although David heard on a news broadcast that work is going on toward a national joint ticket. Dan primarily serves the

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Around New York's Transit System*(Continued from page 18)*

The rehabilitation of the 72nd Street station, Broadway-Seventh Avenue Line, includes four new stairways to the street level and extension of the north ends of the platforms. The MTA had intended to widen the southbound platform to relieve the rush hour overcrowding, but changed its mind. Several public officials believe that this rehabilitation will not relieve the overcrowding and have urged the MTA to widen the platform now.

#7 Flushing Line Named Historic Trail

Nominated by the Queens Council of the Arts, the #7 Flushing Line was named a National Millennium Trail. This line was named a historic trail because it helped immigrants settle along the line. The 16 trails that were nominated will receive a marker bearing a White House Millennium logo.

Shuttle Switch Operation in OPTO Service

Cars in OPTO service are equipped with a shuttle switch, which enables the Train Operator at a terminal to open the side doors at one end of the train and close them at the other end. This switch will be used to keep the side doors open when the Train Operator changes ends at a terminal station.

Shuttle switches have been installed in R-68 cars 2916-2924, which will be used exclusively on the Franklin Avenue Shuttle when it reopens.

Emergency Braking Distance for Work Trains

The emergency braking distance for work trains is greater than the emergency braking distance for passenger trains. It is affected by the load and length of train, the grade of the track, weather, and the condition of the rail. When operating a work train, Train Operators must brake well in advance of a red signal. They must not pass a time signal until it turns green.

42nd Street-Eighth Avenue Lower Level Out of Service

Effective July 13, 1999, lower level track D-3 at the 42nd Street-Eighth Avenue station was permanently taken out of service from north of 42nd Street to north of 34th Street. Many years ago, Aqueduct Specials started from this lower level station. Rush hour E trains also stopped at this station for a brief period starting March 23, 1970.

New Sea Beach Signals

The new Sea Beach (N) Line signals are in service. Southbound middle track E-3 is permanently out of service from north of Eighth Avenue to north of Kings Highway. It has been disconnected at both ends. Northbound middle track E-4 is signaled in both directions. From 10 PM July 10 to 5 AM July 11, 1999, northbound N trains were rerouted via Track E-4. These trains may have been the first operate on the newly-signalized track.

Williamsburg Bridge To Reopen Early?

At press time, it appeared that the Williamsburg Bridge would reopen to train traffic at 5 AM Monday, August 30, 1999, approximately five weeks earlier than planned. The contractor, who was working for the City of New York, is likely to collect a substantial reward, called an "incentive clause," for finishing ahead of schedule. Substantial "punch list" work remained to be done at press time, by NYC Transit forces.

However, an item on NY1 News raised doubts about this plan. On August 16, the cable channel reported that because of problems with the way the contractor installed the new rails, the rails were damaged and had to be replaced. NYC Transit referred NY1 to the NYC Department of Transportation, which maintained that it had no knowledge of any problems and insisted that the job would be completed on August 30.

Train Operator-Conductor Interactive Door Controls (Train Operator Enable)

In response to a number of incidents in which Conductors have opened train doors on the wrong side, NYC Transit is testing interactive door controls that require agreement by the Train Operator and the Conductor as to which side of the train is to be opened. The equipment is being tested on R-44 cars 5446-7-9-8 and 5434-5-7-6. It consists of a panel with two buttons. Above each button is a light. The Train Operator pushes and holds the button corresponding to the side of the train whose door circuits are to be energized. When the Conductor opens the doors on that side, the light associated with that button goes out and the Train Operator can let go of the button. This system cannot work with One-Person Train Operation (OPTO) because there is no way for the Train Operator to hold the button for the side opposite the Train Operator's console and yet open the doors for that side.

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Tel Aviv area, while Egged is involved in nearly all inter-city routes and local routes in most cities. They also operate the Haifa *Carmelit*, Israel's only "subway." It is actually a funicular, which was built by the French in 1956 and has six underground stations.

