

The Bulletin



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Editorial Staff:

Editor-in-Chief:
Bernard Linder
News Editor:
Randy Glucksman

**Circulation
Manager:**
David Ross

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ELECTRIC PASSENGER SERVICE REACHES BOSTON: PLANS FROM 1914 FINALLY REALIZED

by George Chiasson, Jr.

SERVICE BEGINS

On January 31, Amtrak started operating electric trains east of New Haven. This idea dates from the early part of the 20th century, when the New Haven Railroad operated passenger trains on this route. An *AcelaRegional/North East Direct* timetable issued effective January 31, 2000 lists two round-trips between Boston and Washington, which represent extensions of two existing New York-Washington trains, the replacement of an existing *North East Direct* trip, and one other slot achieved by altering existing times. #131 departs South Station at 6:15 AM Monday-Friday, and acts as an express advance section to #95, with stops at Back Bay, Route 128, Providence, and New London before arriving New Haven at 8:33 for a two-minute dwell. Getting into New York at 10:10 AM, #131 then assumes the former schedule held by *North East Direct* #185, and arrives in Washington at 1:35 PM. Opposite number #130 leaves Union Station at 5 AM weekdays (the former slot of Train #180), gets into Penn Station at 8:06 AM, and leaves for Boston at 8:35 AM. Arrival is scheduled in Boston at 12:34 PM after making the same stops as #131, with the addition of Kingston, Rhode Island. *AcelaRegional* #133 acts as a replacement of former *North East Direct* #177 (long the *Merchants Limited*), but its 5 PM departure is a tight fit in the MBTA's evening rush hour on weekdays, and it can easily be delayed if anything goes wrong. This was the case on #133's second day when *Capstone* coach 82037 had the brakes seize at Track #8 and the car had to be set out. The train was thus denied its "slot," and finally followed

a number of MBTA commuter trains out of the terminal at 5:17 PM. More potential delays can be experienced at the west end as well, if an *AcelaRegional* does not mesh with Metro-North's sometimes-chaotic New Haven Line schedules. The final eastbound train, #132, departs Washington at 1:10 PM and New York at 4:55 PM, and is due in Boston at 8:45 PM. This operating slot was achieved by pushing #94 back some 90 minutes, but rubs against the NJ Transit and LIRR rush hour at Penn Station. Trains #132 and #133 also operate on weekends, entering the newly electrified territory after 5:00 PM with early evening arrivals at either end.

Each of the *AcelaRegional* trains requires the use of two AEM-7's and eight cars between Boston and New York. The added horsepower is necessary to meet a rigorous schedule of 4 hours. This is compared to the former *New England Express* (1990-1995), which was limited to five cars, made very few stops, and included an engine change at New Haven to make it as fast as 3:59. All *Amfleet* equipment is limited to a top speed of 110 mph on the NEC's easternmost reaches, owing to its frequent curves and track superelevations. When the new *AcelaExpress* equipment arrives, its ability to tilt under these circumstances will yield the anticipated speeds of up to 150 mph and eventually permit the implementation of three-hour schedules between Boston and New York. The assignment of six extra AEM-7s for the Boston trains (three tandems) has cut the spare ratio of available electric units for the

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OGDEN AVENUE LINE

by Bernard Linder

Owners:

STREET CARS

September 1, 1907	New York City Interborough Railway Company (a detailed history of this company was published in the July, 1995 <i>Bulletin</i>)
March 23, 1911	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

October 26, 1947	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

Route:

STREET CARS

September 1, 1907	Cars started operating on Ogden Avenue from Jerome Avenue to the east end of Washington Bridge at University Avenue
February 2, 1909	Cars operated from Eighth Avenue via the 155 th Street Viaduct, Macombs Dam Bridge, Ogden Avenue, Washington Bridge, and W. 181 st Street to St. Nicholas Avenue
July 28, 1912	Extended on W. 181 st Street to Broadway
June 4, 1914	Extended on W. 155 th Street to Amsterdam Avenue
October 26, 1947	Buses replaced street cars

BUSES

October 26, 1947	Bx-37 buses started operating from Broadway via W. 181 st Street, Washington Bridge, Ogden Avenue, and E. 161 st Street to River Avenue
About 1983	School runs extended to E. 161 st Street and Elton Avenue
February 19, 1984	Renumbered to Bx-13
Mid-1980s	Some buses operated via Woodycrest Avenue and W. 168 th Street northbound, and W. 168 th Street, Nelson Avenue, W. 167 th Street, and Anderson Avenue southbound, replacing the discontinued Bx-49 Highbridge line. We do not know how long these buses operated, but we know that the route was shown on the 1984 and 1985 maps, but did not appear on the 1990 map

SIGNS

Checking the transfers, we find that Ogden Avenue was designated as line #34. This number was never displayed on the trolley cars.

When the 1200-series cars were placed in service, a large metal sign with "Ogden Ave." on the bottom and a large letter "O" above it was hung on the dash. In 1940, the large "O" and the route name were painted on the dash of 316-320 and 384-388. If these cars were operated elsewhere, another letter covering the "O" was hung on the dash.

ONE-MAN CARS

Night one-man cars started operating on September 10, 1918. All cars were one-man on June 15, 1921.

THREE-CENT TRANSFERS TO THE IRT

The Ogden Avenue Line and several other New York City Interborough lines were originally owned by the Interborough Rapid Transit Company and used as feeder

lines. In accordance with a contract dated April, 1905, passengers paying an additional three cents were allowed to transfer between the IRT subway and elevated lines and the company's trolley cars. This privilege was discontinued on November 22, 1919. The company's August 30, 1914 tariff states that passengers with transfers from the Ogden Avenue, University Avenue, Bronx and Van Cortlandt Parks, and 180th Street Crosstown cars could transfer to the IRT at West Farms Square, E. 180th Street and Boston Road, Fordham Road and Third Avenue, E. 180th Street and Third Avenue, W. 155th Street and Eighth Avenue, W. 181st Street and St. Nicholas Avenue, and W. 238th Street and Broadway.

CAR ASSIGNMENT

We did not check this line regularly. We observed the following cars on the dates indicated on the following page:

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Ogden Avenue Line

(Continued from page 2)

DATE	CARS
September, 1931; December, 1931	101-123
August, 1932	188, 192, 196, 197, 198, 201-225
December, 1932; January, 1933	1-23, 188, 192, 196, 197, 198, 210-230
July-October, 1933	210-225
November, 1933-November, 1934	201-230
December, 1934	1201-1258 (A)
January-March, 1935	1251-1258
April, 1935	11-23, 201-230
May-August, 1935 and January, 1936	1250-1258
February-July, 1936	11-23, 201-230
October, 1936-May, 1937	274-295
February-December, 1938	316-320 (B), 1228, 1229, 1250-1262
February-July, 1939 and May, 1940; September, 1941	316-320, 384-388
August, 1942-August, 1946	316-319(C), 383-388

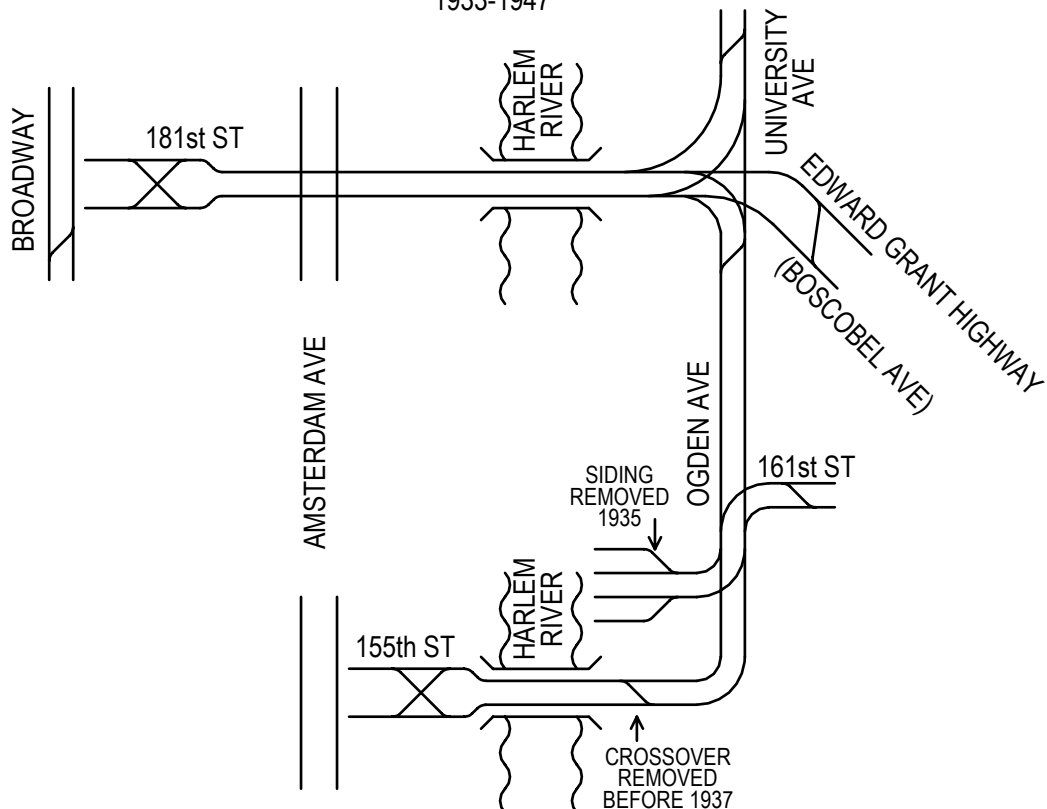
(A) December 20, 1934: All 1200-series cars

