

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 43, No. 7

July, 2000

The Bulletin

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

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NYC TRANSIT'S REHABILITATION PROGRAM

While surfing the Internet, our Circulation Manager found a list of proposed new contracts. The following are of interest to our readers:

UPGRADE STATION LIGHTING: The contract provides for replacement of incandescent lighting with fluorescent lighting at the following stations:

STATION	LINE
Buhre Avenue	Pelham
Middletown Road	"
Hunts Point Avenue	"
Longwood Avenue	"
Cypress Avenue	"
Third Avenue-138 th Street	"
71 st -Continental	Queens Boulevard
67 th Avenue	"
63 rd Drive	"
Grand Avenue	"
Elmhurst Avenue	"
65 th Street	"
Steinway Street	"
205 th Street	Concourse
Bedford Park Boulevard	"
Kingsbridge Road	"
Fordham Road	"
Rector Street	BMT Broadway

New lighting will be installed in the station entrances, mezzanines, control areas, passageways, and platforms. Vandal-resistant fixtures will be installed on stairways and elevated platforms.

STATION REHABILITATION: NYC Transit would like to rehabilitate the Lexington Avenue-53rd Street station of the Queens Boulevard Line. Work includes installation of an escalator and a transfer elevator in accordance with NYC Transit and ADA requirements. Structural deficiencies will be repaired and electrical service will be upgraded where required. Communication and lighting systems will also be upgraded.

REHABILITATE TUNNEL LIGHTING: The contract provides for rehabilitating 18 track miles of tunnel lighting on the BMT Fourth Avenue Line from 95th Street to Pacific Street, one wall of tracks from Pacific Street to DeKalb Avenue, all lead tracks to the West End Line, and all portals and lead tracks from 59th Street to the Sea Beach Line. Work includes installation of compact fluorescent lighting fixtures at 40-foot intervals, staggered 20 feet on opposite walls and 20 ampere, 120-volt receptacles at 80-foot intervals on inside walls. Blue lights will be installed at each emergency alarm bay and fixtures will be placed at each emergency exit. The contractor will provide lighting for all enclosures, passageways, and stairways. 600-volt equipment will be removed or replaced.

INSTALLATION OF TWO ADA ELEVATORS: NYC Transit expects to install two elevators for access to two local platforms from the 33rd Street passageway at Penn Station, Broadway-Seventh Avenue Line. This equipment

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THIRD AVENUE RAILROAD COMPANY by Bernard Linder

Third Avenue's large trolley network extended from lower Manhattan through the Bronx into southern Westchester County.

This company originally operated only one horse car line, on Third Avenue, Bowery, and Park Row. The Van Schaick Grant dated January 1, 1853 authorized construction and operation of this horse car line, which started running on July 1, 1853. In a deed dated October 8, 1853, Henry Van Schaick, Henry Hart, and others transferred the franchise to the Third Avenue Railroad

Company, which they incorporated.

The company operated only four lines — Third and Amsterdam Avenue, 125th Street Crosstown, Broadway-Kingsbridge, and Broadway-145th Street. The other lines were operated by subsidiaries controlled by the Third Avenue Railroad Company through ownership of a majority of their capital stock. Although the cars were assigned to a specific subsidiary, they were interchanged regularly.

THIRD AND AMSTERDAM AVENUE LINE by Bernard Linder

Owners:

STREET CARS

January 1, 1853	Henry Van Schaick and others
October 8, 1853	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

May 18, 1947	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

Route:

STREET CARS

July 3, 1853	Horse cars started running from Park Row to E. 61 st Street and Third Avenue
July 4, 1854	Extended to E. 86 th Street
April 4 or July 4, 1859	Double track to E. 69 th Street, then single track to E. 129 th Street and Third Avenue
August 31, 1885	Cable cars started operating on Amsterdam Avenue from W. 125 th Street to W. 186 th Street. The August, 1886 Street Railway Journal reported that the Amsterdam Avenue cable cars would soon be operating to W. 125 th Street and Eighth Avenue, probably when the 125 th Street cable was placed in service on December 1, 1886
December 4, 1893	Cable cars started operating on Third Avenue between E. 130 th Street and E. 6 th Street. It was anticipated that the cable would be extended to Ann Street by January, 1894
1895	The company expected to construct electric conduit on Amsterdam Avenue from W. 185 th Street to W. 194 th Street. TARR hoped that the conduit would be ready by October 1, 1895
October 23, 1899	Electric cars started operating between Fort Lee Ferry and E. 65 th Street
November 20, 1899	Electrification extended to E. 6 th Street
November 21, 1899	Electrification extended to Chambers Street
November 24, 1899	Electric cars operated to Post Office loop (Park Row and Broadway). We do not know when through service was operated between Post Office and Fort George or the date electric cars started operating on Amsterdam Avenue
May 30, 1909	Extended on Fort George Avenue to Audubon Avenue
September, 1916	Discontinued service on Third Avenue from E. 125 th Street to E. 129 th Street
January 18, 1925	Discontinued service on Fort George Avenue from Amsterdam Avenue to Audubon Avenue
May 18, 1947	Buses replaced street cars

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Third and Amsterdam Avenue

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BUSES

- May 18, 1947 M-101 buses started operating over the same route as the street cars
- July 17, 1960 One-way operation—northbound on Third Avenue and southbound on Lexington Avenue between E. 125th Street and E. 23rd Street
- March 2, 1969 M-101A buses started operating from W. 146th Street via Lenox Avenue and W. and E. 116th Street, then over the same route as the M-101 buses
- July 1, 1974 Route M-101A renumbered to M-102
- September 10, 1995 New route M-103 started operating southbound from E. 125th Street via Lexington Avenue, E. 24th Street, Third Avenue, Bowery, and Park Row to Broadway. Northbound buses ran via Park Row, Bowery, and Third Avenue to E. 125th Street

HORSE CAR NOTES

Until it converted to cable operation, Third Avenue depended on horses for motive power. The 1885 *Street Railway Journal* described the problems encountered operating this horse railroad. Car horses ran the greatest risks during the hottest part of the summer and the coldest winter days. The most perilous season for the car horse was dry, windy weather, when the horse could not gain a foothold on the cobblestones, which were as smooth as polished glass. The company had a standing price of \$155 for horses, which were bought in all seasons. Although the best were bought in the fall, the seller was willing to take less at the beginning than the end of winter. The company preferred gray horses, who suffered less from the heat.

