

# The Bulletin



**New York Division, Electric Railroaders' Association**

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## **The Bulletin**

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## **NYC TRANSIT STRIKE AVERTED AGAIN**

NYC Transit's contract with the Transport Workers Union expired on December 15, 1999. Both sides submitted their demands and proposals shortly before the expiration date. As usual, they were far apart. The union asked for a raise of 9 percent a year, but management offered only 12% over three years. At first, the negotiators made no progress. On December 10, five days before the deadline, Mayor Giuliani urged the negotiators to work around the clock.

Meanwhile, the union threatened to strike if an agreement was not reached when the contract expired. Whenever the union received an unfavorable offer, it has always threatened to strike. Fortunately, there were only two strikes — in 1966 and in 1980.

Mayor Giuliani took these threats seriously and announced that the city would develop contingency plans for transporting some of the 3.5 million daily passengers who ride the subway and buses. Ferries would operate from Yankee Stadium, Shea Stadium, E. 90<sup>th</sup> Street in Manhattan, and the Brooklyn Army Terminal to Pier 16 at South Street, Pier 11 at Wall Street, and Whitehall Street, all in

Manhattan. From 6 to 10 AM, vehicles with fewer than three passengers would have been turned away at E. and W. 96<sup>th</sup> Street in Manhattan or at the entrances to bridges and tunnels leading to Manhattan. Group riding would have been encouraged, and dollar vans would have been allowed to operate anywhere. Seven hundred out-of-town buses were also available. The city spent \$3 million preparing for the strike.

Because the two sides were still far apart on the day before the deadline, the city went to court and obtained a restraining order prohibiting a strike. The penalties for violating this order and the Taylor Law, which prohibits strikes by public employees, were severe. If there was a strike, the union would have been fined \$1 million the first day, after which the fine would have doubled each day. Each employee's fine would have been \$25,000 the first day and also would have doubled each day. Because these astronomical fines would have made the union and the employees declare bankruptcy, the union was reluctant to authorize a strike.

*(Continued on page 12)*

## **BULLETIN COVER NOW Y2K COMPLIANT**

Thanks to the efforts of Charles Seaton (who took the picture) and member Karl Stricker (from whose collection it was scanned), we can now say that the New York Division Bulletin is Y2K compliant. The photograph that now adorns our cover is of Kawasaki-built IRT R-142A 7220 at the carbuilder's Yonkers, New York plant. Thanks, guys!

Anyone who has a (Y2K-compliant) photograph that he or she thinks should be on the cover should submit it to the Division by handing it to Circulation Manager David Ross at a meeting or sending it to the Division's Post Office Box. The photographer will be properly credited. Slides and prints are equally welcome.

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Cortlandt Parks  
Line — History  
and Track Plan  
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## BRONX & VAN CORTLANDT PARKS LINE by Bernard Linder

This line was originally called Zoological Park. Its name was changed to Bronx & Van Cortlandt Parks about 1914.\*

Owners:

STREET CARS

1908*	New York City Interborough Railway Company
March 23, 1911	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

January 25, 1948	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

Route:

STREET CARS

Other lines operated on several disconnected segments that were built long before through service began between W. 262<sup>nd</sup> Street and West Farms Square.

On July 7, 1896, horse cars from Yonkers started operating on Broadway as far south as W. 230<sup>th</sup> Street (see May, 1992 *Bulletin*).

University Avenue cars provided service on Kings-

bridge Road between University Avenue and Creston Avenue starting July 15, 1907. Service was extended to Fordham Road on November 1, 1908. University Avenue cars continued operating on Kingsbridge Road until they were replaced by Zoological Park cars in 1909. (See May, 1997 *Bulletin*.)

About 1908	Zoological Park cars started operating from Fordham Road via Third Avenue, E. 189 <sup>th</sup> Street, Southern Boulevard, and E. 180 <sup>th</sup> Street to Boston Road
May 29, 1909	Extended via Fordham Road, Kingsbridge Road, Sedgwick Avenue, Fort Independence Street, and W. 238 <sup>th</sup> Street to Broadway
August, 1912	Line was being built on W. 225 <sup>th</sup> Street between Broadway and Bailey Avenue
October 17, 1912 or November 17, 1912	Abandoned tracks on E. 189 <sup>th</sup> Street. Cars rerouted to Fordham Road between Third Avenue and Southern Boulevard
November 17, 1912	Cars rerouted. They operated from W. 262 <sup>nd</sup> Street via Broadway, W. 225 <sup>th</sup> Street, Kingsbridge Road, Fordham Road, Southern Boulevard, E. 180 <sup>th</sup> Street, and Boston Road to West Farms Square (Tremont Avenue)
April 25, 1930	Discontinued operating through underpass under Grand Concourse, probably because of IND subway construction
February 20, 1931	Westbound cars resumed operating via Grand Concourse underpass
February 25, 1931	Eastbound cars resumed operating via Grand Concourse underpass
July 24, 1931	Cars stopped at IND station entrance in Grand Concourse underpass
January 25, 1948	Buses replaced street cars

Jack May furnished information regarding route changes before 1913.

\*Approximate date from *Bullinger's Monitor Guide*

BUSES

January 25, 1948	Bx-20 buses started operating over the same route as the street cars
February 19, 1984	Renumbered to Bx-9

**ALL CARS INSPECTED AT KINGSBRIDGE**

The company's 1934 report states that by inspecting all cars at the Kingsbridge car house, road failures were reduced and the company saved \$100,000 a year. Cars scheduled for inspection carried passengers when they were operated to Kingsbridge. During the morning rush, several cars from the West Farms car house that were

scheduled for inspection were operated in passenger service on the Bronx & Van Cortlandt Parks Line. After the morning rush, they were routed to the Kingsbridge car house for inspection. They returned light to the West Farms car house.

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**Bronx & Van Cortlandt Parks Line**

*(Continued from page 2)*

**ONE-MAN CARS**

Effective December 6, 1921, one-man closed cars were operated during the cold weather. Starting May 16, 1923, two-man open cars were operated during the warm weather. When single-truck convertible treadle cars were placed in service on September 29, 1929, all cars were one-man.

**SIGNS**

Checking the transfers, we find that Bronx & Van Cortlandt Parks was designated as line #25. This number was never displayed on the trolley cars.

Starting 1936, a large metal sign with "Bronx & Van Cortlandt Parks" on the bottom and a large letter "C" above it was hung on the dash. In 1940, the large "C" and the route name were painted on the dash of 410, 417, and 429. About September, 1941, the same sign was painted on the dash of the following cars: 87-100, 201, 203, 206-210, 212, 215, 218, 220, 221, 463, 484, 489, 884, 887, 889, 970, and 971.

In 1934, roll signs in cars assigned to the West Farms

car house listed only destinations of cars operated from this car house. When these cars were operated on Bronx & Van Cortlandt Parks, a Kingsbridge line, their roll signs were blank and a large sign reading "262<sup>nd</sup> St. and B'way" or "225<sup>th</sup> St. and B'way" was hung on the dash. This sign was the same size as the sign with the big "C" described above. Destinations of Kingsbridge lines were eventually added to the roll signs and the large destination signs were no longer needed.

In the 1920s, there was an amusement park located south of E. 177<sup>th</sup> Street and Devoe Avenue. Open cars operating on this line in the summer carried a small destination sign on the dash reading "Starlight Amusement Park West Farms." This sign was half the size of the sign with the big "C" described above.

**CAR ASSIGNMENT**

An old-timer informed us that the one-man high 500s and 710, equipped with a deadman foot brake, were operated in the winter and open cars provided service in the summer. Single-truck 100-series convertibles were operated from September 29, 1929 until they were transferred to Southern Boulevard between January 31 and February 12, 1931.

**CAR ASSIGNMENT, 1931-1948**

DATE	CARS	DATE	CARS
March, 1931	451-501	September, 1938	11-23 (A), 201-229 (A), 269-295 (A), 476-501, 689-700 (A)
August, 1934	201-246, 471-501	January, 1940	11-23 (A), 201-229 (A), 269-298 (A), 410, 417, 476-501, 1134-1145 (B)
September 1, 1934	19-23, 201-246, 471-501	March, 1941	11-23 (A), 201-229 (A), 410, 417, 429, 463, 476-501, 518, 524, 1134-1143 (B)
September 9, 1934	19-23, 201-246	August 23, 1941	9-23, 71-86 (C), 87-100, 201-230, 269-298 (B), 884, 887, 889, 970, 971, 967 (B), 973-992 (B)
September 14, 1934	476-501	November, 1947	101-200, 1250-1262
February, 1936	11-23 (A), 201-229 (A), 476-501, 689-700 (A)		

(A) Occasionally

(B) Rarely

(C) Rarely starting January, 1945

Starting 1934, several cars from the West Farms car

house were in service during the morning rush.