(B) October 16, 1937: five 300-series cars, probably 316-320, transferred to Ogden Avenue

(C) 316 transferred to Yonkers in 1945

OGDEN AVENUE

1933-1947



PELHAM BAY PARK LINE

by Bernard Linder

Owners:

	STREET CARS
June 16, 1912	Third Avenue Railway Company
	BUSES
August 17, 1940	Union Railway Company of New York City
July 1, 1942	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

Route:

	STREET CARS
June 16, 1912	Cars started operating on Westchester Avenue between Westchester Square and the Pelham Bay Park station. When traffic was heavy on warm, sunny days in the 1910s and 1920s, Westchester Avenue service was extended to the Pelham Bay Park station
August 17, 1940	Buses replace street cars
	BUSES
August 17, 1940	Bx-21 buses started operating over the same route as the street cars
February 15, 1970	Bx-21 buses were through-routed with Bx-22 Country Club buses, which were rerouted via Bruckner Boulevard between Jarvis Avenue and the Pelham Bay Park station
January 24, 1982	Extended via Westchester Avenue to E. 177 th Street
February 19, 1984	Renumbered to Bx-14
September 9, 1990	Rerouted via Metropolitan Avenue, Castle Hill Avenue, Tremont Avenue, Westchester Avenue, then regular. Discontinued service to Bronx State Hospital

*(Continued on page 4)***TRANSFERS**

Checking the transfers, we find that the Pelham Bay Park Line was designated as line #35. This number was never displayed on the trolley cars.

Because the company was required to transport a passenger from one point to any other point on the system for a single fare, passengers were allowed to re-transfer several times. If the company had attempted to list all the transfer points for the Pelham Bay Park Line, the Harlem Shuttle, and the Southern Boulevard shuttles south of E. 138th Street, it would have had difficulty finding room on the transfer. Motormen operating cars on these shuttles issued Conductor's checks which could be exchanged for a transfer on any intersecting

trolley line.

SIGNS

In 1936, a large metal sign with "Pelham Bay" on the bottom and a large letter "P" above it was hung on the dash. The buses that replaced the trolley cars were transferred from Westchester County. They displayed "P" route signs and were in service until about mid-1941. The new buses that replaced them displayed #21 route signs.

ONE-MAN CARS

Effective September 25, 1920, cars were operated by one man. During the 1921, 1923, and 1924 summers, two-man cars were operated again. One-man cars were operated at other times.

CAR ASSIGNMENT, 1931-1940

Date	Cars	Date	Cars
July, 1931	1629-1650	January-May, 1935	N/A
February 15, 1933	1628-1640, 1650	June, 1935	231-276
June, 1933	244-300	September 10, 1935	231-268
October, 1933	1629-1641, 1650	April, 1936	234-268
January, 1934	242-300	September, 1936	233-268
December, 1934	234-278, 295	February, 1937	230-268

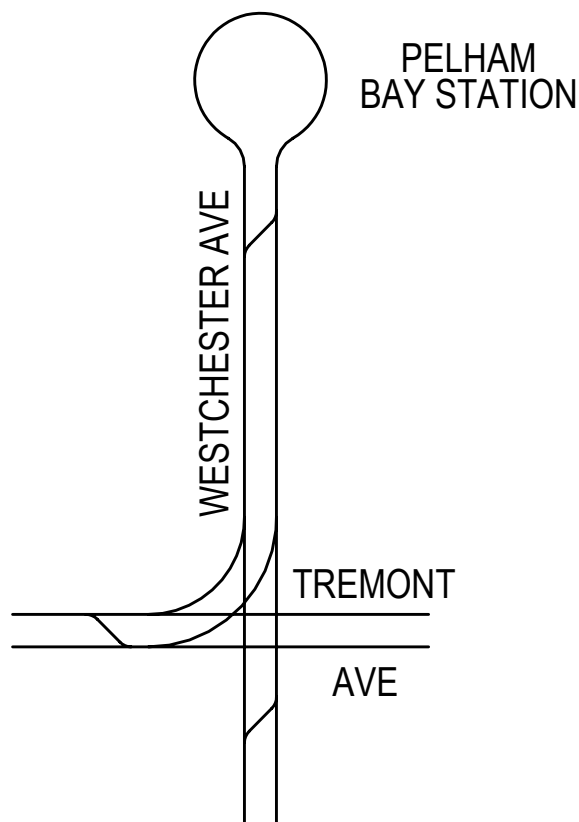
With this issue, we conclude our Bronx trolley history. We expect to start publishing Manhattan's Third Avenue

Railway history in a future issue, probably in the summer.

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Pelham Bay Park Line*(Continued from page 4)***PELHAM BAY PARK LINE**

1933-1940

**Electric Passenger Service Reaches Boston***(Continued from page 1)*

New Haven-Washington corridor to only three. Thus, the assignment of electric power to additional trains will be out of the question until more equipment becomes available.

JUST BEFORE THE BIG DAY

Sunday, January 30 and the early morning of Monday, January 31 proved frenzied for many shop forces in Boston, with the Special consist being cleaned and set up, then inspected several times before approval for its big trip. The train had two F-40s attached until just before its final placement on Track #9 at South Station, with 904 and 914 (both rebuilt and painted in the gray and blue *Acela* scheme) added to the head end. Preparation of the first actual *AcelaRegional* consist, #131, which was to depart at 6:15 AM, was also ongoing early Monday morning. An anxious moment was provided when the pair of AEM-7s to be used was accidentally routed onto a lead track without catenary, and the pantograph of AEM-7 907 became lodged under the jumble

of wire at Tower 1 Interlocking. The train was stopped before any major damage could be incurred, but 907 had to be cut away and 934 was forced to go it alone all the way to Washington. This made the initial departure, which otherwise went essentially unnoticed, about 20 minutes late, and electrified operation between Boston and New Haven formally commenced. The Special consist sat at Track #9 through the morning rush hour as a band played and invited guests enjoyed a breakfast reception on the second floor mezzanine. Security dictated that Tracks #8 and 10 also remain out of service until the train departed, which had the unintended effect of limiting South Station to 10 tracks instead of 13 and resulted in delays on the MBTA. Speeches commenced at 8:30 AM in the main area of South Station, and the Special was dispatched right on schedule at 9:30 consisting of AEM-7s 904 and 914, *Capstone* coaches 82017, 82009, 82027, 82033, 82008, 82501, refurbished *Amcafé* 28353, and *Capstone* Business Class car 81504. After the first of several planned discharge-speak-re-board stops at the new Route 128 station, the

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TECH TALK

by Jeffrey B. Erlitz

As some of our readers may have noticed, new grade time signals have been installed in several locations around the subway system over the past year. All of these installations came about as a result of the Parsons Brinckerhoff Signal Safety Study conducted over the past few years. In this study, every signal location was analyzed to determine if there was sufficient brake stopping distance to a train at the end of its control. In addition, locations were analyzed to see if an overspeed condition existed in the vicinity of a curve or switch. For the most part, this study concluded that brake stopping distances were not sufficient over a large portion of the subway system. Interestingly, this included many locations where the signal system had already been replaced, as recently as the early 1990s.

Initially, speed limit signs were installed in many locations around the subway system but provided no enforcement of civil speeds. The next step was to extend the control lines of many signals. Very basically, a control line is the distance that comes under the direct con-

trol of a signal. For an excellent explanation of control lines I highly recommend Bernard Greenberg's signal pages from the NYC Subway Resources web site (<http://www.nycsubway.org>). Most of the IND as well as the earlier signal rehabilitations (BMT Broadway and IRT Lexington Avenue and Broadway-7th Avenue lines) had control line extensions. At the same time, many signals received station timing. This resulted in more signals displaying red aspects in advance of a station occupied by a train. Previously, a train would often be able to get within two red signals when approaching an occupied station. After modifications, though, an approaching train now can often only get to within three or more signals. Many speed limit signs were removed when these modifications were completed.

The last set of signal modifications to be done involved adding grade timing elements to existing locations or installing new signals with grade timing. The table below shows all grade time signals that were added in 1999:

DATE	LINE	SIGNAL	LOCATION	SPEED	TYPE ¹
2/14	Broadway-Jamaica	J1-321	North of Chauncey Street	25	GT1
	"	J2-442(X812)	North of Crescent Street	10	GT1
	"	J4-441(X810)	"	10	GT1
2/27	Culver	B1-416 ²	North of Kings Highway	20	GT1
	Prospect Park	B3-546	South of Church Avenue	30	GT1
3/7	IRT Eastern Parkway	1404/E	North of Nevins Street	25	GT1
	"	1424/E	"	15	GT1
5/8	Canarsie	Q1-400(XC490)	Broadway Junction	15	GT1
5/29	Broadway-Jamaica	J1-352(X410) ³	South of Alabama Avenue		
	"	J1-359 ³	Alabama Avenue		
7/24	Broadway	B1-236 ⁴	North of Rector Street	20	GT1
7/25	Culver	B2-315 ⁴	North of W. 8 th Street	15	GT1
7/31	Culver	A2-788	W. 8 th Street	25	GT2
8/1	Broadway	B1-177	North of Canal St	30	GT2
8/8	Broadway-Jamaica	J1-231(XB152)	Myrtle Avenue	25	GT2
	"	J1-234(X154)	"	25	GT2
	"	J3-233(XC162)	"	25	GT2
	"	J3-234(X164)	"	25	GT2
9/5	Lenox Avenue	611/F	South of 110 th Street	25	GT2
9/12	Eastern Parkway	1691/E(X240)	South of Atlantic Avenue	35	GT2