There were 100 stablemen in the 65th Street car house. Each took care of 16 horses — feeding, watering, and grooming. The day man, who reported between 4:30 and 6 AM, received \$175 for a 10-hour day. He cleaned the stable and prepared the horses' 9 AM meal. The men lived near the car house and went home for meals, while the extras brought dinner in cans. Twenty-two feed men, who worked 12-hour day and night shifts, also received \$1.75 per day. They brought up hay and grain on a steam-powered elevator and cut hay on steam-powered machines. Then they mixed it with coarsely ground mixed corn and oats. The horse's day's ration was 17½ pounds grain meal and 8½ pounds cut hay mixed with water and a little salt. The largest meal was dinner and the smaller meals were breakfast and supper. Because the average life of a horse was only 3 to 3½ years, the company bought 600 horses a year. A day's work was 16 miles on Third Avenue — hardest because of the hills — or 20 miles on branches. A horse had one day's rest or reduced hours every seven days. The company had 2,000 to 2,300 horses and a hospital with room for 100 horses. The veterinarian in charge earned \$25 a week. He was on duty all day and all night, if needed. He treated mostly lameness caused by falls, but did not treat worn-out or very sick horses. Four or five skilled old stablemen, who helped the veterinarian, received the same pay as the others.

NINETEENTH CENTURY WORKING CONDITIONS

The 1885 *Street Railway Journal* also describes the employees' working conditions. Roll call for the 50 drivers and 100 conductors on the extra list was at 4:30 and at 6 AM. Extras who didn't answer and each extra who did a day's work went to the bottom of the list. Regulars were appointed in the order of seniority on the extra list. There were ten starters, who were paid \$2.25 to \$3.25 for a 12-hour day, which included an hour for breakfast and an hour for lunch. Monitors, who recorded register indication, relieved them for meals. The superintendent worked 14 to 16 hours a day in good weather and continuously when it snowed.

Running time for a round trip between E. 65th Street and Post Office was 1 hour 45 minutes. Each driver, who was paid \$2 a day, made four round trips, 2 hours 40 minutes each, and was allowed 30 to 40 minutes for a meal. Tow horses stationed at the bottom of hills assisted the regular horses. Boys, 16 to 20 years old, who handled the tow horses, were paid \$1.25 for a 10-to-12-hour day, which included 30 minutes for a meal. Tow horses were stationed at Chatham Square, E. 35th Street, and E. 74th Street at all times and at E. 23rd Street and E. 96th Street when the heavy open cars were in service in the summer.

The 1886 *Street Railway Journal* reports that the company employed 547 drivers and 547 conductors. Each conductor was bonded for \$1,000. Cars departed from E. 65th Street southbound every minute from 8:30 AM to 7:30 PM and every 15 minutes from 1:30 to 4:00 AM. North of E. 65th Street cars ran on a 2-minute headway during midday and the evening rush. The number of cars was as follows:

LINE	CARS
Third Avenue	220
Grand Central*	26
125th Street	26
Amsterdam Avenue cable	15

*From E. 35th Street and Third Avenue via E. 35th Street and Lexington Avenue to Grand Central

TECH TALK

by Jeffrey B. Erlitz

Once again we lead off with a progress report from the 63rd Street Connection worksite. By Memorial Day weekend, essentially all of the third rail had been installed and welded together on Tracks T-1 and T-2. With that work accomplished, a little over half of the third rail (from 36th Street Interlocking southward) already has its protection board installed. Although many of the new signals have now been installed from north of Queens Plaza to north of 36th Street upstairs on the Queens Boulevard Line tracks, new signals are just now (June 10) being installed on the 63rd Street Line tracks. Many train stops and track cases have already been installed on them, however.

Work is starting to wrap up on the installation of the fire standpipe on Tracks T-1 and T-2 over their entire length. Installation of conduit for the tunnel lighting is almost complete, though no additional light fixtures have been installed since several months ago. The installation of signal messenger brackets, messenger wire, and signal cable is progressing along these tracks. Where Tracks T-1 and T-2 are physically next to each other, niches were built providing access between the tracks as well as clearance. By the holiday weekend, though, most of these niches had been filled in with metal plates bolted into place. I believe this was done to ensure the effectiveness of the tunnel fans when they operate, but one wonders why the niches were built in the first place. New holding lights were installed along southbound Track D-1 in the 36th Street station.

As you may recall, very little of the interlocking at Bergen Street on the IND Prospect Park Line is in service these days as a result of a Relay Room fire (see April and May 1999 *Bulletins*). During the month of May all of the wheel detector sensors along Track B-2 in the Bergen Street station were removed as well as all of the stop arms for the blind stops. This interlocking is the location for a pilot all-solid-state interlocking that is currently under design.

The joint venture of Impulse Enterprises/F&V Mechanical is really starting to make headway on the White Plains Road signal rehab job, S-32336, which is now 61% complete. As I mentioned last month, new automatic signals were placed in service on Tracks #2, #3, and M from south of Allerton Avenue to south of Bronx Park East between April 8 and April 30. Starting on June 5 new automatic signals were placed in service on all three tracks from south of 219th Street Interlocking to south of Allerton Avenue. Signal projects are some of the most expensive ones in the Capital Program; this one is costing \$89.9 million. By the time this project reaches beneficial use on March 1, 2001, two more classic IRT towers will have been decommissioned: 219th Street and Nereid Avenue. Keep in mind that this

project does not include 239th Street Yard, just the mainline tracks.