*(Continued on page 4)*

**New Year's Eve**

*(Continued from page 15)*

**NOTES:**

(A) southbound from 5 AM; northbound from 3 AM

(B) until 4 AM

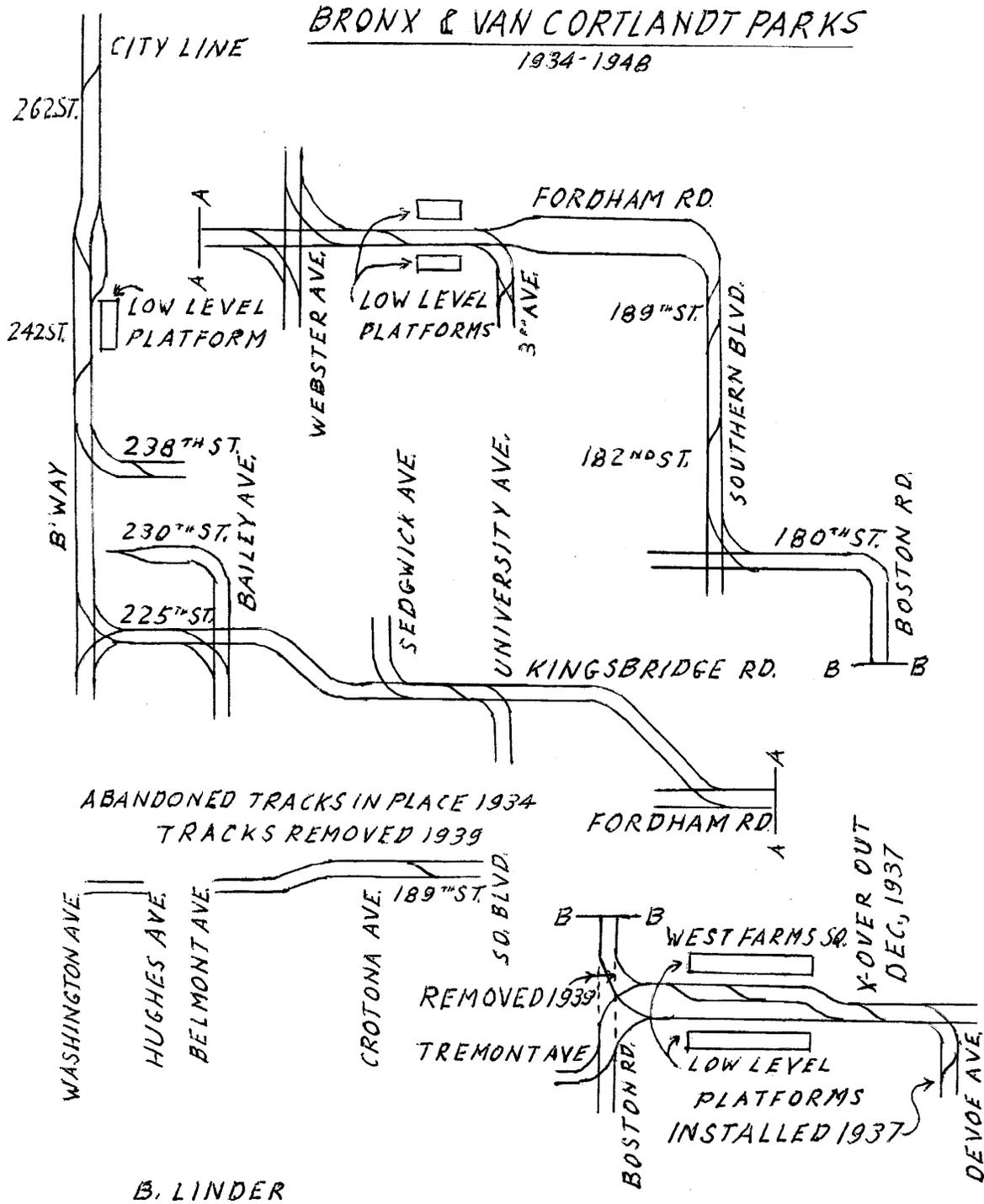
(C) after 4 AM

Saturday schedules were in effect on December 24, 25, and 31 and on January 1.

There was no additional service on the Franklin Avenue Shuttle, Rockaway Park Shuttle, and G and M lines.

**Bronx & Van Cortlandt Parks Line**

(Continued from page 3)



# WHAT IF THERE HAD BEEN A SUBWAY AND BUS STRIKE IN 1999? SOME OF THE CONTINGENCY PLANS

by Randy Glucksman

A bus and subway strike was averted during the early morning hours of December 15, 1999, when at 2:15 AM MTA Chairman E. Virgil Conway and Transport Workers Union Local 100 President Willie James announced that a tentative settlement had been reached. A few hours later, the union's Executive Board approved the deal, and now it will be up to the rank-and-file to accept or reject the contract. What was called a "dissident" faction of the union, immediately let its displeasure with the contract be known by holding a demonstration in front of NYC Transit headquarters that afternoon and then walking across the Brooklyn Bridge to City Hall. Mayor Giuliani's threat of \$25,000 per day fines for disrupting service and a first day fine of \$1 million to the Union, that would double each day thereafter, may have been a driving force for the negotiators to reach an agreement.

Parking lots for car-pooling were set up around the city. Private local and express bus operators were not affected. Extra service was to be operated as follows:

**MTA METRO-NORTH RAILROAD** – Metro-North had planned to set up a temporary station at Yankee Stadium to enable passengers to pick up ferry service on the nearby East River, which would have begun at 5 AM and operated to Pier 16 (South Street) and to Pier 83 (W. 43<sup>rd</sup> Street). Several members reported hearing rumors that train crews were planning not to stop at this temporary station. Metro-North construction crews are good, but just so readers would not think they could build an entire station with a few hours' notice, the "station" platform was to consist of modified flat cars. Metro-North also planned to operate rail shuttles at a \$3 fare from Bronx stations on the Hudson (Marble Hill, Spuyten Duyvil, University Heights, and Morris Heights) and Harlem (Mt. Vernon West, Wakefield, Woodlawn, Williams Bridge, Botanical Gardens, Fordham, and Tremont) Lines to Grand Central Terminal. Melrose was not going to be served due to the planned stop at Yankee Stadium.

**MTA LONG ISLAND RAIL ROAD** – Shuttle trains between Jamaica and Penn Station were to run every 20 minutes, from 5 AM-9 PM, at a \$3 fare. No tickets were to be sold aboard trains within New York City limits during rush hours. Crowd control was to be in place at Kew Gardens, Forest Hills and Woodside, with police controlling the flow of passengers to the platforms. Some off-peak trains were to be added, and there would have been extra diesel service to Long Island City. Some regularly scheduled trains would have been canceled, and others combined. During the hours of 5-9:30 AM, the following stations were to be closed: Auburndale,

Bellerose, Broadway, Douglaston, East New York, Flushing/Main Street, Hollis, Little Neck, Locust Manor, Murray Hill, Queens Village, Rosedale, St. Albans, and Shea Stadium. Jamaica Station would have been divided into three areas:

TIME	TRACKS	SERVICE
AM Peak	1-3	Regular westbound trains
	4-5	Special Jamaica-Penn Station shuttles
PM Peak	1	Eastbound shuttle arrivals
	2-3	Westbound trains
	4-8	Regular eastbound trains

At Penn Station, entrances were designated for each line.

**NJ TRANSIT** – Extra cars would have been added to the Bergen, Main, and Pascack Valley Lines.

**PORT AUTHORITY TRANS-HUDSON CORPORATION** – A handout distributed on Tuesday evening reported that PATH would operate weekday schedules throughout the duration of a strike. In addition, a special 33<sup>rd</sup> Street/World Trade Center (via New Jersey) shuttle service would be operated between the hours of 6 AM and 8 PM, weekdays only, with a running time of 21 minutes. The three Newark/World Trade Center morning expresses would have been suspended. Twenty-seven cars would have been added to the normal service requirements.

**FERRIES** – From 6-9 AM, the Staten Island Ferry would have added one boat to its usual three, which normally operate between the St. George Ferry Terminal in Staten Island and the Whitehall Ferry Terminal in Manhattan. Afternoon service: 2:30-4 PM, every 20 minutes; and 4-7 PM, every 15 minutes. A special service was also operated from the Whitehall Ferry Terminal to E. 34<sup>th</sup> Street Terminal. During this time, no cars were to be transported.

New York Waterways planned to continue five-minute headways until the demand was alleviated, rather than change over to longer headways after 9 AM. Beginning at 5 AM, a special ferry would have operated from Shea Stadium to E. 34<sup>th</sup> Street. This route would also pick up passengers going south at the E. 62<sup>nd</sup> Street pier. Other New Jersey ferry operators would extend their hours of operation.

# TECH TALK

by Jeffrey B. Erlitz

After opening the bids way back on October 7, the Flushing Line Interlockings-Phase I signal contract (S-32702) was finally awarded on December 10, 1999 to the joint venture of RailWorks Corporation and Comstock, which bid \$67,350,000. As mentioned in the November, 1999 *Bulletin*, bids were opened on November 5, 1999 for the rehabilitation of the Staten Island Railway signal system (S-80220-R). This contract was finally awarded on December 29 to the joint venture of

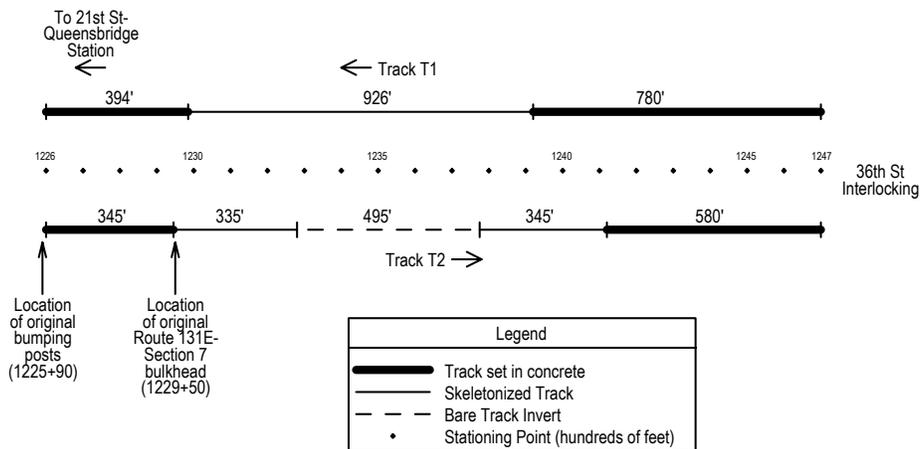
Halmar Builders of New York, Incorporated and Egis, Incorporated, which bid \$71,767,196. The White Plains Road signal job (S-32309) has been postponed indefinitely due to a shortage of funding in the capital program.