(Continued on page 7)

Tech Talk*(Continued from page 6)*

DATE	LINE	SIGNAL	LOCATION	SPEED	TYPE ¹
9/12	"	1681/E(XA238)	"	30	GT2
	"	1483/E	Nevins Street	35	GT2
9/19	Lexington Avenue	2231/L(XB418)	South of 125 th Street	35	GT2
	"	2251/L(XC418)	"	35	GT2
	"	2271/L(X420)	"	35	GT2
10/2	Brighton	A3-333	North of Atlantic Avenue	15	GT2
10/30	Lexington Avenue	75/MV(X88)	North of South Ferry	10	GT1
11/20	Brighton	F3-308	DeKalb Avenue	20	GT2
12/5	Lexington Avenue	L103/M	South of Brooklyn Bridge	10	GT1
12/11	Lenox Avenue	1634/F(X96)	North of 145 th Street	15	GT1
12/12	Canarsie	Q1-82	South of 1 st Avenue	10 ⁵	GT1
	"	Q2-74	"	10 ⁶	GT1
12/18	Flushing	1712/C	North of Queensboro Plaza	20	GT2
	"	1562/C	South of Queensboro Plaza	15	GT1
	"	1472/C	North of 45 th Road	20	GT1

Notes:¹GT1 is one shot (or one chance) grade timing (red with lunar white aspect)

GT2 is two shot (or two chance) grade timing (yellow with "S" aspect)

²Grade timing in effect only with switch 35 reverse³Converted from two shot to one shot⁴New signal installation⁵Reverse running signal changed from 50 mph⁶Reverse running signal changed from 30 mph*Jeff Erlitz may be contacted via e-mail at jerlitz@pipeline.com.*

GEORGE KRAMBLES, ERA #404, PASSES AWAY AT 84

George Krambles (#404-Honorary Member) died on November 24, 1999 at age 84 of a heart attack. He joined the ERA on July 18, 1936. Although George was far more active with CERA, and one of its founding fathers, he was a big help and friend to the ERA and always assisted greatly in ERA conventions when held in Chicago. He was a life long enthusiast and transit professional and was well-known and respected in the transit industry.

Krambles' career in rail transit began as a management trainee on the Indiana Railroad, an electric interurban, following his 1936 graduation from the University of Illinois as a Railway Electrical Engineer.

He moved to the Chicago Rapid Transit Company, a CTA predecessor, and advanced through the ranks to become Executive Director in 1976. Among his many achievements was the management of the extraordinary successful Skokie Swift demonstration project in 1964. This project changed the federal government's attitude toward funding transit projects.

Following his retirement from CTA, George began a consulting company and he traveled extensively both in the USA and abroad. He was named to the American Public Transit Association's Transit Hall of Fame in 1995. George will be missed by all of us.

Commuter Notes

by Randy Glucksman

2000's First Nor'Easter

The Northeast's first winter storm caught some weather forecasters by surprise; hardest hit – the Carolinas and Georgia. Although parts of our region received up to 20 inches of snow, just 5½ inches was recorded in Central Park. Locally, only the Long Island Rail Road reported a suspension of service (on the Hempstead Branch due to downed electric wires; buses were operated to/from Mineola).

As Philadelphia's commuters struggled to get to work, there was a noticeable increase in ridership and damage from snow and ice, which in turn created equipment shortages and standing-room-only conditions on Regional Rail routes. Subway-elevated cars were stored overnight in tunnels. Some light rail routes were delayed due to automobiles that were parked too close to tracks. Thanks to member Phil Hom for this report.

Peak-hour *Metroliner* service ran between Washington, D.C. and New York. *North EastDirect* service between Washington, D.C. and Boston, and *Empire* services were reported as near normal. South of Washington, D.C., service had been suspended through the night, and the following trains were cancelled for Wednesday, January 24:

- *Piedmont* (#73) from Raleigh to Charlotte, N.C.
- *Cardinal* (#51) from Washington, D.C., to Chicago
- *Carolinian* (#79) from Washington, D.C. to Raleigh, N.C.
- *Carolinian* (#80) from Charlotte to Washington
- *NortheastDirect* service (#84/94) - Newport News/Richmond, Va., and Washington, D.C.
- *NortheastDirect* (#86) service between Richmond, Va., and New York

Auto Train and *Silver Service* (New York/Miami) had been cancelled Tuesday.

Commuter service in the nation's capital was also affected. On January 25, MARC operated (or at least tried) a regular schedule in the morning and a holiday schedule after 9 AM. Trains ran very late. Metrorail operated all day with delays. The federal government closed as of 7:30 AM, although most employees stayed home anyway. On Wednesday, January 26, MARC suspended service on the Camden and Brunswick Lines, there was a holiday schedule on the Penn Line, and government offices were closed for the second straight day. VRE ran a Holiday Schedule. Metrorail ran 8-minute headways on all lines. MTA ran light rail, the subway, and buses on a Saturday schedule, though light rail did not start to run until 8 AM and MTA had to bus from Linthicum to Glen Burnie and BWI for most of the morning. On Thursday, January 27, MARC's Bruns-

wick and Camden Lines ran Holiday schedules plus one extra train. Trains were allowed to make stops not scheduled (i.e., the 4:18 PM from D.C. is normally an express but slowed down at all stations to pick up and receive). There was bad overcrowding. The Penn Line and VRE ran a full schedule. Metro lost 100 cars because of snow in traction motors. The Red and Orange Lines ran four-car trains with missing intervals (severe overcrowding). MTA services ran normally. On Friday, January 28, MARC restored all services with delays. Metrorail still had over 60 cars out of service, and was still running short trains with missing intervals. Thanks to member Steve Erlitz for the report.

MTA Metro-North Railroad (West)

4191, the first of a pair of former Amtrak F-40s purchased for West-of-Hudson service and overhauled in Altoona, was observed in Hoboken during the morning of January 17 by my friend Steve Lofthouse. 4192 was delivered to NJ Transit during the second week of February. The information about 4192 came via an email photo showing it coupled to Connecticut DOT FL-9 2014. The latter had just undergone repairs at Altoona to repair fire damage sustained last year. This excellent photo, which was taken by Steve Agostini, webmaster for the Pennsylvania Railroad Technical and Historical Society, may be viewed at www.erols.com/mswurst/g1.jpg.

Connecticut Department of Transportation

Transportation officials in Orange, West Haven and Milford are working with the South Central Regional Council of Governments to identify the best site for a new Metro-North commuter rail station. It is likely that Orange will be selected as it divides a nine-mile gap that currently exists between New Haven and Milford. Prior to choosing a site, these criteria must be met: significant availability of parking (1,000 spaces), good road accessibility, compliance with ADA, and no environmental contamination or structures. The project could cost \$10-12 million. A West Haven businessman has started a petition drive to have this new station placed in West Haven. Meanwhile, in New Haven, to alleviate the parking shortage at Union Station (where there was a waiting list of 175 names), a free shuttle bus service has been set up to transport commuters from the Coliseum. 1,400 of the 1,800 spaces are being made available at this garage. Parking for commuters with a rail pass costs \$35 per month, others \$63.60. Using a pair of 1999 El Dorado buses, the route has a four-minute running time. Service is being provided 10-20 minutes before each train departure, from 4:31 AM until 1:04 AM weekdays. The DOT is considering a proposal to run

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Commuter Notes*(Continued from page 8)*

"reverse commute" trains from New Haven to New London. Planners will create several different schedules and present them to some 600 residents who work in Groton for their evaluation. There are two major employers in the New London area, Pfizer (Pharmaceutical) and Electric Boat. Pfizer has offered to provide a shuttle bus from the New London rail station each morning and afternoon. Thanks to member David A. Cohen for sending the articles from the New Haven **Register**.

When Amtrak changed its schedules on January 31, Shore Line East issued TT-31 with a snowman on the cover. There were a few departure time changes. Thanks again to David for sending copies.

MTA Long Island Rail Road

Ridership statistics released by the LIRR show that there were approximately 82.2 million riders last year, an increase of 1.9 million over 1998. Just 10 years ago, the Long Island was carrying 75.4 million passengers. Since the end of WW II, ridership has only been higher during six of those years, the highest and lowest being 1946 (116 million) and 1970 (70 million). On the downside, the electric fleet broke down more frequently, with the M-1s averaging 28,185 miles and the M-3s 32,584 miles between breakdowns. The goals had been 33,000 and 43,000 miles, respectively. With the introduction of the new bi-levels, the performance of the diesel fleet went from 19,314 to 21,823 miles, but that was still 5,000 miles short of the goal. Thanks to member Joe Gagne for the report from **Newsday**.

December, 1999's fire affected the OTP for the month, and the year. By not including those two weeks, December's OTP would go from 89.4% to an adjusted 93.6%.

The mystery of why old cars run on the Ronkonkoma/Greenport shuttle on weekends has been solved. Member Larry Kiss reported that the last weekend of January, he went to Greenport and found new equipment in service. When he asked the crew, they told him that these runs are assigned to "extra" crews, and with the possibility that they have not qualified on the bi-levels, older equipment is used. However, due to the broken rail problems that occurred earlier in the day, the equipment could not be swapped. As a side note, due to those broken rails, service on the Ronkonkoma Branch was suspended for 3½ hours, and commuters were directed to use the Port Jefferson or Babylon Branches. Many were unfamiliar with parking arrangements at these stations and enough of them received a \$50 summons that there were calls for railroad officials and the MTA to step in and have them dismissed.