Continuing last month's discussion of capital projects that are *not* signal-related, Tremont Avenue on the Concourse Line started being reconstructed December 14, 1998 under contract A-35753. This \$17.1 million project, 54% complete now, is scheduled to wrap up by December 14, 2001 and is being done in-house by the Department of Infrastructure. In the full-time mezzanine area, concrete floor topping continued as well as the construction of masonry block walls for new rooms, plastering of walls, and the removal of existing conduit, wires, and light fixtures. Also in the full-time mezzanine area, new floor drains were installed and rods for the new lighting trough were installed.

In other construction news, contract C-33182 is the rehabilitation of the elevated structure from Sutter to New Lots Avenues on the IRT New Lots Line. Most weekends and weekday middays line #3 operates under a single track through here to provide the contractor, American Bridge Company, access to the structure. This project includes the following work:

- Rehabilitation of the thru spans
- Replacement of waterproofing and drainage systems
- Repair of cracks and spalling concrete
- Repair of mezzanine hangers
- Replacement of worn top flange angles, top tie-in angles, rocker pins and seat brackets
- Rehabilitation of all sliding plate type expansion joints
- Repair of column bases
- Installation of cross bracing
- Restoration of station mezzanine walls
- Replacement of all stairs

This project is currently budgeted at \$45.1 million and is now 78% complete.

Work started back on July 21, 1995 to reconstruct portions of the subway roof over the local platform at Atlantic Avenue on the IRT Eastern Parkway Line. This was done to accommodate the widening of Flatbush Avenue. This contract, C-33203, is being performed by the Gottlieb Group for \$25.2 million and was supposed to have been completed back on May 31. It is now 97% complete. Additional work in this contract included waterproofing the subway roof over the entire station and restoring utilities.

Volmar Construction was the low bidder on contract C-34546, a relatively small project to rehabilitate and modernize the existing Dispatcher's Office at 71st-Continental Avenue on the Queens Boulevard Line. Be-

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Tech Talk

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gun on December 31, 1998, this \$1.1 million project is only 5% complete and should be done by the end of this year.

Whitmann Plumbing has been working on contract E-31095 since December 29, 1997. This project is the rehabilitation of ten pumping facilities on the Eighth Avenue and Concourse Lines. Work involves the complete replacement of all pumping equipment and discharge lines. This \$19.8 million project is 75% complete and should be done by February 28, 2001. The ten pump plants are listed in the table below along with the date

PUMP PLANT	DATE COMPLETED
Bedford Park Boulevard	6/15/99
Hull Avenue	8/3/99
Burnside Avenue	9/26/99
187 th Street	12/3/99
Van Cortlandt Avenue	12/16/99
Kingsbridge Avenue	12/21/99
110 th Street	7/30/00
198 th Street	5/31/00
141 st Street	9/31/00
149 th Street	1/31/01

on when work was completed or is estimated to be complete:

Fire lines are being replaced in the Clark Street, Cranberry Street, and Rutgers Street Tubes under contract E-31097. Judlau Contracting started on this project on May 17 of last year and should be done by the end of May next year. This job is 26% complete and is costing \$15.5 million. The existing fire lines in these underwater tunnels are 2½ inches in diameter and are being replaced with 4-inch diameter pipes that are insulated and contain heat traces at all shaft areas. This prevents the lines from freezing in very cold temperatures.

The 149th Street Tubes on the IRT White Plains Road Line are the only underwater tunnels that do not have their own fan plant. To remedy this, a new fan plant is being constructed under contract E-31270 at Lenox Avenue and West 143rd Street. Construction on this plant started September 8, 1999, is budgeted at \$21.6 million, and should reach "beneficial use" (to use Capital Program jargon) on April 30, 2002. "Beneficial use" is essentially when just about all of a project is in working order, with only punch list work left to be done. The joint venture of Slattery Skanska/Gottlieb is the contractor for this important job. By April, excavation for the fan plant's plenum had been completed and slurry walls had been installed over the subway structure. In addition, the base slab for the fan plant structure had been

poured and protection concrete for the floor and part of the walls of the plenum structure had been poured. This project is now 32% complete.

There are several tunnel lighting contracts going on throughout the subway system. The 14th Street-Canarsie Line had new lighting installed under contract E-33406 from Eighth Avenue to the tunnel portal north of Broadway Junction. This was budgeted for \$32.3 million and started May 28, 1991; it reached substantial completion last year on April 30. The job was started by DAK, an electrical contractor, but was taken over by Secco Electric before completion. This project is in the closeout phase and is 98% complete.

Another tunnel lighting project is now 92% complete and covers the Broadway Line from 96th Street to Dyckman Street. Action Electrical Contracting is handling this \$36.9 million job under contract E-33487, construction for which started January 31, 1997. The original beneficial use date of February 28, 2000 has been pushed back to September 8, 2000 due to delays in another project to upgrade station power in several locations.

Schlesinger Electrical Contractors is working on contract E-34359, station lighting upgrades at 29 stations around the subway system. This project, which is 56% complete now, replaces incandescent lighting with fluorescent lighting. Most of these stations only received fluorescent lighting on their platforms and not in mezzanines, passageways, or street stairs. In addition, Electrical Distribution Rooms (EDRs) are being upgraded at Eighth Street (Broadway Line), Eighth Avenue (14th Street-Canarsie Line) and Clark Street (Clark Street Line). Also included in this project is the replacement of the emergency DC lighting wiring at 34th Street-Herald Square even though this station was completely rehabbed several years ago. Construction started July 31, 1997 and should wrap up by January 31, 2001. This is a fairly sizable project and is budgeted at \$26.2 million.