From the History Files

25 Years Ago: On September 7, 1974, the Metropolitan Transportation Authority started selling subway tokens at its suburban rail stations. Today, *MetroCards* are sold at these locations.

4 Years Ago: On September 24, 1995, the final passenger run of NJ Transit's fleet of U-34 diesel-electric locomotives took place. They were replaced by remanufactured freight diesels.

FUTURE TRACK WORK AND CONSTRUCTION IN THE NYC TRANSIT SYSTEM by David Erlitz

Hello, everyone. I am the other Erlitz in the ERA who works for New York City Transit. I started out eleven years ago as a Conductor and the last year or so I have been a BMT service planner for the Division of Operations Planning at Livingston Plaza.

A service planner puts together the requests for work from internal or external work performers who need access to the system and plan out the service changes. This may require a lot of different things from different departments in the system, including requesting supplemental train schedules from the Office of Subway Schedules and/or buses from the Department of Buses; and closing platforms and/or requesting station personnel, platform conductors, signs, marketing, police, and any special instructions that may be needed to perform a service plan. A service plan is the last step before a G.O. (General Order) is actually written.

This column will try to show the amount and scope of projects NYC Transit has proposed. I hope this will be of some interest to most, if not all, of you. I also hope it will be a monthly column. Unfortunately the deadline of giving in the final draft of the next month's future projects to publish in the *Bulletin* does not mesh well with the way we plan out our work, and some of the jobs may have been completed or canceled, or more work may have been scheduled to work after printing. I will

try to be as complete and concise as I can. I hope to fine-tune this column to give as much information in as little space as I can. Please remember that any planned work, even the work that has been approved, may be subject to change, canceled, or totally reworked as needed. Things do happen and sometimes they happen in a place that may affect a lot of other plans. So nothing is written in stone.

The first two installments of this article will be a list of what we call "Forecasting" or "Look ahead." It is a list of the proposed Track and CPM (Capital Program Management) Year 2000 plans. Again please remember that these are just plans that have not been approved but have been given into the Division of Operations Planning, to give us an idea as to how to plan our work for the next year. Plans can be, will be, and have been changed, pushed back to different dates, or moved to the next year or later years. This system is very old and the amount of work being done in it is mind-boggling. Hopefully you can tell by the work that I list in future editions that we are striving to make this system a better system to use. Hopefully in this case the ends will justify the means. Enjoy and if you have any comments or suggestions, please feel free to contact me through the ERA or my e-mail address, which is tderlitz@mindless.com. No wisecracks please.

PROPOSED MAJOR TRACK WORK FOR THE YEAR 2000 FROM THE DIVISION OF TRACK

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
6/25 to 8/14	Vari-ous	#4/ #5/#6	Tracks #3 & 4 N/O 125 th Street	Various configurations of #4/5/6 service	Replace switches #431A/B & 441
9/24 to 12/11	Ni & Wkend	#7	Track C-2 S/O Fifth Avenue	Ni — single track TS—GC; Wkend — Terminate at GC; Shuttle runs all weekend	Chipout and rails
1/2 to 3/27	Ni & Wkend	#2/ #3/#4	Track E-2 S/O Atlantic Avenue	S/B #4 via Track #1 Atlantic to Franklin	Digout and rails
8/15 to 9/18	Ni & Wkend	#2/ #3/#4	Track E3 N/O Nevins Street	Ni — N/B #4 via Track #2 Atlantic to Borough Hall. Wkend — #4 Terminate at Borough Hall, #4 Shuttle New Lots to Utica Midnights	Digout and rails
7/9 to 8/21	Ni & Wkend	#4/#5	Track 3 N/O Canal Street	Wkend — #4/#5 via Track #4 From Brooklyn Bridge to 14 th Street	Chipout and rails
N/A	Ni & Wkend	#4/ #5/#6	Track #1 N/End of Canal Street to S/O Canal Street	Ni & Wkends — #4/#6 local via Track #2 14 th Street to Brooklyn Bridge	Chipout and rails
N/A	Ni & Wkend	#5	Track J-4/A S/O 149 th Street	Ni — no effect; Wkend — #5 Shuttle Dyre/E. 180 th Street, #5 Mainline — Bowling Green/149 th Street Upper	Chipout and rails
N/A	Ni & Wkend	#6	Track P-2 S/O Third Avenue-138 th Street	S/B via Track M Hunts Point/138 th Street then single track via Track #3 to 125 th Street. N/B terminate at 125 th Street	Chipout and rails