According to Larry Kiss' observations, as of mid-January, about five sets of old equipment were available for service, with one set assigned to the Montauk

and two to Oyster Bay. Port Jefferson and Speonk services were operating with bi-level cars.

On January 28, LIRR employees were notified to delete all references to the FL-9s from their timetables. 300-302 entered service on August 22, 1994 and ran until September 17, 1999 (November, 1999 **Bulletin**). They were allowed to operate at the same speeds as the DM-30s: 80 mph – electric territory, 65 mph – diesel territory, and 40 mph – light. Several members emailed that the units had been vandalized at their storage location.

The Federal Railroad Administration has determined that the dual lights that have been installed atop the M-1 and M-3 cars is considered as the *headlight*, and the original headlights (below the cab), are considered *auxiliary lights*.

Member Larry Wartur emailed this report regarding use of DM-30s and DE-30s. "It appears that the LIRR is doing a mix and match. I was at Southampton station Saturday afternoon, February 5, at 2:10 PM when the arriving eastbound train had DM-30 502 at the head end, with a cab car at the west end. I didn't check the schedule, but I'm reasonably certain that this train didn't originate in Penn Station. Then today, Thursday, February 10 at 9:40 AM, a train arriving in the LIC yard (with "L.I. City" showing as its destination, but lighted on only some of the cars), had DM-30 514 at the east end and cab car 5014 at the west end. It looks like that, for now anyway, they aren't reserving the dual mode engines exclusively for dual mode use. Also, I noticed at the LIC yard that the engine number on the front of the engines is in a different location on the DMs than they are on the DEs -- over the cab window on the DEs, and on the nose on the DMs."

There are job openings for the position of Assistant Conductor. Candidates must be customer-oriented and have excellent interpersonal, human relations, and communications skills. Hours and days off vary. Apply to the LIRR at Jamaica Station.

November 15, 1999 timetables with an * have been published for the Port Washington and Port Jefferson Branches.

More news on the Long Island's diminishing fleet of GP-38s. Member Glenn Rowe forwarded an email that LLPX has acquired 24 of them from EMD. 13 of the units are currently at Norfolk Southern's Juniata Locomotive Shops in Altoona, Pennsylvania. Included are 251, 252, 254, 255, 256, 257, 262, 263, 265, 269, 273, 275, and 277. They will be moved from Altoona to Buffalo, New York for interchange to Canadian National, and are ultimately destined for CN's Transcona Shops in Winnipeg. They are tentatively slated to be rebuilt and then renumbered into the LLPX GP-38-2 series beginning with 2228. Eleven GP-38-2s still remain on the LIRR, while four others can be found on the New York & Atlantic Railway's roster.

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Commuter Notes*(Continued from page 9)*

Phase two of reconstruction work at Oyster Bay Yard was completed at the end of January.

NJ Transit

When new timetables went into effect last fall, the Matawan station was relocated .1 mile west to MP 6.8, and renamed Aberdeen-Matawan. At the same time the former station was "retired." A dedication ceremony was held on January 22.

After being closed for a year while it underwent renovations, the Main Waiting Room in Hoboken Terminal was reopened to the public on November 11, 1999, restored to its original 1907 splendor. Commuters should notice the stained-glass skylight, copper window frames and windowpanes, a new terrazzo floor, replacement of the original newsstand (on the west wall), and the historic clock. The wooden benches were replaced and limestone walls were painted and re-plastered. Four original pendant chandeliers that hung from the ceiling have been refurbished. Although this portion of the work has been completed, there is still some remaining work on the remainder of the terminal, which will continue until the year 2007.

At its February 9 board meeting, the directors approved a FY 2001 Capital Program valued at \$893.75 million. Included under Urban Core is funding for HBLRT, NERL, Main/Bergen Connector*, and Penn Station-NY. *\$35 million has been budgeted this year, for this project, which will divert the tracks currently being used by Bergen County and Pascack Valley Line trains to join the Main Line, and serve the Secaucus Transfer Station. In the proposed FY 2002 budget, an additional \$8.95 million will be requested to complete the project. As of February, 2000, NJ Transit anticipates requesting \$970.75 million for FY 2002 and \$850.18 million in FY 2003. All told, these three years could see NJ Transit spending over \$2.5 billion.

CATEGORY	COST (MILLIONS)
Rail Infrastructure	\$179.3
Rail Capital Maintenance	48.76
Rail Rolling Stock	122.22
Rail Passenger Facilities	54.6
Urban Core	219.46
Bus	140.23
Other (Systemwide)	128.75

NJ Transit has several major capital projects under construction at this time. They are:

PROJECT NAME	COMPLETION
Montclair Connection	Early 2001
Newark International Airport Station (North East Corridor Line)	Late 2001
Secaucus Transfer	Mid-2002

General Order No. 401 went into effect as of 12:01 AM January 17. NJ Transit traditionally places new its General Orders into effect on January 1, and no doubt, this was done to avoid concerns about any potential Y2K problems. On the same day, the seventh edition of the NORAC Operating Rule Book also went into effect.

Port Authority Trans-Hudson Corporation

Add PA-3 765 to the list of cars now in work service. Others include 670, 694, and 726.

Metropolitan Area

More than 400 interested individuals attended a meeting in the Nyack Center on January 5, to listen to proposals for replacing the Tappan Zee Bridge. The Thruway's Executive Director, John Platt, gave a 30-minute presentation on the condition of the now 44-year-old bridge, which carries 50,000 more vehicles each day than the 100,000 it was designed to carry. A replacement bridge would cost about \$1.4 billion, and the cost to maintain the present bridge until the year 2012 would be \$1 billion. According to the article in *The Journal News*, a few of the attendees reported that they were in Nyack on November 2, 1950 and heard then-Governor Thomas E. Dewey promise that there were no plans for a bridge. Three weeks later, plans were released for the construction of the Tappan Zee Bridge. Land acquisition required demolition of 125 homes, and as they say, *the rest is history*. The Governor's I-287 Task Force subsequently recommended that an eight-lane bridge with commuter rail tracks be built.

MTA Chairman E. Virgil Conway attended the January 19 meeting of the Rockland Business Association and told them that replacing the Tappan Zee Bridge with a tunnel is out of the question due to the costs of such a project.

Amtrak

The rule whereby only *Metroliner* trains were permitted to operate at 125 mph has been rescinded. As of January 31, non-Metroliner trains that are handled by AEM-7 engines and consist exclusively of Amfleet, Horizon or *Capitoliner* Control Cars can operate up to the full maximum speeds listed for passenger trains. Trains using F-40s are limited to 100 mph.

Amtrak will add a new train next month that will serve Chicago and New York City. Named the *Manhattan Limited*, #45/46 will follow the current route of the *Pennsylvanian* with all the station stops that #43/#44 serve. The eastbound schedule has it leaving from Chicago at 11:59 AM, arriving in New York at 9:21 AM, the next day. Westbound it leaves New York at 10:45 AM, with a next-day arrival in Chicago at 6:37 PM. This will be an-

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Commuter Notes

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other mail and express train that will operate with 2-3 coaches, cafe car, and maybe a sleeper. Thanks to Glenn Rowe for the email.

Boston, Massachusetts

Member Todd Glickman was one of thousands of commuters who were affected by an early morning fire under the Longfellow Bridge on January 6. Todd wrote that his usual commute after arriving at North Station is to use the Green Line to Park Street and transfer to the Red Line. However, when he got to Park Street, it was announced that there was no Red Line service, and that he would have to pick up a special shuttle bus on the street level. Knowing that there were alternate ways of getting to work, he got back on the trolley and took a regular bus route at Hynes Avenue. When he got there, there were three busloads of people, and when the bus arrived, it was already packed. "I did what any good New Yorker would do, I got on! Pinned between the last step and the door in the rear stepwell, I made it to work on time, but many of my colleagues were an hour or more late." As a precaution, third rail power was removed from the Red Line tracks above. About 80 buses were called in to shuttle passengers to Harvard Square, and service was disrupted from 7:40 AM till after 9 AM. The investigation by fire officials determined that a homeless man who was trying to keep warm started the fire. Things got out of hand when the fire spread to the wood planking under the bridge, where he had been living for several months. Prior attempts by outreach workers to relocate the individual were to no avail.

In an email dated January 24, Todd wrote, "this morning I rode #804 from Mansfield to South Station. At Mansfield and other stations inbound, there are now variable message boards on the platforms. While they're not operational yet, it appears as though they will be capable of displaying scrolling text messages. There are also speakers mounted on the boards, I would assume for voice announcements. The three-foot high fence separating the rails at Mansfield sports signs saying "WARNING - LUBRICATED FENCE." You can plainly see the coating on the fence; I don't know how long it has been this way, but I guess they've had fence jumpers in the past. There's still no wire up on the southbound local track from Ruggles to Readville"

Todd sent copies of the "T"'s new timetables, which were issued for the Middleborough/Lakeville, Newburyport/Rockport, and Plymouth/Kingston (January 10), Fairmount (January 20), and Attleboro/Stoughton (January 31) Lines. Thanks for sending them.

While riding through the "new" Route 128 station on the North East Corridor, Todd noted that the station sign is subtitled "University Park Station," and he asked member George Chiasson for an explanation. George answered: "there's a University Park in Cambridge now,

near MIT. University Park refers to University Avenue in Canton, where the station access road is located. It's just a name, but don't know the origin. Maybe there was a one-time lab out there in the 1950s when the area was established. Anyway, it's just a fancy way of subtling the station name. Actually, Route 128 as such no longer exists (I-95 and I-93). Furthermore, the Route 128 of this fame is the old local road, now almost untraceable."