Though not that old, the fire standpipe system in the IND 63rd Street Line is being replaced under contract E-40820. WDF, Incorporated is working on this \$9.2 million project, which started December 22, 1999 and should finish up by January 16, 2001. The original standpipe system is insulated with asbestos, which has fallen out of favor these days, to say the least. New wet fire lines will be installed between Lexington Avenue and 21st Street and a dry standpipe system will be installed in the Lexington Avenue, Roosevelt Island and 21st Street stations. The wet lines will have siamese connections for Fire Department use as well as connections to city water services. The new pipes will be insulated and have heat traces near airshafts and stations, similar to the work described above under contract E-31097. Actual asbestos and pipe removal work started on the weekend of March 15 between the 57th Street-Sixth Avenue and Lexington Avenue stations.

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Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

On July 9, when service from Wassaic begins, all trains that presently terminate at Dover Plains will operate there. Metro-North is beefing up service with two additional AM and two PM peak expresses to/from Grand Central. Weekend riders will have one additional express in each direction. Wassaic and Tenmile River have been included in the same fare zone as Dover Plains -- monthly tickets, \$257. Bronx Harlem Line stations are also getting more weekday and weekend service and new trains have been added on all three lines. This has required changing the stopping patterns of many trains.

When the Danbury Railway Museum held a "Spring 2000 Rail Fair" on May 5-6, along the way it acquired a new locomotive. FL-9 2013, which was recently painted into New York Central colors, stayed at the museum at the conclusion of the Fair. Similarly-painted 2012 remains in service.

You can forget about seeing the former Long Island Rail Road FL-9s in service. 300-302 are being cannibalized for their parts.

Member Josh Weis emailed that on May 23, Metro-North moved E-10Bs 401-403 to White Plains North Yard. Acquired from Conrail, where they ran as 4750, 4752, and 4753, these units were originally Niagara Junction Railway 14, 16, and 17 (General Electric, 1952). The 96-ton, 600-volt DC locomotives were retired in 1979 after Conrail changed operations from electric to diesel. Upon arrival in New York City, they were rebuilt for service in Grand Central Terminal (third rail shoes added, large overhead pantographs removed). They had not been used since 1996, as all switching since then has been done by 064, a diesel locomotive that was either transferred or leased from NYC Transit. Later this year, two new low-emission diesel locomotives built by Brookville Mining and Equipment Corporation will be delivered.

MTA Metro-North Railroad (West)

If you had not seen much of the new locomotives, 4191-92, which arrived earlier in the year, there is a reason for it. Both failed acceptance testing and were returned to Altoona for modifications. They are in service now.

The report concerning the May 21 timetables was written prior to having them in hand, and after seeing them, I found that NJ Transit has in fact added running time to many runs. Once again, there is a combined Port Jervis & Pascack Valley Line Metro-North timetable.

Connecticut Department of Transportation

Connecticut riders will not be left out when it comes to

new equipment on the New Haven Line. Member David A. Cohen sent an article from the New Haven *Register* reporting that the state will spend \$35 million to purchase "four new locomotives and 10 rail cars." An additional \$45 million will be used to overhaul its portion of the M-2 fleet. Another article reported that *Acela* trains would be restricted to 75 mph when they operate west of New Haven. This is because at a higher speed the tilt mechanism will operate, and there are concerns that a tilting train could come in contact with a platform, catenary pole, or even another train. Eventually, speeds of 90 mph could be reached in this section.

MTA Long Island Rail Road

In addition to what was reported in the June *Bulletin*, the new timetables that went into effect on May 22 adjusted service to account for construction projects on the Port Washington, Oyster Bay, and Hempstead Branches. Timetables were also issued for Shea Stadium (effective May 22) and Belmont Park (May 10-July 23).

Seven more Long Island cars have found a new home. Although the car numbers are not available at this time, member George Chiasson reports that the New Orleans & Gulf Coast also owns ex-MBTA FP-10s 1105 and 1106 and ex-Southern Pacific 2-6-0 1744 (currently being rebuilt in Fort Worth). It was supposed to begin operations this spring, then was pushed back to the summer, and now it is scheduled to open late this year. The NO&GC is 24 miles long, devoid of scenery, and reportedly has more grade crossings per mile than any other railroad.

According to *Cinders*, Alco "power pack" 615 has been purchased by SEPTA for use on its Gel train, which operates in the fall season.

Tidbits: The 2000 "One-Day Getaways" program is similar to 1999's. Sacajawea dollars are accepted by the railroad's TVMs.

NJ Transit

New timetables, keeping the color format established last October, went into effect on all lines May 21. With the exception of Atlantic City (September) and North Jersey Coast Line (September 4), all are expected to remain in effect until the return to Standard Time on October 29. In addition to the previously mentioned Pascack Valley Line, additional running time was also added to a number of trains on the Boonton, Main/Bergen, and Northeast Corridor Lines. There were also adjustments to departure/arrival times and station stops on many lines. Track work is being performed this summer on the Morris & Essex between Summit and Gladstone. New train #1109 (9:30 AM Hoboken/Suffern) has

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Commuter Notes

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eliminated a 95-minute headway on the Main/Bergen Line.

When the 161 Comet IIs return from overhaul, they

PRESENT NUMBERS	NEW NUMBERS	NUMBER OF CARS	NOTES
5610-5706	5300-5396	97	
5752-5758	5397-5403	7	
5760-5771	5404-5415	12	
5800-5824	5416-5440	25	
5135-5154	5441-5459	19	5146 wrecked February, 1996. Former cab cars
5759	5460	1	North Jersey Coast Line Commuter Club Car

will be renumbered as follows:

At this time it is unknown whether the cars (except 5759) will be renumbered in series within their respective groupings, or sequentially as they are released from overhaul. When the project is completed, it is anticipated that a complete roster can be published. (Members can help here.) Also note that 5135-36, which Metro-North received in exchange for Comet IIIs 5009-10 (II) (originally 5179-80), will no longer be cab cars.