A subway system does not live by signals alone, although one might get that impression from this column. A few other contracts were awarded last December, as follows:

DATE (1999)	CONTRACT	DESCRIPTION	CONTRACTOR	AMOUNT
December 7	C-33219	Structural Rehabilitation of Culver Line Viaduct	Kiska Construction Corp.	\$11,912,000
December 21	E-31271	Rehabilitation of Whitehall Street and Furman Street Fan Plants	Gottlieb Skanska, Inc.	\$23,457,000
December 22	E-40820	Wet/Dry Fire Lines in 63 <sup>rd</sup> Street Tunnel-57 <sup>th</sup> Street to 21 <sup>st</sup> Street	WDF, Inc.	\$4,111,711
December 22	C-33400	Rehabilitation of 7 Stations-Jamaica Line	M.A. Angeliades, Inc.	\$38,950,000

In 63<sup>rd</sup> Street Connection news, a milestone of sorts was reached in January with the completion of track installation, albeit skeletonized, on Track T-1. It is now theoretically possible to run a diesel powered work train from 36<sup>th</sup> Street to 21<sup>st</sup> Street on this track. Over on Track T-2, 150 additional feet of track has been installed since the Thanksgiving weekend. About 530 lin-

ear feet of concrete was poured on the north end of Track T-2 over the weekend of January 8-9. Third rail protection board brackets have been installed on Track T-2 from stationing 1225+90 to 1229+45, the limits of the portion currently set in concrete. The diagram below is an update of the one in last month's *Bulletin* and shows the status of trackwork as of January 9, 2000:



Another milestone was reached in January with the installation of the last switch for the 63<sup>rd</sup> Street Connection. The switch involved was #517, connecting Tracks D-5 and D-4 midway between Queens Plaza and 36<sup>th</sup> Street (see track diagram in the December, 1999 *Bulletin*). It was installed over the weekends of January 15-16 and 22-23.

One final news item: The IRT test track (Y-3) on the Dyre Avenue Line was placed in service on Wednesday, January 12, 2000.

The table on the next page is the continuation of

HEET (High Entrance-Exit Turnstile) installations from last month's issue.

I will continue with additional HEET and MVM installations as soon as I get updated information. Also, I have not completely forgotten my explanation of the various types of train operator's push buttons. I am awaiting an "official" explanation from the "powers that be." Also in the category of "promised information" is a listing of IRT interlocking machines; I have not forgotten about that one, either.

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**Tech Talk**

*(Continued from page 6)*

<b>LINE</b>	<b>STATION</b>	<b>CONTROL AREA</b>	<b>HEETs</b>	<b>OPENING DATE</b>
Canarsie	Bedford Avenue	H10	1	5/5/99
	Lorimer Street	H11	1	5/12/99
Eighth Avenue	207 <sup>th</sup> Street	N1	2	5/12/99
Lexington Avenue	Brooklyn Bridge	R209	2	5/13/99
Seventh Avenue	Cortlandt Street	R109	1	5/20/99
Lexington Avenue	14 <sup>th</sup> Street	R221A	4	5/21/99
Sixth Avenue	14 <sup>th</sup> Street	N510	1	5/26/99
		N511	1	5/26/99
Canarsie	DeKalb Avenue	H24	1	5/27/99
Flushing	Fifth Avenue	R500	2	6/2/99
Seventh Avenue	34 <sup>th</sup> Street	R139	1	6/9/99
Nostrand Avenue	Flatbush Avenue	R647	1	6/9/99
Lexington Avenue	33 <sup>rd</sup> Street	R231A	2	6/10/99
Queens Boulevard	46 <sup>th</sup> Street	N317A	1	6/11/99
West End	71 <sup>st</sup> Street	E8	1	6/16/99
Culver	Avenue N	N554	2	6/30/99
Lexington Avenue	33 <sup>rd</sup> Street	R232A	2	6/30/99
Broadway	Union Square	A33	2	7/14/99
Lexington Avenue	Borough Hall	R602	2	8/4/99
Broadway-Seventh Avenue	79 <sup>th</sup> Street	R162	1	8/11/99
Sea Beach	Avenue U	D14	1	8/18/99
Culver	18 <sup>th</sup> Avenue	N550	2	8/18/99
Eighth Avenue	168 <sup>th</sup> Street	N12	2	8/19/99
	135 <sup>th</sup> Street	N22	2	8/19/99
West End	79 <sup>th</sup> Street	E10	1	9/1/99
Broadway-Seventh Avenue	66 <sup>th</sup> Street	R160A	2	9/8/99
Flushing	46 <sup>th</sup> Street	R520	2	9/8/99
Sea Beach	Kings Highway	D13	1	9/22/99
Prospect Park	15 <sup>th</sup> Street-Prospect Park	N541	2	9/22/99
Queens Boulevard	Roosevelt Avenue	N323	2	9/23/99
Prospect Park	Fort Hamilton Parkway	N544	2	9/23/99
Concourse	Fordham Road	N218	2	10/6/99
Crosstown	Metropolitan Avenue	N409	2	10/6/99

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# Commuter Notes

by Randy Glucksman

## MTA Metro-North Railroad (East)

1999 was another banner year for Metro-North's on-time performance. The goal of 96.3% was exceeded by .2%, to 96.5%. Metro-North has announced that the goal will increase .5% each year until the year 2003, until it reaches 97%. This year, trains are expected to be on-time 96.7% of the time.

After years of construction, the 125<sup>th</sup> Street station was completed on December 15, 1999. The station reflects a "Gay Nineties" décor, which fits, as it was built in 1897! A new sign installed above the entrance reads "Harlem-125<sup>th</sup> Street." Renovation of the station was part of a 6-year, \$150 million project in which the Park Avenue Viaduct, which also dates from 1897, was rebuilt.

## Connecticut Department of Transportation

Should you find yourself in New Haven between the hours of 1 and 4 AM, and have no place to go, forget about hanging out in Union Station. During those hours the station will be closed for cleaning and maintenance. As could be expected, advocates for the homeless have denounced this move. No Metro-North trains depart during those hours; however, there are three arrivals. Passengers will still be able to exit the station and access the street, parking garage, or taxi area. The article from the New Haven *Register*, sent by member David A. Cohen, reported that Amtrak service would not be affected by the station closure. Apparently someone overlooked the southbound *Twilight Shoreliner*, which arrives in New Haven at 2:36 AM Mondays-Fridays and at 2:51 AM Saturdays and Sundays.

## MTA Long Island Rail Road

It appears that bi-level car 5001 was involved in some type of sideswipe accident. Member Bill Erland observed the car from a Babylon-bound train in the Hillside Maintenance Facility at the beginning of December, with all its lower windows broken.

On Sunday afternoon, December 19, 1999, a fire in a signal shed on Track #18 in New York's Penn Station halted service in and out of the terminal. The two-alarm fire was reported at 3:17 PM, and was declared under control at 5 PM, but the damage was done. News reports told of passengers who were forced to remain in New York an additional day because their Amtrak trains were canceled. NJ Transit and LIRR trains were affected as well, with many trains of the latter being diverted to Flatbush and Hunterspoint Avenues. Fifteen to twenty-minute delays, increasing to 20-45 minutes Monday afternoon, were being reported. Delays to the Long Island's service continued to the end of the year. NJ Transit and Amtrak trains did not report any delays or cancellations. However, the Long Island was forced to

adjust service as follows:

### MORNING RUSH HOUR (to Penn Station)

Canceled at Jamaica	Canceled Entirely
5:48 AM Oyster Bay	8:03 AM Valley Stream
6:38 AM Hempstead	8:10 AM Freeport
6:58 AM Hempstead	8:44 AM Jamaica (to Flatbush Avenue)
7:14 AM Hempstead	
7:35 AM Port Jefferson	
8:21 AM Far Rockaway	
8:25 AM Freeport	
8:58 AM Long Beach	
Diverted to Hunterspoint Avenue (instead of Penn Station)	Diverted to Flatbush Avenue (instead of Penn Station)
5:44 AM Port Jefferson	5:56 AM Babylon
7:10 AM Great Neck	6:56 AM Wantagh
7:28 AM Cold Spring Harbor	7:36 AM West Hempstead
8:24 AM Great Neck	8:03 AM Long Beach
	8:10 AM Far Rockaway

### EVENING RUSH HOUR

#### Canceled/combined trains

4:04 PM train from New York to Babylon (5:05 PM) combined with the 4:13 PM from New York to Massapequa Park, which was extended to Babylon.

4:19 PM train from New York to Port Jefferson (6:05 PM) operated from Jamaica. Customers took the 4:21 PM from New York and transferred at Jamaica.

4:22 PM train from New York to Port Washington (4:58 PM) combined with the 4:25 PM from New York to Great Neck, which was extended to Port Washington.

4:31 PM train from New York to Huntington combined with the 4:32 PM from New York to Hempstead. Huntington customers transferred at Jamaica.

4:42 PM train from New York to Far Rockaway (5:40 PM) is canceled. Customers took the 5:10 PM from New York and transferred at Jamaica for the Far Rockaway train.

4:43 PM train from New York to Port Washington (5:21 PM) combined with the 4:46 PM New York to Great Neck, which was extended to Port Washington.

4:57 PM train from New York to Wantagh (5:42 PM) combined with the 5:01 PM from New York to Freeport and was extended to Wantagh.

5:20 PM train from New York to Long Beach (6:11 PM) combined with the 5:23 PM from New York to Long Beach.

5:26 PM train from New York to Port Washington

(Continued on page 9)

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

(6:04 PM) combined with the 5:29 PM from New York to Great Neck and was extended to Port Washington.

5:27 PM train from New York to Freeport (6:10 PM) combined with the 5:36 PM from New York to Babylon (6:40 PM).

5:47 PM train from New York to Freeport (6:31 PM) combined with the 5:59 PM from New York to Babylon (7:01 PM).

5:50 PM train from New York to Great Neck (6:19 PM) combined with the 5:56 PM from New York to Great Neck (6:31 PM).

6:10 PM from New York to Oyster Bay (7:34 PM) started from Jamaica. Customers on the 6:13 PM from New York to Long Beach and transferred at Jamaica.

6:30 PM train from New York to Babylon (7:24 PM) combined with the 6:33 PM from New York to Babylon (7:35 PM).

The next step in my project to complete riding all the Long Island's branches required scheduling the trip around the operation of Montauk trains that use the Central Branch. Weekdays, only one westbound and two eastbound trains are scheduled to stop at Mineola. This 8.2-mile long, non-electrified, single-track connecting line exists between Beth (Divide Tower) and Babylon. I first took a quick round-trip on a Far Rockaway-bound train via the Atlantic Branch from Jamaica to Valley Stream. Riding a Ronkonkoma train for the portion I was missing between Hicksville and Ronkonkoma followed this. Member Larry Kiss joined me there and we rode back to Mineola to await Train #2772 for the 26-minute non-stop trip to Babylon. (With Larry's knowledge of the Long Island, I learned a few things.) I de-trained there, and awaited an express to Penn Station. Train #125 only stops at Amityville, Freeport and Jamaica. I'll have to wait for the spring opening of Belmont Race Track to "complete the puzzle."