George Chiasson emailed the following report on the MBTA's remaining F-10s. "CSX & MBTA held a joint inspection of the F-10s near BET on December 30 to determine the extent of repairs needed for roadworthiness. Of the group, 1108 was reported to be in the worst condition, and on January 16 was moved to the Cut Track in Yard 14 for storage pending repair. On January 19, the three ex-Cape Cod units (1100, 1101 & 1114) were finally interchanged to Beacon Park for their trip to Maryland."

A special limited edition MBTA Millennium Token, not redeemable for cash, was being sold for \$2 each. Inscribed with the "T" logo and the wording "TRANSPORTING YOU INTO THE NEW MILLENNIUM", its size (20mm), is the same as tokens which are in regular use. Because of its gold plating, it does not work in turnstiles, but trolley and bus fare boxes would accept them. Sales of these tokens were to end on February 4.

Philadelphia, Pennsylvania

On January 24, Philadelphia commuters received their first issue of **Metro**, a free daily newspaper that is being distributed throughout the Delaware Valley. Green **Metro** boxes had been placed in or adjacent to 800 SEPTA locations in the five-county Philadelphia area. This newspaper was designed for easy reading in less than 25 minutes, and covers local, national, and world news, as well as columns, feature articles, sports, weather, business, television, and entertainment. **Metro** publishes Monday-Friday editions in full-color tabloid format, with an initial circulation of 150,000. Already being distributed in 13 European cities, this is the first entry in a United States market.

Just prior to the first date of publication, a lawsuit was filed by Philadelphia Newspapers, Inc., Gannett Satellite Information Network, Incorporated, and The New York Times Company against SEPTA to prevent publication of **Metro**. In a press release, **Metro**'s publisher reported, "We find it ironic that three such respected major news organizations, whose very existence flows from the rights guaranteed by the First Amendment, are trying to use those protections to prevent another newspaper from reaching its audience. This is a case of the establishment desperately trying to defend its territory against innovation and change. SEPTA held a public bidding process, in which PNI, among others, declined to participate. **Metro** was the successful bidder." De-

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Commuter Notes*(Continued from page 11)*

spite the fact that this ruling was appealed, the tabloid was published and distributed. U.S. District Judge Robert F. Kelly had refused to grant a temporary restraining order, or the injunction which was sought by the publishers of *The Philadelphia Inquirer*, the *Philadelphia Daily News*, *The New York Times*, and *USA Today* against SEPTA. Thanks to member Phil Hom for the news.

New timetables went into effect on SEPTA's City and Suburban lines on February 6. Additional service was added to Route #10 with the scheduling of two new morning and afternoon peak hour trips operating between Overbrook and Center City. On Route #15, weekday riders traveling on the portion of the bus route operating on Girard Avenue between Broad Street and 63rd Street will find three new morning and afternoon peak hour trips added to the schedule.

Washington, D.C. area

Steve Erlitz emailed that MARC did not make the switch to the bi-levels it originally planned. "Seems Amtrak wants to test each car before it enters service. The new date was to be February 7, with one set of equipment on each line, because it is the first day Maryland's Governor is available for a ribbon cutting ceremony." When that did not happen, the next day Steve emailed that he had heard that this has been pushed off until February 22, using Train #415, the 8:05 AM from Baltimore. "What makes me laugh is that equipment is also normally #401, the first southbound of the morning so we wonder if they will switch when they get back or take chance of breaking down on the way. I depart for Boston that night so I will be on the second express from Dorsey and will miss #401 (which I usually see). That night I will be on #66 heading north.

"Governor Glendening is also taking a lot of heat for killing the Intercounty Connector which was supposed to run from I-95 in Laurel to I-270 in Montgomery County to relieve pressure on the D.C. Beltway for people heading from this area to Rockville/Gaithersburg. This highway was planned for a long time but the feeling is it would only generate more traffic so he ended it, at least for now. He did propose and offer money to extend the Blue Line two stops to Largo MD near the stadium where the Redskins play. This would be the first extension of a Metro line outside the original 103 miles and the first extension in Prince George's County outside of the Beltway (the Green and Orange Lines terminate just inside the Beltway and both Red Line terminals are in Montgomery County). Service is expected to start in 2004. There has been talk about extending the Orange Line south towards Manassas for many years, but with the Governor that Virginia has now I do not see that happening. Even in Maryland, Glendening gets heat. As former Prince George's County executive, he

tends to favor D.C. commuting at the expense of the rest of the state."

In another email, Steve reported, "during the week of January 10, all Camden and Penn Line ticket offices got automated ticketing machines. These are PC-based systems. Ticket stock is orange and blue and has a background picture of the bi-levels, and is the same size as the Amtrak tickets. Presently, the offices are still only accepting cash and checks, but will soon also accept credit cards and Metro Checks soon. I got my February Mail-in-Ride and it was the new ticket. MARC issued new Penn Line schedules on January 31, due to Amtrak changes."

On January 4, Virginia Railway Express recorded its highest single "normal" day passenger totals ever, carrying 9,069 riders. This did not include those on Amtrak trains. More good news: VRE received all of its bi-level cars and was proceeding with acceptance testing. On January 31, Steve Erlitz emailed that he saw the first three VRE bi-levels in service on the Manassas Line. "They replaced the three-car train (first and last rush hour equipment), which was made up of two ex-MBTA (B&M) RDCs and a cab car. Good thing too, since the government was delayed two hours today and everyone took that last train. There were about 400 passengers that never would have got on the old stuff; still had standees, but only a few. What irks us (MARC riders) was that these 13 cars (four cabs – nine trailers) were an option as part of MARC's order. So, VRE orders these cars after ours and gets theirs into service first!" They have been assigned to trains #322, 321, 332, and 335. Two more train sets in the coming weeks are replacing Budd equipment. Last year, four were sold to the Vermont Agency for Transportation. New VRE timetables as of January 31.

Florida

Member Karl Groh emailed that construction of the Gomaco Birneys is coming along nicely, so the \$64 question is – "when are they gonna begin to lay track?" Several days later, an article from the (St. Petersburg) **Times** was sent by member Dennis Zaccardi, with the headline, "Tampa racing against time on Ybor City trolley proposal." It reported that engineers and administrators are working to get everything in place before next year's Super Bowl, which will be held in Tampa. City officials are looking for a contractor who will commit to completing all track construction and all other appurtenances on the 2.3-mile long route. Karl forwarded a copy of the HARTline press release, which announced that the first of these streetcars would be on display at the Gasparilla Festival of the Arts event on March 4-5. Delivery of the first car came on March 1, with one additional car arriving each month until all eight were on the property.

Grand Canyon, Arizona

Karl also forwarded a report about the plans that the

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National Park Service has for installing a public transportation system in the Grand Canyon. "The Grand Canyon route will be shaped like a large letter 'Y' with Tusayan being at the stem and the two main points of activity being the top two points. Trains would load at Tusayan, and operate up the right hand stem, Mather Point, which is near the Park Headquarters. There is a small maintenance garage near here and I presume this would be the location of the maintenance yard. After viewing the canyon from this angle, people would then re-board and the train would operate over to the other (left-hand) stem where there is another overlook. This is where the Grand Canyon Railroad drops off its passengers. So the arriving passengers could conceivably hop on the light rail and make a round trip via the parking lot at Tusayan. At the present time there is a fleet of buses that cruise the park back and forth along the south rim, far beyond the walkable limits of the train. These will remain."

"Now, here is the catch. In the summer, there is little doubt that there is a need for the train, as I understand that parking is impossible along the viewpoints and at the restaurants, lodges etc. BUT, at this time of the year (December), you got the place to yourself. There were quite a few tourists, but certainly not to the point where light rail would be a necessity (or even desirable for that matter). My guess is that only the die-hard railfans would want to use the light rail in the off season. In the summer, they close the roads inside the park to cars and only overnight motor homes and campers are allowed in. The real hooker though is that the Government wants the company that builds the line to operate it as a concession of the Park Service, plus the buses and turn a profit doing so, even though they cannot raise the fare without the Park Service permission. It doesn't sound to me like a very good business deal. No steam trains in the winter either, only Alco FPA-4s, ex-CN, but they do sound nice."

Seattle, Washington

On Election Day just past, voters approved *Initiative 695*, which eliminated the Motor Vehicle Excise Tax as of January, 2000. In its stead, motorists now pay a flat \$30 annual fee. Passage of this initiative will be devastating to public transit in the state of Washington. Until a new source of funding is found, **Western Transit** reports that transit agencies across the state are implementing service cuts. King County Transit, operator of Seattle's transit system, announced elimination of a number of low-patronage bus routes, but even more important to readers of the **Bulletin** and environmentalists, there would be a phase-out of electric trolley bus lines and the Waterfront Streetcar Line. Trolley coaches 900-1009 are now nearing 20 years of age and would be replaced by hybrid buses. By also eliminating the

Waterfront Line, the power and plant sections could be closed. Seattle City Light also has indicated that it wants to raise electric fees and also reclaim downtown underground duct banks for its own use. Other (bus) transit agencies and the Washington State Ferries have also announced cuts in service. The Central Puget Sound Regional Transit Agency (Sound Transit) was not affected by this initiative.