In January, I reported out-of-service Arrow II cars being stored west of Boonton. The *Jersey Central News* reported the numbers for these cars to be: 1286/87, 1277/76, 1302/03, 1261/60, 1297/96, 1247/46, 1293/92, 1265/64, 1238/39, 1235/34, 1271/70, 1294/95, 1283/82, and 1251/50. And there is additional information: United Products Corporation of Feasterville, Pennsylvania had purchased 58 of the 70 cars for \$1.4 million. They were to take possession of the first 12 cars in February, 12 more 60 days later, and the remaining 34 over a period of 450 days. United Products was talking with SEPTA, Amtrak, and Delaware Transit (sic) about purchasing or leasing a number of the cars. A midwestern firm that exports used equipment was interested in purchasing 18 of the cars.

Thanks to member Sid Keyles for providing a copy of the first revised Hudson-Bergen Light Rail schedule, which went into effect on May 22. A *Bayonne Flyer Express* has been added. There are four AM and three PM trips to Exchange Place and two AM and four PM out-bound trips to Bayonne, which bypass Jersey Avenue, Marin Boulevard, and Essex Street. Headways were also reduced from 15 to 12 minutes during rush hours. Various reports in the media are telling of lower-than-

projected ridership on the line.

A groundbreaking ceremony for the Southern New Jersey Light Rail Line was held in Camden on May 8, with a host of government officials in attendance.

Port Authority Trans-Hudson Corporation

With the completion of work at the 23rd Street (uptown) station on May 13, work began on the final station – 23rd Street (downtown). All work was to be complete by June 30. At Grove Street, the first phase of tiling work on the mezzanine commenced on May 1. During this eight-week project, one TVM and an exit turnstile will be removed from service. Further into the project the main entrance will be closed temporarily.

Over the weekends of May 26-30 and June 2-5, the 14th Street (uptown) station was closed to enable additional renovations to be performed.

Port Authority of New York and New Jersey

Member Bruce Russell sent an article from the *Star-Ledger* which provided more detail about the proposed extension to Newark Airport. Since PATH's tracks already extend south of Penn Station, Newark (used to store and turn trains), about two additional miles of track would have to be built to connect with the Newark International Airport station currently under construction. There, all passengers would switch to the monorail, which is being extended. Although no cost studies have been made, a "ballpark" figure puts the cost at around \$125 million, and several years of construction. One statement that was made by a spokesman for Governor Whitman caught Bruce's ire – to charge a \$10-20 fare between Manhattan and the airport, because it would still be competitive with fares charged by taxis and limousines. Bruce felt that fares should be the regular fares, a la Atlanta, Cleveland or Chicago. Here is a little history on two PATH extensions that were never built. In 1975, a \$500 million plan was killed for a line to Plainfield. At that time, the U.S. Supreme Court ruled that the Port Authority did not have to fund passenger rail projects that could run a deficit. Ten years later, an airport line was proposed, but dropped after a decision was made to use federal funds on other rail projects.

The dispute between the states of New York and New Jersey was resolved in early June, when the commissioners approved a \$200 million, 30-year lease with Maersk Shipping, created a \$250 million fund for New York's transportation projects, and allowed for privatizing of the World Trade Center. Maersk was considering offers to move to another East Coast port. Another part of the agreement allows for a six-month review of fares and tolls charged on PATH and at Authority-operated bridges and tunnels. PATH's \$1 fare has been unchanged since April 12, 1987. This review has the potential for increases across the board.

Amtrak

Almost immediately after the June column went to print, member Steve Erlitz emailed that Amtrak posted

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Commuter Notes

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its schedule changes for the Intercity services effective May 21. However, the North East Corridor will not go into effect until July 9. The majority of the changes are to "times" but in our area, Train #45/46 (*The Skyline Connection*) service between Philadelphia and Chicago will start running sometime this summer. It was supposed to operate from New York but a "shortage" of electric engines has forced a delay in that startup. This train had been promoted as the *Manhattan Limited* and will depart from Philadelphia at 1:05 AM. Still planned for later this summer is the extension of a *Silver Service* train to Springfield/Boston. The National Edition (Form T-2), with a Spring/Summer 2000 date, has grown by four pages to 70. Other changes: Several Michigan Service trains have swapped names and numbers, and *San Diegan* service is now referred to as *Pacific Surfliner* service.

Another section of the North East Corridor electrification project has been completed. According to George Chiasson, "on May 9, Track #2 was energized between ORMS and CRANSTON through Providence. Starting May 15, both portions were added to the 'secured route' and for the first time AEM-7s were able to haul themselves from South Station to the servicing facility. Wire is now present across Tracks #1 and #2 of the Fort Point Channel crossing, and runs along both sides of the MBTA's S & I building. It continues around the Wash Loop and throughout the Amtrak shop area, but excludes the Old Colony main line and the so-called 'Front Yard' near the Southeast Expressway. Amtrak deployed one AEM-7 (930) as a terminal switcher at South Station on May 12 for training, and was expected to retain this in lieu of the usual F-40 when more of the terminal is electrified. One in a series of NEC construction projects, which kicked off April 9, is replacement of the 93-year-old catenary on the New Haven Line between the New York State Line and Stamford. This is the first phase of a 4-year effort to link sections of constant-tension catenary installed east of New Haven (1999) and west of Port Chester, NY (1990-91). To achieve the true high-speed operation it desires, Amtrak will eventually have to re-electrify its existing corridor from New Rochelle, New York to Washington, D.C. It is still expected that *AcelaExpress* equipment will be introduced this summer between New York and Washington, with a maximum speed of 135."

Accompanied by two friends and my son Marc, we made a roundtrip to Rutland, Vermont during May aboard the *Ethan Allen Express* (#295/294). At Rensselaer, we observed the original rebuilt Turbotrain (151-159), FL-9s 484-85, several F-40s, and recently released "Cabbage" cars 90213, 90214 and 90220 for Boston/Portland service. Late reports have this service delayed until April, 2001. Our train was powered by

P32AC-DM 712, and contained three *Heritage* cars (7004-7608-7611), two *Amfleets*, one a snack car, and Baggage 1852, with *Ethan Allen Express* logo.