Several stations will begin to undergo renovations this year. Hicksville, which is the busiest on the railroad, will have its main waiting room and ticket office rebuilt over an 18-month period. While the work is going on, two trailers will be temporarily installed north of the building. Bethpage will also receive attention, with construction of a new building that will be situated west of Stewart Avenue, south of the tracks. In addition to the new facility, there will be two pedestrian overpasses and an expansion of parking on the former Grumman site. Bethpage will host the U.S. Golf Open in 2002. The Riverhead station will be renovated as well.

After receiving complaints from residents where the new DE-30 and DM-30 locomotives operate, the LIRR has decided to replace the trains' horns. Complaints to railroad management were to no avail, according to an article in *Suffolk Life*. It was only after the railroad was threatened with a subpoena to appear before the Suf-

folk County legislature, that an agreement was reached that the 46 train horns in question would be replaced. Federal law requires a horn that reaches a minimum of 96 decibels measured 100 feet from the front of the locomotive, and the horns met that requirement. However, the sound was determined to be "more annoying." Retrofitting will cost \$125,000, and will take from two to four months. The work involves changing the tone to a smoother and more mellow one, relocating the horn from its current location (mid-locomotive and roof-mounted) to the front of the locomotive above the windshield, and changing the control mechanism from an electronic solenoid type valve to a pneumatic activation valve. Thanks to member Joe Gagne for the report.

Member Russell Avvocato reported that the following cars have been stripped: M-1s 9193-9194, 9270-9315 (fire), and 9614-9441 (accident), and old coaches 2783, 2796, 2800, 2813, 2923, and 2924. Another 10-20 cars were at the Belmont Race Track spur, out of service. This observation was made on December 14, 1999.

Larry Kiss has been keeping tabs on the slowly vanishing older fleet, but at least as of mid-December, 1999, it wasn't vanishing quite so fast. He was at Ronkonkoma during the afternoon of December 17 at the time that the two-car shuttle of new cars (which had been operating all week) was being replaced by a three-car set of old cars with MP-15s at each end. Also, the next day, the Saturday afternoon train that we rode in October was also composed of old cars with a GP-38 and an MP-15. Christmas Day, he and his family did a round trip from Speonk to Jamaica, and of the three Montauk Line trains, two had older equipment. The next day, the Greenport shuttle had a two-car set of older cars.

According to an e-mail from member Glenn Rowe, "CSXT was to move two additional Long Island Rail Road Alco FA-1 'powerpacks' during the first week of January. CSXT car inspectors from Oak Point Yard in the Bronx inspected the two locomotives prior to their departure. Units were routed LIRR, New York & Atlantic, and CSXT to Hydro-Power in Bridgeton, New Jersey, where they were to be stripped of their valuable 'Penske sleds' head-end power equipment, and then scrapped!"

After writing the aforementioned paragraph, I decided to check the Larry Kiss article and roster that appeared in the May, 1997 *Bulletin*. I found that after posting these latest removals, as of the end of 1999, there should be six "powerpacks" remaining: 605, 607, 608 (3100), 609, 611, and 613. Back in September, 620 and 622 were also sent to Hydro-Power, and presumably they met the same fate as was in store for 614 and 615. Larry reported that 617 has been sent to the Danbury Railway Museum.

**NJ Transit**

Boonton Line riders got a new timetable as of Decem-

*(Continued on page 10)*

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

ber 19, 1999, due to the turning of several trains, which formerly operated to Great Notch, at Montclair Heights. Affected are Trains #1030, previously the 8:48 AM Great Notch, now the 8:50 AM Montclair Heights; #1031 – 7:45 AM Hoboken, #1033 – 3:58 PM Hoboken, and #1035 – 5:48 PM Hoboken. Trains in adjacent time slots now stop at Great Notch to make up for these trains. The reason for the new timetable was the “retirement” of Great Notch Interlocking (MP 16.5) and the placing in service of New Cedar Interlocking (MP 15.5). Track #1 between Cedar and MP 16.8 has been renamed *Single Track* and Track #2 between Cedar and MP 16.8 has been renamed *Great Notch Yard Lead*. At this point, the Boonton Line is single-tracked, and access to the yard can only be made west of Montclair Heights. To differentiate between the timetable that went into effect on October 31, 1999 and this one, the cover colors have been swapped, so that this timetable resembles the ones that have been used until October 30. However, the brown color remains.

Early Getaway trains were operated on Thursday December 23 and Friday December 31, on all lines. On Friday December 24, since a Saturday schedule was in effect, there was no service on the Boonton, Montclair and Pascack Valley Lines.

Alstom’s unexercised options are for 53 cabs and 47 trailers (all single-level). Included are 30 for Metro-North (West-of-Hudson). However, don’t expect these cars to be delivered to NJ Transit, as they will no doubt go into East-of-Hudson service and release older cars without center doors. West-of-Hudson riders can expect cars similar to the eight 6100-series cars that were received in 1997 and 1999. The first of 130 cars in the base contract are due in the summer of 2001.

NJ Transit is exploring the possibility of adding a new station on the North Jersey Coast Line, in Old Bridge, between South Amboy and Matawan. The station would be near Exit 120 of the Garden State Parkway, and a parking lot to accommodate 1,200 cars is envisioned.

Frequent contributor Alan Kramer reported that he observed LRVs on two separate occasions making appearances in front of his office building on Hudson Street in Jersey City. On December 6, 1999, 2028 was towed for an inspection of the catenary wire, and on December 10, 2024 made a trip under its own power. Alan also wrote that 2024 was the same car that was displayed in Bayonne in October.

**Port Authority Trans-Hudson Corporation**

There are just three cars remaining in the red interior door light program. According to Alan Kramer, 819, 840, and 845 were recently completed.

On December 12, work at the Ninth Street station was finished. Apparently PATH decided to wait until after the holiday season is over to begin work at 23<sup>rd</sup> Street.

**Amtrak**

A visit to Penn Station (New York) during mid-December found that the Solari (flip-sign) departure board had been relocated slightly to the east from where it formerly was, and a new sign frame, which is over twice as large, has been installed and is in the process of being completed.

In December, Amtrak announced that by this September, service would be running between Los Angeles and Las Vegas. Using leased Talgo equipment painted in the Nevada state colors of silver and blue, General Motors-built F59-PHIs will be the motive power. Amtrak is hoping to tap into a growing market that relies on getting there via a congested I-15 through the Mojave Desert and several mountain ranges, and airline service that is at near capacity. Current plans call for one daily round trip between Los Angeles and Las Vegas, with an intermediate stop in Montclair, California, with a five-and-a-half hour trip time. Enroute, guests will enjoy on-board entertainment, wide comfortable seats, and formal dining. Amtrak also hopes to add two additional round trips as demand grows. The eastbound train will depart Los Angeles at 9 AM and arrive in Las Vegas at 2:30 PM, in time for local hotel check-ins. The westbound train will depart Las Vegas at 4 PM and arrive in Los Angeles at 9:30 PM. Within the next few months, Amtrak will construct a platform with a canopy at a location near The Strip in Las Vegas. In addition, infrastructure improvements will begin along the 340-mile route including the construction of 20 miles of second mainline track between Cima and Kelso. The trains will operate on tracks owned and maintained by the Union Pacific Railroad, the Burlington Northern Railway, and the Southern California Regional Rail Authority. Although the trains are designed to travel 125 mph, maximum track speed will be 79 mph.

**Trolley Museums**

The next time you pass by Connecticut Company 855, which is in front of the Holiday Inn Express (off I-95), if it looks different there is a reason. Its exterior was re-finished as an Eagle Scout project by a member of Troop 401. The new side sheathing which was installed, was donated by a local building supply company, and of course so to was the labor: Michael Mohler’s fellow scouts, who performed this work over several weekends. The job is not complete: next season the window sash and lettering will be done. Besides being a static exhibit and promotion for the Branford Trolley Museum, 855 doubles as a Tourist Information Center.

With the arrival of Toronto Transit Commission 2890 last year, the Seashore Trolley Museum now has Peter Witt cars from what it terms three generations. The oldest, Rochester 1213, was built in 1914. TTC 2890 (1923), which was received in a swap with the Halton Radial County Museum in Ontario, is classified as a “second generation Witt.” (Please refer to the October,

*(Continued on page 11)*

**Commuter Notes**

(Continued from page 10)

1999 **Bulletin** for details.) The youngest, Baltimore's 6144, was constructed in 1930 and is part of the last generation of domestic Witts. 6144 is just six years older than the first PCCs.

Cleveland Railway 1227 (née Shaker Heights Rapid Transit 27) has been undergoing restoration, and made its first appearance outside of the shop in nearly 9 years this past August.

**Miscellaneous**

The American Public Transit Association has changed its name to American Public Transportation Association, as of the first of January. APTA says that it hopes to broaden its base, especially with the worldwide trend to more contracting, according to a report in **Metro** magazine. The name change also reflects the importance of paratransit, ridesharing, intermodalism and transportation to airports.

With nearly everyone have perceived that the end of the 20<sup>th</sup> century has already occurred, **Metro** magazine, in its January, 2000 issue, presented its list of the top events of the 20<sup>th</sup> century. (The 20<sup>th</sup> century really ends on December 31, 2000 – but that is okay: if, as Charles Osgood reported, historians agree that the 20<sup>th</sup> century only had 99 years, then after that all future centuries will be 100 years!)

1. New York City subway (1904)
2. Urban Mass Transit Administration (1968)
3. Intermodal Surface Transportation Efficiency Act (1991)
4. Fageol Safety Coach (1922)
5. Streetcar divestiture (1930-65)
6. Greyhound Lines (1929)
7. Diesel bus engines (1932)
8. Clean Air Act (1971)
9. Private enterprise builds transit
10. Height of transit use (1940-46)
11. Semiconductors
12. Arab oil embargo (1973)
13. Americans with Disabilities Act (ADA) (1990)
14. San Diego Trolley

Thanks to Member Phil Hom for the e-mail.