As late a year ago, Sound Transit was forecasting that it would have commuter trains running by the end of 1999, however after checking its website (www.Soundtransit.com), I found that it is now publishing a fall, 2000 start-up date. Two extensions, north to Everett and south to Lakewood, likewise will be delayed, and are not scheduled to be in operation until 2001-02. One of the reasons for the delay is a late start on the construction of the initial seven stations. It had been hoped to have construction underway by last spring, however, as of the end of 1999, contracts are only in place for these four stations: Sumner, Auburn, Kent, and King Street. Still awaiting contracts are Puyallup, Tukwila, and Tacoma Dome. The first locomotives and four cars in a color scheme of Teal, Green, and Blue were available for a "sneak preview" on November 30. On December 9, nearly 400 passengers took a demonstration ride between Seattle and Tacoma.

An option for 10 bi-level Bombardier coaches was exercised by Sound Transit. Deliveries are expected to begin in October, 2001 and will be spread over a two-month period.

Another Sound Transit project is a light rail component. In October, the Sound Transit Board approved spending about \$9 million for three, three-section, articulated, low-floor cars, built by Skoda-Inekon in the Czech Republic. Deliveries are expected by late 2001. Sound Transit was able to save time and money by piggybacking its order onto a purchase with the Portland City Street Car system – a special-purpose, nonprofit corporation of the City of Portland.

San Francisco, California

On March 1, transit operations came under the jurisdiction of the Municipal Transportation Agency. This seven-member board of directors now under the control of the mayor, replaces the five-member Public Transportation Commission. This came about after approval of *Proposition E, The Municipal Railway Reform Measure*, in the November 2, 1999 election. Two directors of the board must have significant knowledge or experience in transportation and four must be regular Muni passengers. The remaining member is Muni's General Manager who will have an employment contract, and serves at the pleasure of the board. Muni gets a base level of guaranteed funding every year that would be at least what the system receives from the city's general fund (\$85 million), with the balance coming from fares, parking revenue, state and federal funds.

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Commuter Notes*(Continued from page 13)*

Proposition H also passed, and requires rebuilding the Transbay Terminal and electrifying much of Caltrain's line between San Francisco and San Jose. With the downtown extension, which would also be electric, the estimated costs come to about \$1 billion. Thanks to **Western Transit** for the reports.

BART ridership set new ridership records two days in a row. On Tuesday, Feb. 1 – 322,685 passengers were carried, only to be exceeded the following day, when BART trains carried more than 326,000 passengers. BART's recent quarterly performance report showed that weekday ridership from September 1 through December 31, 1999 averaged more than 300,000 passengers, a 15% increase over the same time in 1998, when BART averaged 262,233 passengers per weekday. Excluding the month following the Loma Prieta Earthquake of 1989, BART first broke the "300,000 barrier" last St. Patrick's Day (March 17, 1999), when it carried 301,188 passengers. (The transit system posted its all-time, single-day record of 357,135 passenger trips on Nov. 16, 1989, the day before the Bay Bridge reopened after being knocked out of service by the earthquake. BART operated 24 hours a day then; trains currently run between 4 a.m. and midnight. Weekend ridership has seen significant gains as well. The annual average ridership on Saturdays grew from 115,451 throughout 1998 to 127,323 in 1999, a 10.2 percent increase. Sundays went from an average of 78,419 in 1998 to 89,000 in 1999, an 8.4 percent increase. Thanks to David Ross for the report.

March 4 was set as the official opening date for the F Line extension to Fisherman's Wharf. Test runs were made last fall (September 26) and during Fleet Week (October 8) using historic cars 1, 130, 228, 1015, and 1556 (Milan), and work car C-1. Work is ongoing to prepare the Milan cars for service, with testing having been conducted on 1793. It was determined that the old-fashioned bulb and reflector arrangement would not work out, so automotive-type sealed beams will be installed. These cars are also receiving radios, electronic fareboxes, and additional seating at the rear of the car. The proposal to paint the cars into schemes representing United States cities that operated such cars, will have to wait until another day, as will the removal of the third door, and the installation of forward-facing seats. Twenty-two cars will be required for service on the complete line – Fisherman's Wharf to Castro. On Opening Day, there will be 24 PCCs and Milan cars (27 when all Milan's are finished). Additional cars will still be needed for the E Line. To insure a better spare situation, Muni is assigning one pair of two-operator cars from the historic fleet. Among the cars to be used are Muni 1 and 130, New Orleans 952, Blackpool 228, and Melbourne 496. Market Street Railway members are hoping that Muni

will move ahead with plans to restore double-ended PCCs, 1006, 1008, 1009, and 1011. If needed there are three "Baby Tens" in storage, identical to 1040, as well as unrestored prototype car 2133. Far down on the list of possibilities because of their different foot pedal controls, are a several of the 1100-series cars purchased from St. Louis in 1957. Thanks to member Jimmy Mattina (who planned to attend the opening day festivities) for providing the information from **Inside Track**.

Los Angeles, California

Members of the press were invited to take a ride on the 6.3-Mile section from North Hollywood to Hollywood/Highland. This extension is not scheduled to open until mid-2000, but this opportunity was afforded to those lucky individuals on January 25. Boarding took place at the North Hollywood Metro Red Line Station.

Montreal, Quebec, Canada

The Metropolitan Transport Agency of Montreal (AMT) completed a connection from the Montreal West station of the Rigaud Line to North Junction last fall, which enabled thru operation from Blainville to Windsor Station to start this past October. Thanks to George Chiasson for the report.

London, United Kingdom

Using funds collected by the Heritage Lottery Fund, the London Transport Museum is having a four-car set of 1938 Tube Stock rebuilt by London Underground's Train Modification Unit. TMU won the project after competing against four other companies. Per specifications, the exterior of the cars has been painted a very glossy red, while the interior has art deco styling, complete with wooden floors and window frames, sprung seating with red leather trim and cerulean blue paint. Some team members worked for London Underground during the 1980s when these cars still ran in daily service. Although they have been restored to their original appearance, some features required of 2000-era rolling stock have been added such as a secondary whistle, speedometer and headlights. There are plans to use the train-set for heritage rail and demonstration excursions.

Last October, London Transport Museum opened Acton Depot, a facility that houses all of its "reserve" collection. Items, and there are about 370,000 of them which are on display, date back 75 years to the time when London General Omnibus Company began to set aside historic items for the company's centenary celebrations. In 1968, London Transport was required by law to preserve one example of everything it created, from buses to signs to tickets, even escalators. Due to the extra time required to "ironing out certain technical hitches," the starting date for the Croydon Tram Link moved from last November to the first quarter of this year, and quite possibly could be running by the time you read this. Service will be provided from Wimbledon to Beckenham Junction, Elmers End and New Addington.

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Electric Passenger Service Reaches Boston*(Continued from page 5)*

catenary "tripped" as the two AEM-7s powered toward Canton Junction. The power failed again after an initial reset near the MBTA station, and unit 914 was isolated as a result. This slowed the Special from a top potential speed of 110 mph to 80, and as the trip proceeded its schedule deteriorated. The speech stop at New London had to be greatly curtailed, with the train now 30 minutes behind schedule. This delay had been cut in half by the time the train reached the platform at New Haven, and many of the guests from its New England contingent departed for a complimentary trip back home.

In keeping with its advertising regime, Amtrak has made an attempt to keep its rebuilt AEM-7s (painted in *Acela* colors of all silver with blue trim) on Boston trains. As of early January, 2000 these included numbers 904, 907, 914, and 934. In the shops at Wilmington were 901, 905, 916, 918, 920, and 924. The carrier tries to keep its latest *Capstone* rebuilt coaches on the *Acela* trains. By early December, these consisted of *Capstone* Business Class cars 81000-81002 and 81500-81504, and Coach Class cars 82000-82028 and 82500-82502. As of February 1, the highest number *Capstone* coach in service was 82040. At least five *Metroliner* Café cars have been re-decorated with *Acela* striping as an interim measure for use on the *Regionals*, including 28305, 28350, 28353, 43359 and 48356. These retain their original numbers and can be distinguished by a bright green spot along the two-tone blue side striping.

Through the first several days, various bugaboos conspired to keep a majority of *AcelaRegional* trains from achieving the 4-hour trip between South Station and New York City as scheduled. The first witnessed on-time arrival at South Station was Train #132 on the evening of Thursday, February 3. As luck would have it, AEM-7 942 was disqualified for its return west the following morning, again leaving 917 to its own devices for the journey to Washington. As it led Train #131 into Back Bay on February 4 this unit suffered an electrical

failure (later attributed to ingestion of a fine snowfall), and the trip had to be annulled. Fortunately, passengers didn't lose too much time as Train #95 was right behind the disabled consist. Electrical faults have plagued the new system intermittently in the first week, typically in the Boston-Sharon section. However, problems caused by a defective distribution component in Noank, Connecticut forced F-40s to power Train #132 east of New Haven on February 6. Interestingly, the overhead was out of service near Boston at the same time, owing to a tree limb, which had been accidentally dropped onto the wire near Roxbury Crossing from a backyard on Mission Hill. By February 8 the tide was turning, with #131 actually 15 minutes early into Penn Station.