A celebration was held to mark the return of daily service of the *Texas Eagle* on May 21, with U.S. Senator Kay Bailey Hutchison (R-Texas) and Amtrak President George Warrington in attendance. Warrington described the Senator as "one of the greatest advocates for passenger rail in the U.S. Senate today." This is another part of Amtrak's Network Growth Strategy. The train operates between San Antonio, Ft. Worth, Dallas, Little Rock, St. Louis and Chicago. With the addition of daily service, the *Texas Eagle* will continue to operate through to Los Angeles once a week and will continue to connect with the *Sunset Limited* at San Antonio, providing service to Los Angeles three days a week.

There are three types of *Acela* service:

- *Acela Express* - replaces *Metroliner* service and extends premium service to Boston
- *Acela Regional* - replaces *Northeast Direct*, *Empire*, and *Keystone* services
- *Acela Commuter* - replaces *Clocker* service, coach class only

First and Business Class are only offered on the first two.

Miscellaneous

Member Harold Geissenheimer prepared the following list of train speed records.

- 1955: 331km/h (206 MPH) France: SNCF first world record
- 1964: 210km/h (130 MPH) Japan: Bullet train Tokyo to Osaka
- 1966: 200km/h (125 MPH) Spain: Talgo III Seville-Los Rosales
- 1981: 380km/h (236 MPH) France: SNCF world record (7-car TGV)
- 1983: 270km/h (167 MPH) France: TGV Paris to Lyon
- 1986: 243km/h (150 MPH) Japan: Bullet train north to Movioka
- 1986: 200km/h (125 MPH) USA: Amtrak increases *Metroliner* speeds
- 1987: 400km/h (250 MPH) Japan: Mag Lev test with passengers
- 1988: 410km/h (257 MPH) Germany: Transrapid Maglev
- 1988: 406km/h (252 MPH) Germany: ICE train
- 1988: 291km/h (180 MPH) Spain: Talgo Pendular
- 1989: 300km/h (186 MPH) France: TGV Atlantique Paris-LeMans
- 1989: 482.4km/h (300 MPH) France: SNCF world record
- 1990: 515.3km/h (320 MPH) France: SNCF world record

Other high-speed records were set in Sweden, Italy,

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Commuter Notes*(Continued from page 8)*

and the United Kingdom. In 1999, Amtrak set a new high-speed record for the USA, 168-mph.

In connection with the above, **Railway Age** reports that Alstom in cooperation with SNCF is developing the next generation TGV. The train, which will be known as AGV (Automotrice à Grand Vitesse), would have a 9% increased carrying capacity and run at a higher speed, 217 vs. the present 186 mph. By next year, the prototypes should be ready for testing.

Other Transit Systems*Buffalo, New York*

An email from Van Wilkins advises that the Niagara Frontier Transit Authority has recently advertised the twelve PCCs (ex-Shaker Heights, ex-ex-Twin Cities) for sale. Presumably plans for their use on a proposed branch to Tonawanda has been shelved.

Boston, Massachusetts

Under pressure from Congress, the MBTA has canceled the contract with Bay State Transit Services for maintenance of rolling stock. According to the article that appeared in **The Boston Globe** sent by member Todd Glickman, the major reason was "Labor Regulation 13C." This law, enacted in 1964, provides protection for rail workers from being laid off, and Bay State was going to reduce the workforce from 550 to 400. Its bid for the five-year contract was \$175 million, vs. Amtrak's \$291 million, although Amtrak hinted that it would look to reduce that cost before the June 30 expiration date. MBTA is paying Bay State \$3.5 million for start-up costs, and may be sued for many millions more in lost revenue for not allowing it to perform the contract.

More new commuter rail timetables. Member Todd Glickman sent copies for Fitchburg, in blue, dated January 10. It came out during the end of May. The new Worcester schedule which was reported in the last issue, includes two additional trips to Worcester (extended from Framingham) in each direction weekdays. No new service on weekends, but there are some minor time changes.

"Big Dig" work continues, and on May 30, Todd emailed that at North Station, Tracks #1 and #10 are back in service, however now Tracks #8 and #9 are out of service.

Late news from Todd concerning the Type-8s: "On June 8, at Park Street westbound I saw 3812 in single-car operation on the C/Cleveland Circle route. It was immediately followed by 3811, also in single-car operation 'Not-in-Service,' as an Instruction Car. This is the first time I have heard/seen of these cars in operation. A 'T' Inspector told me there are currently six Type-8s in service. He says that the software problems are largely resolved, but that the current problem is that of chafed insulation on wiring."

Philadelphia, Pennsylvania

Steve Lofthouse forwarded a report about the impending demise of the Reading Company, sometime this summer. Although, it has not operated trains since inclusion in Conrail (April 1, 1976) it, like the Penn-Central Corporation, existed to run other ventures. SEPTA runs commuter trains over most of the remaining trackage. The company was purchased by California lawyer James Cotter about 10 years ago. In that period, he has sold Reading's lingering railroad property and other assets and reinvested the proceeds in a cinema and live-theater business. About a dozen employees remain to conclude the liquidation of Reading's railroad-related real estate, such as dormant rights-of-way and odd-shaped parcels of land.

From **Cinders**: The first two *Silverliner* cars to receive red, white and blue striping are 437-38. They were placed in service in late April. As no manufacturer has bid to construct 12 articulated trolleys for the Girard Avenue Line, SEPTA is considering rebuilding several retired PCCs. The transit agency has determined that given its poor track record of designing cars, e.g. Norristown N-5s and Market-Frankford M-4s, "off-the-shelf" commuter cars, similar to Metro-North's MUs, should be used for the planned Schuylkill Valley Metro. These cars would be modified to operate at a lower cost, possibly with just one crewmember, so that more frequent service can be provided. Current plans call for a phased-in service; electrified operation between Philadelphia and King of Prussia, using the Center City Tunnel, R-6/Norristown Line via East Falls, a segment of the Norfolk Southern ex-Reading main to Port Kennedy, and a new spur to the King of Prussia Mall. Later, there could be an electrified service using the ex-Pennsylvania Ivy Ridge Line through Bala Cynwyd, and a new connection to the Norristown Line west of Manayunk, then via NS main line to Reading and Wyomissing. This plan was to be considered by the SEPTA board at its May meeting. Adtranz expects to lose more than \$100 million on the M-4 contract.