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Future Track Work

(Continued from page 16)

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
N/A	Daily	#4	Tracks J-1 & J-3 N/End of Bedford Park Boulevard	S/B via Track M s/o Woodlawn to N/O Kingsbridge Road. Turn alternate #4s at Burnside Avenue	Panels & Switch #341A/B
N/A	Daily & Wk-ends	#2/#5	Tracks Y-1 & Y-2 N/O E. 180 th Street	Various configurations of #5 Shuttle & Mainline	Various switches and panels
9/8 to 9/30	Wkend	B/D	Tracks A-3/ A-4 S/O De-Kalb Avenue	Manhattan Bridge Shutdown. Split D, B Stillwell-36 th Street, B Shuttle 21 st Street-Second Avenue, Shuttle Broadway-Lafayette To Grand Street	Switches #95 & #67 Works with D.O.T. Bridge Inspection
4/17 to 6/19	Ni & Wkend	L	Tracks Q-1, Q-2 & Q-4 S/O Eighth Avenue	Single track Eighth Avenue to Third Avenue; turn alternate Ls at Eastern Parkway	Switches #9, 10, & 11
N/A	Ni & Wkend	N/R	Tracks B-1, B-2, & B-3/4 S/O Whitehall Street	Various configurations of N & R including Split N & R service	Switches #323 & 333
6/1 to 7/31	WknDys	J/M	Tracks J-1, J-2, & J-3/4 N/O Myrtle Avenue	Various configurations w/split J, Shuttle Bus, & M Shuttle	Switches #155 & 157 and #165 & 167
N/A	Ni & Wkend	N/R	Track B-1 N/O DeKalb Avenue	Can only work with D.O.T. Bridge Inspection	230' tangent rails 469' guarded rails
6/5 to 7/16	Ni & Wkend	N/R	Track A-1 S/O 57 th Street	S/B service through 57 th Street on A-3	587' tangent rails
N/A	Ni & Wkend	L	Track Q-2 S/O Wilson Avenue	Split L — Eighth Avenue to Myrtle, Rockaway Parkway to Eastern Parkway, Shuttle Bus	347' guarded rail
N/A	Ni & Wkend	N/R	Track B-2 N/O Rector Street	Split N/R — Ditmars To Canal, Continental to 34 th , & 36 th to 95 th	740' guarded rail
N/A	Wkend	L	Tracks Q-1 & Q-2 N/O Broadway Junction	Split L — Eighth Avenue to Myrtle, Rockaway Parkway to Eastern Parkway, Shuttle Bus	Track Panels
5/10 to 6/18	Days & WknDys	N	Track G1 S/O Queensborough Plaza	S/B via G-3/4 Ditmars to 39 th Avenue, Single track through Queensborough Plaza	Track Panels
1/1 to 3/13	Ni & Whend	A/F	Tracks B-1 & A-3 N/O Jay Street	Split A & F, Shuttle Bus, & C to World Trade Center wkends	Switches #21 & 23
10/1 to 12/15	Ni & Wkend	E/F/R	Tracks D-2 & D-4 S/O Queens Plaza	Various reroutes of E/F & R including via 63 rd Street Connection	Switches #29, 30, 31, & 32
1/2 to 2/14	24/7	E	Tracks A-1 & A-2, Chambers Street station	E rerouted to Euclid Avenue with C Chambers/ Euclid	Switches #5, 6, 7, & 8
7/1 to 9/1	Ni & Wkend	B/D/F	Tracks B-1/2/3/4/ 5/6 N/O 47 th -50 th Streets; Close 57 th Street B-5	Split D to W. 4 th Street via Sixth & Eighth Avenues; F via Eighth Avenue; B via Broadway	Switches #119, 121, 137, & 139
2/5 to 2/20	Daily & Wkndys	A/H	Tracks K-1 & K-3/4 N/O Lefferts Boulevard	A Far Rockaway normal, A Lefferts rerouted to Rock Park, H Suspended, Shuttle Bus	Switch #73