**Other Transit Systems****Boston, Massachusetts**

Union members who currently work for Amtrak have been making a lot of press lately over the new contractor, Bay State Services, that won the contract for maintenance of the commuter rail fleet. Under the terms of the contract that the MBTA negotiated last year, Bay State is supposed to take over the maintenance on March 1, after submitting a \$116 million lower bid than Amtrak. Now, thanks to the support of Congressman J. Joseph Moakley, other federal agencies are getting involved, and are looking for answers as to whether or not the new company has the personnel and experience to

get the job done. Todd Glickman has sent several articles over the past few months along with seat notices that were distributed by Amtrak's maintenance employees who stand to lose their jobs. Nuria J. Fernandez, acting administrator of the Federal Transit Administration, has sent a letter to the MBTA asking it to postpone the effective date until the FTA can be assured that a "qualified workforce" is in place. Todd also sent the Winter, 2000 Subway service timetable, for the period December 25, 1999-March 24, 2000. Its cover sports a new logo. Surrounding the usual "T," over which is superimposed the numbers "2000," is the wording, "TRANSPORTING YOU INTO THE NEW MILLENNIUM."

**Philadelphia, Pennsylvania**

SEPTA's first Suburban Transit and Street map in ten years has been issued. Thanks to Gregory Campolo for sending it to me. The City Transit Map was revised in 1998.

PATCO's fall 1999 timetable went into effect on September 11.

**Washington, D.C. area**

Monthly ticket-holders were notified by Virginia Railway Express that January, 2000 tickets show the year as "100" instead of "99," like it was during 1999. It is not known whether this will be the scheme used in the future, or if this is just temporary.

VRE is offering for sale a number of its Mafersa Naugahyde red/blue seats which were removed from the coaches when newer seating with more space were installed. You can have them in two and three place seats. They are said to be in excellent condition, and are available as-is, where-is for \$10.00 each at Broad Run (Manassas Line).

**South Florida**

The Florida Marlins football team has narrowed down the sites for its new stadium, and the one in Fort Lauderdale could put a light rail line on Northwest 1<sup>st</sup> Street from I-95. While the City of Fort Lauderdale would like to have this sports team, there are concerns about traffic congestion when games are held, and at least one city commissioner has gone on record as advocating construction of a trolley line, which would extend into the downtown area. Thanks to Joe Gagne for the article from the **Sun Sentinel**.

**St. Louis, Missouri**

On December 16, MetroLink vehicles 2001 and 2002 made their debut in regular revenue service, thereby marking the first additions to Bi-State's fleet since 1993. They are similar in appearance to the existing 31 LRVs but feature a different style window and no interior overhead luggage rack, and are powered by AC instead of DC power. Delivery was via rail from Siemens' assembly point in Sacramento, California. Ten cars were ordered under the contract.

Progress is being made on the St. Clair County MetroLink Extension beginning at the 5th & Missouri

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**Commuter Notes**

*(Continued from page 11)*

station all the way to Belleville Area College. Rails have been installed on the concrete ties, and bridges and retaining walls are nearly complete in all locations. Most of the park-ride facilities have also begun to take shape. Contractors will soon begin working on the traction power system, overhead power lines, vertical poles and power lines and electrical substations. May, 2001 is the scheduled beginning of revenue operation for this 17.4 mile, 8-station extension.

**New Orleans, Louisiana**

The Regional Transit Authority was to hold public hearings in February on the proposed fare increase for RTA services. Under the proposal, the basic fare would increase from \$1 to \$1.25.

**Mountain View, California**

Member Harold Geissenheimer sent a report about the opening day ceremonies of the Valley Transit Authority's Tasman West Extension, which he attended on December 17, 1999. He also enclosed a photo of himself and member George Horn. Revenue service began on Monday, December 20. This 7.6-mile extension is added to the 21-mile Guadalupe extension, the first segments of which date from December, 1987. With this new service, a new map was issued and Greg Campolo managed to obtain one for me.

**Stockton, California**

Harold also visited the Altamont Commuter Express and sent a copy of the latest timetable, dated November 1, 1999. Comparing the previous one, dated June 1, the inbound additional Amtrak bus service has been eliminated. Outbound, there is only one late bus in addition to the two regularly scheduled train trips. Gone are a bus and a train to Fremont and one afternoon bus to Stockton. Apparently the ridership did not warrant this service.

**London, United Kingdom**

The final section of the Extended Jubilee Line between Green Park and Waterloo opened on November 20. This date allowed for several weeks of revenue service before the opening of the Millennium Dome for the New Year's Weekend celebrations.

**From the History Files**

**140 Years Ago:** On February 1, 1860, the first passengers were carried on the Staten Island Railway. Service continues today and is operated by MTA Staten Island Railway.

**50 Years Ago:** On February 17, 1950, 31 passengers were killed in a LIRR train wreck in Rockville Centre.

*News items concerning commuter operations may be e-mailed to NYDnewseditor@aol.com.*

**NYC Transit Strike Averted Again**

*(Continued from page 1)*

After negotiating all day on December 14, both sides agreed to continue until a settlement was reached. At 10:30 PM, Mayor Giuliani announced that a strike was averted. An agreement was finally reached at 1 AM December 15, an hour after the deadline. Several hours later, the union's Executive Board approved it by a 25-20 vote with one abstention. This agreement is not valid until it is approved by the union members.

The agreement, which provides for raises of 5%, 3%, and 4%, raises the average salary from \$39,000 to nearly \$44,000 over a period of three years and results in an increase in paychecks of 6% over three years by allowing workers to reduce their pension contributions. It would increase pay effectively by more than 18% in three years. This package would increase labor costs by more than 20% if NYC Transit's increased contributions for health coverage were included.

Except for a tentative agreement recently reached with the city's school principals, experts agreed that this was the most generous contract with city employees since the early 1980s. But leaders of a dissident faction said that they would urge employees to reject the contract because they believe it was not generous enough. They objected to the concession on work rules which

could reduce NYC Transit's labor costs. How powerful are these dissidents? We are anxiously waiting for the results of the referendum.

To keep up with the increased cost of living, salaries have increased appreciably, as shown in the table below. Following are the entrance salaries:

TITLE	HOURLY RATE			
	48-Hour Week	40-Hour Week	40-Hour Week	40-Hour Week
	4/1/41	1/1/58	1/1/64	9/1/96
Motorman (title changed to Train Operator)	\$.86	\$2.41	\$3.19	\$20.87
Conductor	.66	2.065	2.7175	18.10
Railroad Clerk	.55	1.825	2.45	17.1475
Surface Line Operator	N/A	2.04	2.7275	19.62

## Y2K

### by Randy Glucksman

All commuter agencies in the metropolitan area, Boston, and Philadelphia issued *Millennium Weekend* timetables from December 31, 1999 through January 2, 2000, and there was lots of extra service.

#### MTA Metro-North Railroad

Special colorful *Millennium Weekend* timetables were issued in the usual line colors, but with an added gold touch. Schedules for December 31 and New Year's Eve and morning are on one side, while on the reverse was the service for January 1 and 2, 2000. Respectively, there were four and seven additional trains on the Hudson and Harlem Lines over what Metro-North has operated on past New Year's Eve mornings. New Haven Line service was comparable to last year. Most trains had the letter "H" added to their schedule times, indicating that the train is primarily to discharge passengers and may run up to five minutes early. On Friday, December 31, Metro-North reduced the number of AM and PM peak trains, and ran additional off-peak service. There was post-midnight service on all lines until 7 AM, when regular Sunday schedules went into effect. As a bonus, Metro-North customers were able to use off-peak tickets during this period.

As a precaution, no Metro-North trains were scheduled to depart from Grand Central Terminal between 11:40 PM and 12:16 AM, and no trains were in the Park Avenue Tunnel.

#### MTA Long Island Rail Road

Unlike its sister agency, Metro-North, the covers of the *Millennium Special 2000* timetables were exactly like the regular timetables. In summary, regular morning rush hour service was provided on December 31, but between noon and 2 PM, 12 additional eastbound trains were operated. From 2-10:30 PM, 51 extra westbound trains arrived in the city. This required the cancellation or combination of 14 eastbound peak trains. After midnight, 34 eastbound trains were added. Passengers who rode peak hour trains were charged accordingly. Schedules were not altered to avoid dispatching trains in the half-hour surrounding midnight.

It is interesting when another member takes the time to analyze the timetables, so here is Todd Glickman's report:

"PORT WASHINGTON: Inbound late evening service includes two per hour from Port Washington, and two additional per hour starting at Great Neck. Eleven return trains midnight to 6:30 AM.

"PORT JEFFERSON: Slim pickings inbound from Port Jefferson, but if you take the 1:10 PM it looks like it's a dual-mode. Huntington service is twice an hour, including an interesting 8:18 PM train that makes all stops to New Hyde Park, then runs express to Penn (bypassing

Jamaica). Returning, the first post-midnight train that goes to Port Jeff is at 1:46 AM, and the next two are at 3:49 AM and (yawn) 6:12 AM. Huntingtonians do better with twice-an-hour service.

"RONKONKOMA: Inbound service approximately hourly, with an interesting train starting at 7:20 PM at Farmingdale, stopping only at Bethpage and Hicksville before running express to Penn. The 7:41 PM from Ronkonkoma goes local to Bethpage, then express to Penn. Heading home after midnight, there are two an hour, most of which run express Penn to Hicksville. Greenport service? NADA. (Well, except the 9:30 PM departure from Greenport, conveniently arriving at Penn at 12:29 AM. You can celebrate New Year somewhere between Mineola and Jamaica on that one!)

"OYSTER BAY: Hourly inbound service (no dual-modes evident), with the last train that will make it the 9:29 PM out of Oyster Bay. Not much service heading home -- 12:37 AM and 3:08 AM. By the way, that 12:37 AM connecting train out of Penn is going to be awfully crowded - it goes to Babylon, with connections to Montauk, Oyster Bay, and Hempstead!

"HEMPSTEAD: Sparse inbound service -- just hourly, most terminating in Brooklyn. The 6:48 PM runs express from Hollis to Penn. The last one, 10:58 PM, arrives at Penn (with a change at Jamaica) at 11:54 PM. If it's a few minutes late, you'll celebrate the stroke-of-midnight in the tunnel! Return service is at 90-minute intervals until 6:30 AM.