THE FUTURE

The expansion and improved reliability of electric service will remain contingent on two factors: further completion of the electric catenary system, and the availability of additional motive power. In this vein, there has already been some progress, with the activation of Track #1 from COVE to TRANSFER on February 8, albeit without the availability of interlockings en route. Wiring of the Southampton shop leads should be finished first by early spring, and the missing pieces of overhead gradually added through the next several months. The delivery of new Amtrak *AcelaExpress* train sets is proceeding slowly, with three on hand as of February 1, 2000: one in Philadelphia for testing; one at DOT's facility in Pueblo, Colorado; and the last in for training purposes at Ivy City in Washington. The present "curve" for this equipment suggests optimistically that the first of 20 train sets may be ready in July, 2000. As additional assemblages are delivered, service will gradually be added, and all will hopefully be on-hand by the end of this year. Amtrak is also receiving 15 new "HHL" high-horsepower electric locomotives (650-664) for *AcelaRegionals* and as replacements for the existing E-60 fleet. On February 1, units 651-655 were in Philadelphia, but owing to financial and personnel constraints, real progress in this area has been lacking.

Commuter Notes*(Continued from page 14)***Athens, Greece**

An eight-mile underground line, which will be part of a major subway, linking Athens' most populated areas, was opened on January 28. Ancient Greek mosaics and artifacts, some dating from the 4th and 3rd centuries, B. C., discovered during the subway tunneling work, adorn the 13 stations. The line connects Syntagma Square in central Athens to Sepolia in the west of the city and Pappagou to the Northeast. Another line from Syntagma, the hub of the new subway system, to the southern dis-

trict of Dafni is set to open before the end of the year, while three others are to be built before the 2004 Summer Olympics, which will be held in Athens. Two additional subway extensions are planned for 2006, and work will continue until 2020, eventually covering all of greater Athens. Thanks to Phil Hom for the report.

Tel Aviv, Israel

Member David Klepper wrote that some changes that were made in the winter timetables. Several of the non-stop Tel Aviv-Haifa runs have added a stop in Ben-yamina, so there is only one non-stop run in each direction. Southbound running time is an even 40 minutes, a

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

Hello, everyone. We've made it to March. The World Trade Center switches were finished two weeks early, so I hope you were able to take advantage of the photo opportunity to get an E train on the Fulton Street Line again.

March is a very busy month. The BMT and the IRT pretty much have the same track work that was going on last month. Canal Street switches on B-2/B-4 and President Street on the IRT are still going strong.

The IND has two major switch renewal jobs going on. The Jay Street switch job moves to A-3/B-1 and will be a real headache. I will not put this plan on the list because it is so big, but I will give it to you now. Seven nights per week, from March 6-24, northbound A service will operate via the F line from Jay Street to W. 4th Street. Southbound A trains will operate via A-5/A-4 from north of Chambers Street to north of Jay Street then to A-3 and normal. The F will operate normally

northbound but southbound trains will run via the Cross-town (G) Line. The 21st Street shuttle will discharge at W. 4th Street upper level and relay to World Trade Center light in service northbound from W. 4th Street. There will be an exclusive use shuttle on B-1 from Broadway-Lafayette to Delancey Street. There will also be a bus from East Broadway to Delancey Street.

The other major switch job is at Lefferts Boulevard. Switch #73 will be taken out of service and replaced from March 1-19. This will only allow a single pocket operation on K-1. In order to get to K-2, which will be available, trains will have to come express from Rockaway Boulevard via K-3/4 to north of Lefferts Boulevard. The weekend General Orders have all A trains going to Far Rockaway or Howard Beach with a bus from Lefferts Boulevard to Rockaway Boulevard. The midnight Lefferts Boulevard shuttle will be suspended. I hope you enjoy the rest of the list. See you next month.

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
2/22 to 4/14	Nights	#2	Track F-3 N/O 96 th Street to S/O 110 th Street	Single track via Track #2 from N/O 96 th Street to S/O 110 th Street	Install tunnel lighting
2/25 to 5/21	Nights	#7	Track C-2 S/E Grand Central to N/E Hunters Point Avenue	Some #7 trains terminate at Queensborough Plaza	Chip-out
2/28 to 3/24	Nights	#2/#4	Tracks E-2/E-4 at Atlantic Avenue	#2 & #4 via Track #3 Atlantic Avenue to Utica Avenue	Grout ceiling at Atlantic Avenue
3/1 to 3/24	Nights	#4/#6	Track L-4 N/O Grand Central to S/O 125 th Street	N/B #4 & #6 via L-3 express Grand Central to 125 th Street	
3/17 to 3/20	Nights	#5	Track MVB Bowling Green Loop	No effect on service	Curve and switch maintenance; Tie and plate renewal
3/6 to 3/10	Nights	#5	Track Y-1 N/O Gun Hill Road	Split #5 – Bowling Green to E. 180 th Street; Exclusive shuttle on Y-2 E. 180 th Street to Dyre Avenue	East Gun Hill Road Bridge Reconstruction
3/17 to 4/3	Wkends	#7/N/S Bus	Tracks C-1/C-2 S/O Times Square to S/O Queensborough Plaza	#7 Main Street to Queensborough Plaza; Bus Vernon-Jackson to Queensborough Plaza; N extra service; 42 nd Street Shuttle operates all night	Installation of "V" beams
3/7 to 3/11	Nights	A	Track A-3 N/E Broadway-Nassau to N/O High Street	Operation for Jay Street switches	Tube wash
3/6 to 3/11	Nights	A	Track A-1 S/O Utica Avenue to S/E Broadway-East New York	S/B A via A-3 express from Utica Avenue to Broadway-East New York	Correct rail defects
3/13 to 3/14	Daily	A	S/O Howard Beach to N/O Broad Channel	A – 207 th Street to Lefferts Boulevard; Shuttle – Rockaway Boulevard to Far Rockaway; H – Rockaway Park to Beach 67 th Street	Acceleration testing of new cars
3/6 to 4/28	Daily	F	Track B-3/4 N/O Kings Highway to S/O Ditmas Avenue	No effect on service	Brake stopping distance on work and revenue cars
3/9	Night	E	Tracks D-1/D-1A N/O Parsons-Archer to S/E Jamaica-Van Wyck	Single track via D-2/D-2A Parsons-Archer to Jamaica-Van Wyck	Vacuum train

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Track Construction Forecast for March, 2000

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DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
3/10	Night	A	Track A-4 N/O 42 nd Street to S/O 59 th Street	No effect on service	Vacuum train
3/12	Night	G	Track D-2/E-2 N/O 21 st Street-Van Alst to S/O Queens Plaza	N/B G via E-5/E-1 21 st Street-Van Alst to Court Square; Single pocket at Court Square	Vacuum train
3/9 to 4/24	24/7	A/C	Track A-3 N/O Jay St.	No effect on service	Slow speed order for switches
3/9 to 5/3	24/7	A/C/F	Tracks B-1/A-3 S/O York & High Streets to S/E of Jay Street	No effect on service	Switches #21 & 23 out of service and straight railed
3/1 to 3/19	24/7	A	Switch #73 N/O Lefferts Boulevard	Single pocket on K-1 at Lefferts Boulevard	Switch #73 renewal
3/4 to 3/12	Wkends	A	Tracks K-1/K-2/K-3/4 S/O 104 th Street-Oxford to S/E Lefferts Boulevard	See introduction	Switch renewal
2/24 to 3/31	7 Nights A wk.	B/D/F Sh.	Track B-3 S/O 34 th Street to N/O W. 4 th Street	All s/b service via B-1 from 34 th Street to W. 4 th Street	Rail and plate renewal
3/17 to 4/10	Wkends	B/B sh.	Tracks T-2 & T-1 N/E 57 th Street to S/O Lexington Avenue	B to 57 th Street-6 th Avenue; exclusive use shuttle on either T-1 or T-2 57 th Street-6 th Avenue to 21 st Street-Queensbridge	Remove asbestos from fire lines
3/13 to 3/24	Nights	B/N R Sh	Tracks D-2/D-4/F-4 N/O 9 th Avenue; S/E 59 th Street to N/E 36 th Street	B & B shuttle n/b via Sea Beach; R Shuttle exclusive F-1/F-3 95 th Street to 59 th Street	Pull cables and conduit; Electrical work
3/15 to 4/7	Daily	N	Track E-4 N/O Bay Parkway to N/O 8 th Avenue	No effect on service	Electro magnetic induction testing of new cars
3/13 to 3/17	Nights	L	Track Q-1 N/O 3 rd Avenue to S/O Bedford Avenue	Single track via Q-2 from 3 rd Avenue to Bedford Avenue	Tube wash
2/26 to 4/9	Wkndys	B	Tracks D-1/D-3/DC-1 S/O 36 th Street to S/O Bay Parkway	S/B B via Sea Beach from 36 th Street to Stillwell Avenue	Install signals and cable for West End signal contract
2/29 to 3/23	Nights	B/N/R	Track F-4 S/E 25 th Street to N/E Pacific Street	No effect on service	Remove loose concrete over tracks
3/7 to 3/24	Nights	N	Track G-2 S/E Lexington Avenue to S/O Queensborough Plaza	Single track via G-1 in 60 th Street Tube from Lexington Avenue to Queensborough Plaza	Fire suppression system
3/12	16 hrs.	N/R/B	Track B-2 S/O Court Street to S/O Prince Street	Split N -- Ditmars Boulevard to 34 th Street; N N/B Stillwell Avenue via 6 th Avenue to 21 st Street-Queensbridge, S/B via Broadway R -- Shuttle 36 th Street to 95 th Street Sun to Mon E/F -- Local in Queens Sun to Mon	Install frog and timbers for switch

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

David Erlitz is an Associate Transit Management Analyst with MTA New York City Transit and has been interested in trains all his life. He may be contacted via e-mail at tderlitz@mindless.com.