Ni = Nights, Daily = Days, Wkend = Fri to Mon Continuous, Wkndys = Sat/Sun

(To be continued next month)

Around New York's Transit System

MTA Agencies' Legal Names Were Never Changed

Although the MTA operating agencies adopted new popular names in 1993, the legal names remain unchanged and continue to be used in contracts, financial statements, legislation, and bond documents.

LEGAL NAME	POPULAR NAME
New York City Transit Authority	MTA New York City Transit
Manhattan & Bronx Surface Transit Operating Authority	MTA New York City Transit
The Long Island Rail Road Company	MTA Long Island Rail Road
Metropolitan Suburban Bus Authority	MTA Long Island Bus
Metro-North Commuter Railroad Company	MTA Metro-North Railroad

Virginia Fields, and Assemblyman Scott M. Stringer agree that the Second Avenue Subway must be built, but the MTA has not requested federal funding. Assemblyman Stringer's newsletter informs us that the Second Avenue Subway would tremendously increase the potential for business growth on the East Side of Manhattan and the entire city. Through Manhattan Borough President Fields' postcard campaign, over 20,000 people have sent postcards urging the MTA to build the Second Avenue Subway now. If the Long Island Rail Road connection to Grand Central is built, 12,000 additional passengers will attempt to ride the extremely overcrowded Lexington Avenue Line in the morning rush. For this reason alone, we need the Second Avenue Subway.

Meanwhile, on August 18, Public Advocate Mark Green appeared in front of MTA headquarters to lobby in favor of building the Second Avenue Subway from Co-Op City in the Bronx to Battery Park at the foot of lower Manhattan. None of the speakers could say how construction would be funded.

Public Officials Support Second Avenue Subway

Senator Charles Schumer, Borough President C.

Public Officials Urge MTA to Widen 72nd Street Platform

(Continued on page 15)

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
July 9-13 and 16, 1999	Q	Train composed of 2 R-40Ms, 2 R-42s, 2 R-40Ms, and 4 R-42s
July 15-16, 1999	Q	Train composed of 8 R-42s and 2 R-32s
July 19, 1999	N	Train composed of N-4876-7 (R-42), 4549-8 (R-40M), 4937-6 (R-42), 3825-4 (R-32), 4879-8 (R-42)-S
July 24, 1999	B	R-42
August 2, 1999	N	Train composed of 8 R-42s and 2 R-40Ms
August 5, 1999	N	Train composed of N-3816-7 (R-32), 3874-5 (R-32), 3906-7 (R-32), 4484-5 (R-40M)-S
August 5, 1999	Q	Train composed of N-4866-7 (R-42), 4912-3 (R-42), 4903-2 (R-42), 4909-8 (R-42), 3947-6 (R-32)-S

We have unconfirmed reports of a Q train consisting of R-42s, R-40Ms, and slant R-40s. We have no record of the date(s) this train operated.

In the July *Bulletin* we reported that R-42 cars 4864-4949 were transferred from East New York to Coney Island, but we were unable to determine whether all 86

cars were transferred. Cars 4918-9 were in the shop for repairs when the other cars were transferred. They were sent to Coney Island early in July via the New York & Atlantic, Cross Harbor, and South Brooklyn (see page 14 of the June *Bulletin*).