"BABYLON: Three to four trains per hour inbound and 12 return trains from midnight to 6:30 AM.

"FAR ROCKAWAY: The inbound evening trains go to Brooklyn. Change at Jamaica! Seven return trips midnight to 6:30 AM, a few of which require a change at Valley Stream. If you miss the 12:14 AM, the next one is a long wait -- 1:46 AM!

"LONG BEACH: Two inbound trains (5:21 PM and 6:55 PM) run express from Valley Stream and bypass Jamaica. Hourly post-midnight return service, including express Penn-to-Valley Stream at 3:29 AM and 4:59 AM.

"WEST HEMPSTEAD: As expected, not much service. Catch the 8:16 PM or 10:32 PM change at Valley Stream AND Jamaica to get to NYC, or you miss it! The really bad news is you can't get home. There's a 12:00 midnight departure -- and that's it!

"MONTAUK: If you're coming all the way from Montauk, it's 11:25 AM or else. There's a 3:16 PM from East Hampton, and a 9:04 PM from Speonk that will work. No dual-mode other than the 6:11 AM from Speonk. Eastbound after midnight, there's the 12:27 AM local to

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**Y2K**

(Continued from page 13)

Montauk, and a 2:42 AM to Speonk."

**NJ Transit**

Only the Morris & Essex, North East Corridor, North Jersey Coast and Raritan Valley, and Bergen/Main Lines got special timetables for December 31 and January 1. The covers had a fireworks-filled sky with the letters "Y 2 K" and an Arrow III car. Peak hour fares were charged on trains arriving in Newark, Hoboken, or New York on Friday, between the hours of 6:13 and 9:30 AM. The Morris & Essex timetable was the smallest ever issued for that line, because it covered only the evening, starting with the inbound 7:48 PM from Dover; and on the other side, with the 12:40 AM from Hoboken. Six extra westbound trains, four from Hoboken and two from Penn Station were operated during the overnight period. Another unusual timetable was the Main/Bergen. The inbound service shows trains leaving from Suffern (12:02 PM) and Port Jervis (12:35 PM) December 31, until the 11:53 AM from Port Jervis on January 1. On the flip side are the trains departing from Hoboken between 12:35 PM on December 31 and 9:55 AM January 1. No trains departed Penn Station or Hoboken between 11:39 PM and 12:37 AM.

**Port Authority Trans-Hudson Corporation**

For Friday, New Year's Eve day, PATH operated a regular weekday schedule, but added additional trains in the afternoon for what was termed "early dismissal service." For the evening, there was "more frequent train service as needed for evening festivities." A Saturday schedule was operated on New Year's Day, with 15-minute headways on all four lines between 9 AM and 7:30 PM. There was also extra late evening service every 15 minutes on the 33rd Street via Hoboken-Journal Square line from 11:28 PM till 2:13 AM.

**Massachusetts Bay Transportation Authority**

**Special New Year's Schedules** for Friday, December 31, 1999 to Sunday, January 2, 2000, were issued by the MBTA for each commuter line, except the Worcester/Framingham and Fairmount Lines, which Todd Glickman was kind enough to send. According to the MBTA, the Worcester/ Framingham Line on both Saturday, January 1, and Sunday, January 2, operated the regular Saturday schedule, and the Fairmount Line did not run on Friday because of the Saturday scheduling - no Fairmount service either, on Saturday or Sunday. On the covers there was a "T" locomotive and a string of cars, with a skyline in the background. The tallest building displayed, vertically, the numbers 2000. A **Special Overnight Bus & Subway** timetable was also published, which included all-night bus, subway, and commuter rail operations from midnight through 6 AM Sunday. The normal frequency is 20 minutes on bus and subway, 10 minutes on trolley, and hourly on commuter rail. An article from *The Boston Globe* reported

that all subways, trolleys and commuter rail trains would stop at in stations at 11:55 PM for "several minutes."

**Philadelphia, Pennsylvania**

Member Gregory Campolo sent copies of SEPTA's timetables for the overnight period 5 PM December 31 through 5 AM January 1. Instead of issuing the timetables in the usual format, double-sided plain paper copies were published. A **Consolidated Schedule** for subway-surface lines 10, 11, 13, 34, and 36 was issued in the normal timetable format. Greg even sent a Millennium Pass, which was valid during the aforementioned hours, for which I thank him. They were sold at a bargain price of \$2.00.

**San Francisco, California**

Muni provided free service from 8 PM Friday, December 31, until 6 AM Saturday, January 1. Metro cars were held in stations from shortly before midnight until shortly after. An All Night Metro LRV Shuttle provided service in the Metro Subway from 12:15 AM to 6 AM, between West Portal Station and Embarcadero Station, with some trips going to the Caltrain station. After midnight, service on the J/Church and N/Judah lines to their outer terminals, was provided by bus from the street level at the Church Street station. Post-midnight service on the K/Ingleside, L/Taraval, and M/Ocean View lines to their outer terminals was also provided by bus, from the West Portal station.

**Amtrak**

Amtrak customers celebrated the start of the year 2000 with on-board celebrations. And while Amtrak believed that all of its systems were Y2K-ready, all 53 trains which were scheduled to be operating at the time stopped briefly in the nearest stations just prior to midnight, before resuming operations. It was planned that trains would be held for an average of 30 minutes on the portions of the railroad where Amtrak owns the trackage, e.g. North East Corridor. However, over tracks owned by other railroads, trains were expected to remain in stations for one to two hours. If the length of a delay became unacceptable, contingency plans were to be implemented. In the unlikely event a train had to be terminated, buses were to be on standby.

The on-board celebrations included complimentary food and beverages and souvenir train whistles made especially for the event. Passengers holding reserved tickets were notified in advance of the planned New Year's holiday adjustments. In addition, Amtrak also gave out information to customers on board its trains and in stations. Beginning Friday, December 31, and continuing through the weekend, Amtrak doubled the number of staff monitoring train operations from its Consolidated National Operations Center in Wilmington, Delaware. Extra personnel also worked through the weekend, as did other operators.

# NEW YEAR'S EVE SUBWAY SCHEDULES

On New Year's Eve, crowds always congregate in Times Square to watch the ball drop at midnight. This year it was anticipated that the crowds would be greater than ever because they wanted to ring in the year 2000. The experts were right. At 7 AM December 31, people occupied the choice spots at W. 42<sup>nd</sup> Street where they could watch the ball drop at midnight. By 6 PM, the sidewalks on Broadway and Seventh Avenue were filled to capacity and late arrivals were turned away. There were two million people in the Times Square area. The

8,000 police officers on duty reported that the crowds were orderly and in a festive mood.

The schedule makers, who must prepare the train and bus schedules in advance, were faced with the problem of providing adequate service for this unprecedented event. On the rapid transit lines, trains operated on schedules similar to the regular Saturday afternoon schedules from 6 PM December 31 to 3 AM January 1, after which they ran less frequently. Headways were as follows:

## IRT

Line	HEADWAYS		From	To	Notes
	6 PM 12/31 to 3 AM 1/1	3-6 AM 1/1			
#1	5	7	242 <sup>nd</sup> Street	South Ferry	Alternate trains turned at 137 <sup>th</sup> Street 12-6:30 AM
#2	10	14	241 <sup>st</sup> Street	Flatbush Avenue	Local stops 9 PM 12/31-6 AM 1/1
#3	10	14	148 <sup>th</sup> Street	New Lots Avenue	Local stops 9 PM 12/31-6 AM 1/1
#4	6	8	Woodlawn	Utica Avenue	Express in Manhattan and Brooklyn
#5	12	12	See note below	Bowling Green	Express in Manhattan
#6	5	7	Pelham Bay Park	Brooklyn Bridge	Alternate trains turned at Third Avenue-138 <sup>th</sup> Street 11 PM 12-31-6 AM 1/1
#7	5	7½	Main Street	Times Square	
42 <sup>nd</sup> Street Shuttle	5	5	Grand Central	Times Square	Trains ran all night

NOTE: #5 service  
6-11 PM 12/31 Dyre Avenue to Bowling Green  
11 PM 12/31-6 AM 1/1 149<sup>th</sup> Street-Grand Concourse

upper level to Bowling Green and shuttles from Dyre Avenue to E. 180<sup>th</sup> Street on regular Saturday schedule

## BMT-IND

Line	HEADWAYS		From	To	Notes
	6 PM 12/31 to 3 AM 1/1	3-6 AM 1/1			
A	8	10 (A)	207 <sup>th</sup> Street	Far Rockaway, Lefferts Boulevard	Express in Manhattan and Brooklyn
B	10 (B)	12 (C)	21 <sup>st</sup> Street-Queensbridge	Coney Island	Express in Manhattan and Brooklyn
C	10	12	168 <sup>th</sup> Street	Euclid Avenue	
D	8	10	205 <sup>th</sup> Street	Coney Island	
E	8	10	Parsons Boulevard	World Trade Center	Express in Queens
F	8	10	179 <sup>th</sup> Street	Coney Island	Express in Queens
J	12	20	Parsons Boulevard	Chambers Street	
L	8, 10	12	Rockaway Parkway	Eighth Avenue	
N	7½ (B)	10 (C)	Ditmars Boulevard	Coney Island	All local stops
R	7½ (B)	10 (C)	Continental Avenue	95 <sup>th</sup> Street	

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**TRACK CONSTRUCTION FORECAST FOR FEBRUARY, 2000  
IN THE NYC TRANSIT SYSTEM**  
by David Erlitz

Hello everyone. Let me start by taking this chance to say "thank you" for your prayers and support in the past month regarding my uncle's passing. Everything was greatly appreciated. As life goes on, so does the monstrous amount of work in the system.