Baltimore, Maryland

Member Bob Kingman sent a copy of the latest light rail timetable, which went into effect back on January 30. It retains its unusual 17-minute headway on each branch (8-9 minutes on the trunk).

Washington, D.C. area

Cinders reports that VRE has just four "*Boise-Budd's*" - café cars V500-03. The disposition of the remaining cars is as follows: 8 leased to Vermont Agency for Transportation, 4 at Metro-North, and 14 leased to Caltrans. V320 is stored with wreck damage, and 1403, which was wrecked at Back Bay Station (Boston), was never conveyed to VRE.

South Florida

Members Bob and Judy Matten, after a visit to Miami and a ride on Metrorail, reported that the system resembles what New York used to look like: graffiti, scratched

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Commuter Notes*(Continued from page 9)*

windows filthy floors, etc.

Now it is Amtrak that is proposing to construct a high-speed (110-mph) rail line in Florida. This comes after Governor Jeb Bush killed a proposal for the 320-mile, \$6 billion Florida Overland eXpress. There are more than 1,500 miles of railroad trackage in Florida, but the state owns just 67 of them. Amtrak's plan would create three routes using existing trackage. Tampa-Orlando-Miami would be in service by 2005, south of Jacksonville (2015), and Naples-Ft. Lauderdale and Ft. Myers through Tampa to St. Petersburg by 2020. Thanks to member Dennis Zaccardi for the report from the St. Petersburg **Times**.

St. Louis, Missouri

Future MetroLink routes were approved on May 31 by the East-West Gateway Coordinating Council, the group charged with this responsibility. According to a report in the **St. Louis Post-Dispatch**, the following new routes were approved:

- Rock Island Rail Road right of way and Page Avenue from a Metrolink expansion to Florissant to the West Port area: \$249.5 million.
- Natural Bridge Avenue, Riverview Boulevard, and West Florissant Road from downtown St. Louis to Florissant Valley Community College: \$485.5 million
- Union Pacific right-of-way and I-55 from downtown St. Louis to a connection in Green Park with an extension from Shrewsbury to Oakville. This route could be either a busway or a MetroLink extension: \$238.3 million for busway, \$614.3 million for MetroLink.

Metrolink officials must now put the plans in motion and arrange for funding.

Denver, Colorado

The latest timetable for the Central Light Rail Line is dated January 16, and was sent by member Jim Beeler. It will be replaced on July 14, when the 8.7-mile long Southwest Corridor extension to Santa Fe Drive opens.

Dallas, Texas

DART has approved plans for its light rail line to Fair Park and Pleasant Grove with the selection of the alignment of the final two miles of the 10.2-mile line from downtown to southeast Dallas, first traveling along the Southern Pacific right of way beyond Lake June then to Elam Road at Buckner Boulevard. Based on public input, this routing was selected over one that would have turned east at Lake June Road, traveling along it to Buckner Boulevard. The first eight miles of the alignment were approved in February. There will be double-track going east along Bryan Street from Pearl Station, turning south along Good-Latimer Expressway, then turning east at Gaston Avenue following the Union Pacific line to the northwest corner of Fair Park, turning

south at Parry Avenue. The route crosses R.B. Cullum Boulevard, and follows the former Southern Pacific alignment southeast. DART planners estimate the \$450 million light rail line with nine stations will carry 19,500 riders a day.

Fort Worth, Texas

Trinity Railway Express service is being extended from South Irving to Richland Hills on September 18, 2000. This marks the first expansion since opening day, December 30, 1996. Ceremonies will be held on September 16.

Washington State

On March 14, a King County Superior Court Judge struck down Initiative 695 as being unconstitutional, as he found it flawed in four areas concerning requirements for referendums. I-695 eliminated the state's vehicle excise tax, which provided the substantial funding for transportation, replacing it with a flat \$30 fee. Thanks to **Western Transit** for the news.

Seattle, Washington

Groundbreaking ceremonies for the Puyallup Station were held May 10. Contracts for Tukwila and Tacoma Dome Stations are still pending.

Even though commuter trains are not operating yet, train service was provided for additional Mariners games.

Sound Transit is proposing to fill in 2.72 acres of Puget Sound to provide additional space to construct new tracks along the edge of Puget Sound below steep, unstable cliffs, and replace those which have been washed out over the years by mudslides. There is only one set in a one-mile section south of Mukilteo and a 1.9-mile section south of Edmonds. As there are federal rules prohibiting harming a Chinook salmon habitat, approval is required from the National Marine Fisheries Service. All concerned are hoping that there will be little or no impact on the salmon. The commuter agency needs to expand the two sections of track, adding another track to handle increased Amtrak and freight traffic, owned by Burlington Northern-Santa Fe. The EPA approved a revised plan and last December the final environmental impact statement was issued by the Federal Transit Administration. Other agencies must also give their approval, a process that could take up to six more months. Thanks to member Phil Hom for the report.

San Francisco, California

A ceremonial kickoff of construction for BART's South San Francisco Station was held on May 12. This contract, worth \$48 million, provides for construction of the surface-level station concourse, an adjacent parking structure, additional surface parking and station access, and street roadways. This is part of the BART San Francisco Airport Extension, which is in its third year of construction. So far 3.5 miles of subway from Colma to San Bruno have been completed. Work continues in

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Commuter Notes

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Millbrae, San Bruno and the Airport. Thanks to Phil Hom for the report.