Commuter Notes

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saving of two minutes. Extra trips have been added between Beer Sheva and Tel Aviv, and the ex-TEE equipment that served that line, has been shifted to pool on Tel Aviv/Haifa runs. David added that this equipment still does not have Hebrew signs in the washrooms, as they are still in Flemish, Dutch and French. He remembers this equipment from a trip he made between Paris and Amsterdam in 1960. The interiors are essentially the same, but washable tile floors have replaced carpet-

ing. Its higher-density non-reclining seats are less comfortable than Amtrak's rebuilt 1950 *Clocker* cars, but there are conveniences such as fold-down tables and pivoted coffee cup holders. David concluded with "the Alstom-Adtranz push-pull cars are actually the most comfortable equipment, and they are all quiet and smooth riding, even the rebuilt British Mark IIs, 1967 Yugoslavian cars, and the German and Austrian cars. Most of the runs are Danish ICEs, and when the new double-deck suburban equipment comes on line, everything should be modern, unless of course, service con-

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CONSULTANT'S CORNER

by Subutay Musluoglu

In the January *Bulletin*, we took a look at the background to the ambitious Long Island Rail Road East Side Access project. This month, we will examine the

In early 1992, the LIRR commissioned the consulting firm of STV to once again examine the proposal for an East Side Terminal. The study, titled ***Operational and Physical Feasibility of LIRR Access to Manhattan's East Side***, was completed in April, 1993. The study examined the Grand Central Terminal and Third Avenue Terminal options as well as a connection to either the Main Line or to the Montauk Branch in Queens. The study recommended the Grand Central Terminal and Main Line alternative.

This led to the initiation in early 1995 of a study known as the ***Major Investment Study for the Long Island Transportation Corridor (MIS)***. This study, as part of a Federal-mandated process which governs the planning and implementation of major transportation improvements, examined not only the alternatives from the 1993 study, but a wider range of possible alternatives. The study, carried out by STV, was completed in April, 1998. The



63rd Street Tunnel, LIRR Level — Westbound trackway looking west in the immersed tube section under the East Channel of the East River

current state of the project.

In 1990, the Metropolitan Transportation Authority (MTA) was in the fourth year of its second 5-year Capital Program and was in the process of identifying projects for the next program covering 1992-1997. Since 1981 the programs, backed by a steady stream of funding, had created a systematic, methodical approach to the rehabilitation of the entire MTA network of subways, railroads, buses, bridges, and tunnels.

Although much work remained to be done to recover from decades of neglect and deferred maintenance, the MTA started to consider expanding the capacity of the region's rail network. On May 25, 1990, seven months after the opening of the subway (upper) level of the 63rd Street Tunnel, the ***MTA Needs & Opportunities 1992-2011*** was released. This report, a strategic Capital Needs Assessment that the MTA periodically performs to use as a tool in formulating future capital plans, identified several promising initiatives to add to the region's network, including the resumption of work on the LIRR East Side Access Project.



63rd Street Tunnel, LIRR Level — Westbound trackway looking west at the start of the bored section, York Avenue in Manhattan

study recommended the Grand Central Terminal and Main Line option as the preferred alternative, including a new station to be built on the Main Line approach

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Consultant's Corner

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tracks to the East River Tunnels to Penn Station, named Sunnyside Station.

The completion of the MIS led to the current phase of the project. In April, 1998, the MTA began soliciting bids for four contract packages. One was for a Program Manager (PM), who would manage the project under the auspices of the MTA and the LIRR. Another contract was for Environmental Engineers (EE), who would pick up where the MIS left off and examine in further detail the potential issues and impacts of the ESA project. This

work would go towards the completion of a **Final Environmental Impact Statement (FEIS)**, as required by the National Environmental Policy Act of 1969 for all transportation new start projects receiving federal funding.

The third and fourth contracts were for Tunnel Engineers (TE) and Systems Engineers (SE). The TE would be responsible for all of the conceptual, preliminary, and final design of the Queens and Manhattan tunnels with the associated drainage and ventilation systems; the new Sunnyside Station, the new yard facilities for MTA Metro-North Railroad (MNR) at Highbridge and for the New York and Atlantic Railway (NYAR) at Fresh Pond and Blissville, as well as the Grand Central Terminal

approach structure and terminal station. The SE would be responsible for the design of track, signals, communications, power, station ventilation, and the final design of the Grand Central Terminal station, including all architectural details and passenger amenities.

Between July, 1998 and June, 1999 all the contracts were awarded to several consulting firms and work began immediately.

The ESA project is organized into four phases. Phase I will include the definition of the project, conceptual and preliminary engineering and design, and all work associated with the production of the FEIS. Phase II will encompass final design, the production of construction and procurement contract documents, and the final preparation for the commencement



63rd Street Tunnel, LIRR Level — Bulkhead of the westbound trackway 150 feet below Second Avenue

of construction. In Phase III, construction begins. Phase IV marks the completion of construction and the start of systems testing, personnel training, start of revenue service, and the closeout of project activities.

The project is currently in Phase I. The consultants are defining the scope of the project, carrying out preliminary engineering and design, and working towards the completion of a **Draft Environmental Impact Statement (DEIS)**. It is anticipated that the DEIS will be released soon, with mandated public hearings tentatively scheduled for sometime this spring.

Next month we will conclude with an overview of the design and engineering of the ESA project.

(Photographs by the author, May, 1999)

Commuter Notes

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tinues to expand."

From the History Files

65 Years Ago: On March 19, 1935, Penn Station in Newark opened. Now owned by NJ Transit, major renovations have taken place in this heavily used building over the past few years.

10 Years Ago: On March 25, 1990, SEPTA operated its last Blueliners. From 1930-32, Bethlehem Steel constructed 100 steel cars for the Reading Company. In

1962, the City of Philadelphia purchased 38, leased them back to the Reading Company for a nominal fee, and then paid the railroad to rebuild them. When SEPTA took over commuter rail operations on January 1, 1983, just 30 remained. This past summer, I spotted a few in SEPTA's rail yards.

News items concerning commuter operations may be emailed to NYDnewseditor@aol.com.

Around New York's Transit System

C Service Temporarily Discontinued

The following reroute was in effect from 12:01 AM January 29 to 5 AM February 14, 2000. To replace the double crossover north of the World Trade Center station, Track A-1 was out of service from south of the Canal Street station to the bumping block at the World Trade Center station and Track A-2 was also out of service from the World Trade Center bumping block to north of the Canal Street station. During this period, Eighth Avenue Subway service was curtailed as follows:

- Weekday A trains were locals between 145th Street and 168th Street. When B trains were routed to 21st Street-Queensbridge about 9 PM, A trains made all local stops between 168th Street and 59th Street. During the late evening and midnight hours, A trains stopped at all local stations. A headways were not changed. Weekend A service was not changed
- Three extra B trains were operated from Bedford Park Boulevard in the AM rush and from Coney Island in the PM rush. AM rush hour B service from Bedford Park Boulevard and PM rush hour B service from Coney Island was increased from a 10- to a 7-minute headway. On Saturday and Sunday, B trains operated to 168th Street at all times except midnights and shuttles ran between 21st Street-Queensbridge and Second Avenue at all times. Midnight B shuttle service between 36th Street and Coney Island was not changed
- C service was discontinued
- E service was extended to Euclid Avenue when C trains normally operated there. At other times, E trains were turned at Chambers Street, where they relayed in either pocket, Tracks A-3 or A-4. E headways were not changed
- A morning rush hour F train arriving at Second Avenue southbound at 7:51 AM discharged passengers there and was used as a gap train

DeKalb Avenue Station Renovation

NYC Transit expects to spend \$36 million on a four-year project to rehabilitate the DeKalb Avenue station, a busy downtown Brooklyn transfer point used by 60,000 daily riders. The station will remain open during the renovation, but there will be closed-off areas and narrower passageways.

The original mosaics on the track walls will be illuminated by bright lights and will look as fresh as when they were installed in 1915. New white tiles will cover the grimy, cracked, or missing tiles. Opposite the turnstiles, a new ceramic tile wall adorned with artwork will cover the windows of the Station Supervisor's office.

To comply with the Americans with Disabilities Act, three elevators will be installed — one from the street to the mezzanine and two from there to the platforms. The elevator leading from the street to the mezzanine will be cut in the middle of a stairway to avoid relocating underground utilities. NYC Transit will widen the stairway by occupying the basement of an adjoining building.

Lee Harris Pomeroy, the architect who was awarded the design contract, competed with 23 others. In addition to DeKalb Avenue, he designed four other stations: Fulton Street (Lexington Avenue Line), Fifth Avenue-53rd Street (Queens Boulevard Line), 66th Street (Broadway-Seventh Avenue Line), and the Union Square complex. When the latter was renovated, elevators were installed from the mezzanine to the Broadway BMT (N and R) and 14th Street-Canarsie (L) Lines platforms, but not to the IRT Lexington Avenue Line platforms because they are too narrow.

Since the modernization program began in 1982, 130 stations have been renovated. Thirty more are being rehabilitated, and NYC Transit expects to start work on 61 stations in the next five years, at a total cost of \$1.4 billion, and to upgrade all stations by 2019.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
January 20, 2000	A	R-32
January 20, 2000	C	Train composed of 6 Morrison-Knudsen R-32s and 2 R-38s
February 1, 2000	A	R-32

One or two trains of R-46s appeared regularly on the E line before service was temporarily extended to Euclid Avenue. During the extension, several trains of R-38s (sometimes mixed with R-32s) were in service on the B

and E lines on weekdays and weekends.

R-68s 2776-2787 have been transferred from the D line to the B and N lines.