This month has an unusually large amount of large projects going on. For the BMT there will be more 60<sup>th</sup> Street Tubes single-tracking, as well as Eighth Avenue to Third Avenue single-tracking. Queensborough Plaza work is sending the N to Continental Avenue on Sunday mornings (photo opportunity), and shutting down service in Astoria to be replaced by a bus. Switches #251 & 253 south of Canal Street on the N and R lines will be replaced. This will mean Track B-2 will be straight-railed

and the City Hall lay-ups and put-ins will have to be re-located. One bit of good news is that the Williamsburg Bridge single-track operation on days and weekends is about over for now. On the IND, the World Trade Center switches will be replaced. During this time the C will be suspended and the E will replace it to Euclid Avenue when the C normally operates (another photo opportunity). At night the E will terminate at Chambers Street and relay. Also the B will go to 168<sup>th</sup> Street during the weekends. On the IRT, there is a major chip-out at President Street that will require a shuttle bus from Flatbush Avenue to President Street nightly. Once again I hope you enjoy and find this information useful to you. See you next month.

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
1/3 to 3/26	Nights	#2, #4 Bus	Tracks D-2 & D-3 S/O Franklin Avenue to N/O President Street	#2 241 <sup>st</sup> Street to Utica Avenue Shuttle Bus Flatbush Avenue to President Street	Chip-out 670'
1/3 to 3/10	Nights	#4, #6	Track L-4 N/O Grand Central to N/E 59 <sup>th</sup> Street	#4 & #6 midnights via Track #3 express n/o Grand Central to n/o 125 <sup>th</sup> Street	Dig-out
1/24 to 3/2	Nights	#1, #2, #3	Track V-2 N/E Times Square To S/E Times Square	S/B #2 & #3 local via Track #1 from s/o 79 <sup>th</sup> Street to s/o Times Square	Station rehab
2/2 to 3/17	Daily & Wkndys	#4	Tracks J-1/JM-13 S/E Moshulu Parkway to N/O Bedford Park	#4 Main - s/b Track M Woodlawn to Kingsbridge Road #4 Short - Utica Avenue to 149 <sup>th</sup> Street-Grand Concourse	Switch #341 and Panels on J-1
2/2 to 3/19	Daily & Wkndys	#2, #5	Track F-2 N/O Tremont Avenue to N/O Freeman Street	#2 s/b Track M E. 180 <sup>th</sup> Street to Freeman Street #5 Bowling Green to 149 <sup>th</sup> Street-Grand Concourse #5 Shuttle - Dyre Avenue to E. 180 <sup>th</sup> Street	Type III Panels
1/31 to 2/11	Daily	#2	Track W2 S/O 219 <sup>th</sup> Street to N/O E. 180 <sup>th</sup> Street	S/B via Track M s/o 219 <sup>th</sup> Street to N/O E. 180 <sup>th</sup> Street	Install signal equipment
2/2 to 2/11	Nights	#7, #7 Shuttle	Track C-1 N/E Vernon-Jackson to S/E Grand Central	#7 Single track C-2 Hunters Point Avenue to Times Square #7 Shuttle Main Street to Queensboro Plaza	Steinway Tube wash
2/8 to 2/11	Nights	#1, #1 Shuttle	Track BB-4 N/O 145 <sup>th</sup> Street to S/O Dyckman Street	#1 Single track via Tracks M & #1 137 <sup>th</sup> Street-Dyckman Street #1 Shuttle Terminate at 137 <sup>th</sup> Street	Install conduits, electric boxes, wires, and fixtures
2/11 to 2/14	Wkends	#1 #1 Shuttle	Track BB-4 N/O 103 <sup>rd</sup> Street to N/E 145 <sup>th</sup> Street	#1 via Track M s/o 103 <sup>rd</sup> Street to n/o 145 <sup>th</sup> Street #1 Shuttle Single track via Tracks M & #1 S/O 103 <sup>rd</sup> Street to n/o 145 <sup>th</sup> Street	Install conduits, electric boxes, wires, and fixtures
2/11 to 2/14	Wkends	#4, #5, #6	Track MM-1 N/E Canal Street to S/E Canal Street	S/B #4, #5, and #6 via Track #2 N/O Grand Central to N/O Brooklyn Bridge	Remove and install Platform edge
1/29 to 2/28	24/7	A/C/E	Tracks A-1 & A-2 S/O Canal Street to S/E World Trade Center	A - local 168 <sup>th</sup> Street to 145 <sup>th</sup> Street all times C - Suspended (replaced by E) E - to Euclid Avenue or Chambers Street B - to 168 <sup>th</sup> Street weekends S - 21 <sup>st</sup> Street-Queensbridge to Second Avenue	Replace diamond cross-over N/O World Trade Center Platform will remain closed for duration of G.O.

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**Track Construction Forecast for February, 2000**

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<b>DATE</b>	<b>TIME</b>	<b>LINE</b>	<b>AREA OF WORK</b>	<b>SERVICE ADJUSTMENT(S)</b>	<b>DESCRIPTION OF WORK</b>
1/31 to 3/3	Daily	F	Track B-3/4 N/O Kings Highway to S/O Ditmas Avenue	No effect on service	Brake stopping distance test on revenue and work trains
2/1 to 2/28	Nights	B, D, F, S	Track B-3 N/E 34 <sup>th</sup> Street to N/O W. 4 <sup>th</sup> Street	S/B service via B-1 34 <sup>th</sup> St to N/O W. 4 <sup>th</sup> Street	Rail and plate renewal
2/7 to 3/24	Nights	G	Track E-1 N/E Nassau Avenue to N/O Bedford-Nostrand	Single track via E-2 Nassau Avenue to Bedford-Nostrand	Tie block and rail renewal
1/31 to 2/26	Nights	A, C, E	Track A-4 N/O Jay Street to N/E Broadway-Nassau	A N/B via Sixth Avenue Jay Street-W. 4 <sup>th</sup> Street C and E as per World Trade Center switches	Replace fire lines in Cranberry Street Tubes
1/23 to 2/11	Nights	D	Track C-1 N/E 167 <sup>th</sup> Street to S/O 161 <sup>st</sup> Street-Yankee Stadium	S/B via Track C-3/4 n/o 167 <sup>th</sup> Street to S/O 145 <sup>th</sup> Street	Deliver HVAC equipment and install conduits for EDR room
2/7 to 2/11	Nights	E, F, R	Tracks D-1 and D-4 N/O Roosevelt Avenue to S/O Queens Plaza	S/B express via D-3, N/B local via D-2	Pull cable over D-1, Chipping and signal work on D-4
2/11 to 2/14	Wkends	E, F, R, N	Tracks D-2 & D-3 N/O Roosevelt Avenue to S/O Queens Plaza	N/B express via D-4, S/B local via D-1 (N to Continental Avenue as per Queensborough Plaza track job)	Deliver materials
2/7 to 2/18	Daily	A, Shuttle # 1	Track F-3 S/O Howard Beach to N/O Broad Channel	All A trains to Lefferts Boulevard Shuttle #1 Rockaway Boulevard to Far Rockaway single track F-4 Howard Beach to Broad Channel H – Normal	Track-testing R-142 cars
1/15/ to 2/27	Wkends	N	Track G-1 N/O Queensboro Plaza to S/O Queensboro Plaza	N service suspended, replaced by bus Ditmars Boulevard to Queensborough Plaza & Queens Plaza	Track Panels
2/5 to 2/27	Wkends	N	Tracks G-2 & G-3/4 N/O 11 <sup>th</sup> Street Cut to S/O Ditmars Boulevard	N Service suspended, replaced by bus Ditmars Boulevard to Queensborough Plaza & Queens Plaza	Track Panels
1/25 to 5/5	24/7	N/R	Tracks B-2 & B-4, Switches #251 & 253 S/O Canal Street	Track B-2 straight-railed. Relocate all N/R City Hall lay-ups and put-ins	Switch renewal
1/25 to 5/5	Nights	N/N Shuttle	Tracks B-2 & B-4, Switches #251 & 253 S/O Canal Street	N – N/B to 21 <sup>st</sup> Street-Queensbridge via Sixth Avenue, S/B 21 <sup>st</sup> Street to 57 <sup>th</sup> Street-Seventh Avenue and normal N Shuttle – Ditmars Boulevard to 34 <sup>th</sup> Street-Broadway	Switch renewal
2/1 to 2/11	Nights	N	Track G-2 S/O Lexington Avenue to S/O Queensborough Plaza	Single track via G-1 from Lexington Avenue to S/O Queensborough Plaza	Install fire lines
1/31 to 3/11	Nights	N	Tracks F-3/E-1 S/O 59 <sup>th</sup> Street to N/O Eighth Avenue	S/B N via B West End express on Track D-3/4 Ninth Avenue to Bay 50 <sup>th</sup> Street	Plate renewal
2/5 to 2/13	Wkndys	B	Tracks D-1 & DC-1 N/O Ninth Avenue to S/O Bay Parkway	<b>Ni = Nights</b>	Install signal cable
2/8 to 4/7	Nights	N	Track B-2 S/O Whitehall Street to N/O Montague Street Cut	As per Canal Street switch replacement	Plate renewal
1/31 to 2/11	Daily	N	Track E-4 N/E Bay Parkway to N/O Eighth Avenue	No effect on service	Track testing

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

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## NEW GENERATION TRAINS, NEW MILLENNIUM TRAINS: THE R-142 AND R-142A by Raymond R. Berger

This article will bring you up to date on the New Generation Trains purchased by NYC Transit under Contracts R-142 and R-142A. You will recall that 680 R-142 cars are on order from Bombardier Corporation's American subsidiary, Bombardier Transportation Services. Four hundred additional cars, known as R142-As, are on order from Kawasaki's American subsidiary, Kawasaki Rail Car, Incorporated. Both car classes are designed for use on IRT Division lines.

Bombardier's car shells and trucks are manufactured in its La Pocatiere, Quebec, Canada facility and trucked to Plattsburgh, New York, where New York State labor finishes the cars at a plant at the former Plattsburgh Air Force Base, meeting the requirements of the Buy America Act. After track testing and final approval, the cars are shipped to New York City on top of special low-floor flatcars rented from the Canadian National Railway. Carbodies and trucks are shipped on the same flat cars.

Routing is over the Canadian Pacific Railway's Bridge Line, the former Delaware & Hudson Railway to Albany, then via CSX over the Livingston Street Bridge. From there, the train runs down the former New York Central Railroad Hudson Division line, around the new connecting track along the Harlem River at the southern tip of the Bronx, and into Oak Point Yard. At that point, the New York & Atlantic Railroad picks up the train, runs it over the Hell Gate Bridge, then onto the former New York Connecting Railroad freight trackage to Fresh Pond Yard.

At that point, a crane crew removes the carbodies and trucks from the flat cars and Bombardier's crew assembles them into completed cars. When this is finished, they are shipped further west along the NY&A to a track connection with NYCT's Linden Yard. There, NYCT locomotives replace NY&A diesels for the trip up the connecting ramp on to the IRT, then uptown to the E. 180<sup>th</sup> Street Maintenance Shop.

Kawasaki's car shells and trucks are manufactured in Kawasaki Heavy Industries' Hyogo Works in Kobe, Japan. They are shipped by boat via the Panama Canal to Port Newark, New Jersey. The car shells sit on specially-made rubber-tired truck frames to ease transportation. Once unloaded from the ship, a rig transports the car shells and trucks over regular highways and the George Washington Bridge from Port Newark to Yonkers.

Assembly and finishing occur at Yonkers, using New York State labor, also meeting the requirements of the Buy America Act. When the cars are assembled, finished, and tested they are transported by truck to NYCT's 239<sup>th</sup> Street Yard, where another crew rolls the cars off the truck, down a special ramp, and onto NYCT

rails. From there, a diesel locomotive hauls them to the E. 180<sup>th</sup> Street Maintenance Shop. Acceptance testing will be done at E. 180<sup>th</sup> Street and on the new test track Y-3 between Dyre Avenue and Morris Park. A portion of that track has double-insulated running rails, insulated from each other to measure electromagnetic interference, positive and negative power flows due to the new cars' regenerative capabilities, and voltage feedback to the adjacent Baychester Avenue power substation.

Ten-car trains of what is referred to as "Pilot Cars" have been shipped from each car builder for various acceptance tests that should last about six months, if no problems occur. The ten Pilot R-142A cars were completed in Hyogo Works by Kawasaki Heavy Industries, Limited, and as such, they are the only one hundred percent Japanese cars in that car class. An exemption to the Buy America Act was granted for these cars, but the remaining 390 R-142As will meet the provisions of the Act because fifty percent of their components will be of American manufacture and will be installed at KRC in Yonkers. All of Bombardier's cars meet the provisions of the Act, as well.

The final acceptance test, after about five months of successful testing, will be the required 30-day test in passenger service without a single failure. If one occurs, the trouble must be corrected and the test re-started for a new 30-day period. When all this is completed, delivery of the remaining 670 R-142 "Production Cars" and 390 R-142A "Production Cars" will start.

Some railfans received partial, erroneous news that the Bombardier cars were delivered in early December, 1999. What really happened was that an incomplete car shell was shipped on an above-described Canadian National low-floor flatcar to test clearances along the delivery route between Plattsburgh and Linden Yard in Brooklyn. This occurred on December 8. The unnumbered and very incomplete shell never ran beyond that point and was quickly returned to Plattsburgh the next day.

The first activity indicating completion of the Pilot Cars occurred in October, 1999, when senior transit officials made a trip to KHI's Hyogo Works to inspect the first ten R-142A cars. As a result, certain changes were made, the most important of which were in the Koito microprocessors. Kawasaki had already made reservations to ship the cars on a boat scheduled to leave Kobe, Japan on October 27. The next space was available on a subsequent boat, which was to leave Kobe in mid-January, 2000. Changes mandated by NYCT's officials could not be made in time for the October 27 deadline, so in order to prevent a long delay, it was decided to ship the cars

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**New Generation Trains**

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on the October 27 departure and make the modifications after the cars were in KRC's Yonkers facility, but before final shipment to NYCT.

The ship *Tasco* of Wilhelmsen Lines arrived at Pier 9 in Port Newark on the night of December 1, 1999. After a brief ceremony on December 2, the cars were rolled off the *Tasco* and trucked to Yonkers as follows:

- December 2: 7216, 7217, 7218
- December 6: 7219, 7220
- December 7: 7211, 7212
- December 8: 7213, 7215
- December 9: 7214

On Sunday night, December 19, 1999, car 7216 was approved for final shipment to NYCT and left Yonkers at 12:10 AM December 20 for 239<sup>th</sup> Street Yard. By 4:30 AM it was unloaded, and this event marked the first time a completed New Generation Car was on NYCT rails. Cars 7217 and 7218 followed the night of December 20 and cars 7219 and 7220 on December 22. On December 28, cars 7211 and 7212 left Yonkers for 239<sup>th</sup> Street, car 7213 followed on December 29, and, finally, 7215 and 7214 on December 30. Thus, KRC delivered all ten Pilot Cars before the end of 1999.

Meanwhile, Bombardier shipped two of its R-142 Production Cars, 6311 and 6312, to Linden Yard on December 20. These were sent to the 207<sup>th</sup> Street Over-

haul Shops where Maintainability Training courses will be held for maintenance supervisors and shop personnel.

The first five R-142 Pilot Cars were shipped from Plattsburgh and arrived in Linden Yard on December 23, and were immediately transferred to 239<sup>th</sup> Street Maintenance Shop. These were cars 6301, 6302, 6303, 6304, and 6305. Thus, Bombardier had only five Pilot Cars, plus the two Production Cars mentioned above, by the end of 1999. The five remaining Pilot Cars, 6306, 6307, 6308, 6309, and 6310, arrived at Linden Yard on Friday, January 7, 2000 and were the first cars to be delivered to NYCT in the new Millennium.

All fifteen Pilot Cars on NYCT property at the end of the year were at the 239<sup>th</sup> Street Maintenance Shop. On the night of January 3, 2000, these five R-142's and ten R-142As were transferred from 239<sup>th</sup> Street to E. 180<sup>th</sup> Street Maintenance Shop where these cars will be based during the acceptance testing period. Railfans wishing to see the cars should look for them on the Dyre Avenue Test Track (Y-3) running between Dyre Avenue and Morris Park. Speed tests should be held on the Rockaway line later this winter or in the spring.

As we start the new Millennium the future looks promising, particularly for IRT riders, as half the fleet on those lines will be replaced. The New Generation Car program is very complicated and changes, modifications, and alterations are bound to occur. We will keep you informed as events occur.



R-142 6305 at NY&A's Fresh Pond Yard, December 22, 1999.



R-142A 7217 on the test track at Kawasaki's Yonkers plant, December 20, 1999. Note Metro-North's FL-9 2012 in New York Central colors above, at the Yonkers railroad station. Charles Seaton photograph, Karl Stricker collection

**Around New York's Transit System**

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the platform at 138<sup>th</sup> Street-Grand Concourse. This blind stop, identified by a black plate with the signal number in white letters, has an indication light mounted on the front of the signal box between the track rails.

When the switch from the middle is in the reverse position, the light will be red and the stop arm will be in the tripping position. When the train approaches at the proper speed, the stop arm will go down and the light will change to yellow. With the switch in the normal position, the light will be dark and the stop arm will be down.

## Around New York's Transit System

### Original Powerhouses Out of Service

The original powerhouses built by the Interborough Rapid Transit Company, NYC Transit's predecessor, were taken out of service early in December, 1999. The powerhouse at E. 74<sup>th</sup> Street and York Avenue was built in 1901 to supply power to the newly electrified Manhattan elevated lines. The 59<sup>th</sup> Street powerhouse, located between Tenth and Eleventh Avenues and built in 1904, furnished power to New York's first subway. In 1959, they were sold to Con Edison, which phased them out and supplied power to the transit system from its own powerhouses and other sources.

### Motor Fault Lights

Motor fault lights with yellow lenses are mounted on both sides near the middle of each subway car. When a motor fault occurs, the lights on the car experiencing the fault will remain illuminated. These lights can only be reset five times. Trains with three or more cars with illuminated motor fault lights must be taken out of service. When an emergency brake valve is activated, the motor fault lights will flash on and off on the car where it was activated.

### Carbody Lights

Main carbody lights on trains operating on open structures must be turned off at the following times:

October 1-April 30: 9 AM to 4 PM

May 1 to September 30: 9 AM to 5 PM

Car body lights should not be turned off if there is insufficient daylight. They must be turned on at the last station before entering the tunnel and should be turned off at the first station after leaving the tunnel. Carbody lights should remain illuminated in the Brighton and Sea Beach cuts and on other lines where running time in the

open is five minutes or less.

### R-44 Door Enable System

Because Conductors occasionally open the doors on the wrong side of the train, NYC Transit is modifying the door controls of the R-44s to allow Train Operators to lock the doors on the wrong side of the train. Modified cars have a yellow circle under the outside car number. These cars must not be coupled to non-modified cars.

This system is in a small cabinet between the Train Operator's console and the windshield. On the panel are two lighted push-buttons, one for each side of the train.

When the train stops, the Train Operator must depress the lighted push-button on the side of the train adjacent to the platform until the light goes out, and then release the button. When the light goes out, it indicates that the Conductor has turned the Master Door Control Key Switch to the "ON" position on the side adjacent to the platform. If doors must be opened on both sides of the train, the crew must agree on which side will be opened first.

### Blind Signal Stop Arm at 138<sup>th</sup> Street-Grand Concourse

There were lots of blind stops in the original IRT signal system, especially where there were several time signals approaching a curve or a switch. When new signal systems were installed, most or all of the blind stops were replaced by signals.

To speed up southbound morning rush hour Lexington Avenue express service, a blind stop has been installed on the southbound local track, 22 feet in advance of the home signal located at the south end of

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## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
December 8, 1999	#1	Train composed of R-62As 2322-2015-2324-2089-2325 plus 5 unitized cars (2015 and 2089 are assigned to line #3)
December 17, 1999	#3	Train whose consist was R-62As 1886-7-8-9-90 from line #6 plus four #3 cars that were not unitized
December 29, 1999	#3	Train composed of R-62As 1896-7-8-9-1900 from line #6 plus four #3 cars that were not unitized

In late November and early December, R-62A cars 2015 and 2089 (mentioned above) were laid up out of service in 240<sup>th</sup> Street Yard. Cars 2321 and 2323 are also out of service in this yard.

When the Williamsburg Bridge was closed, yellow tri-

angles were placed under the numbers of slant R-40s assigned to the M Myrtle Avenue short line to indicate that "Marcy Avenue" was pasted over "Crescent Street" on the side signs.