Los Angeles, California

Harold Geissenheimer reported the following. LACMTA will expand 19 Blue Line stations to accommodate 3-car trains. The \$9.7 million project will be completed in phases during late evening hours starting at the Grand station, but longer trains will only be possible when the existing Green Line Nippon cars are converted back to Blue Line use. Their replacements on the Green Line will be 17 new P-2000 LRVs built by Siemens. In Pasadena, the directors of the Pasadena Metro Blue Line Construction Authority have awarded a \$21 million contract for a 2,900-foot-long elevated section from the eastern edge of Union Station through Chinatown. The entire line will be 13.7 miles long and cost an estimated \$411.7 million over the \$272 million expenses already incurred by the LACMTA. Finally, the Port of Los Angeles is building a 1½-mile trolley line from the Ports of Call to the cruise ship terminal, Catalina Ferry and Lane Victory Dock. The line will use former Pacific Electric 1058 (acquired from the Richard Fellows estate and being converted back to an operat-

ing interurban) and two additional cars will be built from scratch to resemble the PE 500 series. Opening is expected this December or in early 2001.

Both members David Ross and Phil Hom wanted our readers to know that when the Red Line was extended last month, it was the final extension. Because of construction problems early on, in 1998, residents voted that no additional lines would be built. At \$4.5 billion, or about \$259 million per mile, it could be the costliest subway system in U.S. history. A 200-mile network of subway and rail lines had been planned.

Toronto, Ontario, Canada

GO Transit has awarded Bombardier Transportation a contract for 16 accessible bi-level coaches to be manufactured at Thunder Bay. Bombardier has a long history of supplying similar cars to GO Transit, having already delivered 319 since 1977. They are expected by July 2002.

Cuba

Member Karl Groh emailed a report he received from a railfan who just returned from a visit to Cuba. Here are some excerpts:

- 1- Rode one of the Brills. Found three. The natives claim there are still five extant
- 2- Could not find the ex-Via RDCs that they recently

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CORRECTION

The following was omitted from **Culver Line Car Assignments** published in the May, 2000 *Bulletin*.

Checking the 1969 Bulletins, we learned that ABs reappeared on the Culver shuttle on January 11, 1969, and that R-16s replaced them about May 3, 1969. A two-car R-9 train composed of Eastern Division cars appeared about June 24, 1969 and was pulled out by 4 R-16s two days later. R-16s continued running on the

shuttle until they were replaced by a 4-car R-27 train on September 5, 1969.

Bill Zucker informed us that skirts were added to Low-V car 4584 when it was transferred to the BMT, but it was never operated in passenger service. Unlike the other Low-Vs that were returned to the IRT or converted to work cars, 4584 remained on the BMT and was eventually scrapped.

NYC Transit's Rehabilitation Program

(Continued from page 1)

will comply with ADA requirements.

PAINT ASTORIA LINE ELEVATED STRUCTURE: Work includes abating lead-based paint and painting 2.2 miles of the Astoria Line elevated structure, including steel columns, cross-girders, longitudinal track girders, platform girders, and miscellaneous steel bracings.

PURCHASE FOUR TAMPER CARS: The carbuilder must design, furnish, and deliver four continuous action switch and production tamper cars complete with all accessories and appurtenances. These self-propelled single units, capable of operating in either direction, must be able to tamp, jack, line, surface, and cross-level ballasted track and switches.

REARRANGE ATLANTIC AVENUE (EAST NEW YORK) TRACK LAYOUT: The four-track structure and the two-

track structure at Atlantic Avenue were built to facilitate the movement of Fulton Street "L" trains and Broadway short-line trains that were turned there. After these services were discontinued, this elaborate track layout was no longer needed.

NYC Transit would like to simplify the track layout (see November, 1998 *Bulletin*), install new signals, and rehabilitate the elevated structure between Broadway Junction and Sutter Avenue. The existing two-track structure at Atlantic Avenue will be removed.

NEW SIGNAL SYSTEM — CONCOURSE LINE: This contract provides for furnishing and installing a new, modern fixed-block signal system on approximately 19 track miles from north of 145th Street Interlocking to 205th Street on the Concourse Line. Work includes reverse signaling on the middle track, construction of several enclosures, and the construction of a new Master Tower in Concourse Yard.

Commuter Notes

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purchased

- 3- Still tons of steam locos running in the mills
 - 4- The entire Montreal "fishbowl" fleet is running in Havana, still lettered for Montreal
 - 5- Zillions of yellow school buses all over the country, most, if not all, ex-Canada
 - 6- Canadian Alcos still prevalent, along with the Russian locos. They even operate a UNIT STEEL train every day. The entire island is held together with re-bar
 - 7- The "camel" (200-passenger) buses still in operation in Havana. Each line has its own distinct color. Tractor-trailer buses. These are the famous buses you can SMELL coming down the street because they are so jammed with people. Not at all uncommon to see dump trucks carrying people packed in like soda straws
 - 8- Only a few "Old Look" GMs still running. But you find the "fishbowls" in operation way out in the boonies
 - 9- Hotel accommodations "fair" by US standards. Showers in every room, but no such thing as hot water in them
 - 10- Food is "fair". One thing they have gotten since last visit three years ago is street food vendors (pushcarts). Only the hardest souls will buy food from them as they wipe the glasses with an old dirty rag between customers
 - 11- A new chain of convenience stores similar to U.S. 7-11s, has recently sprung up in Cuba
 - 12- People wearing "Elian" tee shirts. Only saw about three billboards with his picture on them.
- Still an awesome place to visit with its 1930s vintage taxicabs etc. Still a time warp.
- London, United Kingdom*
- A report from London provided the following on the opening of the Croydon Tramlink. Route 3/Central Croy-

don loop-New Addington - May 10, Route 2/Central Croydon loop-Beckenham, May 23, and Route 1/ Wimbledon-Croydon-Elmers End, May 29. The system had planned to be in operation last November.

Paris, France

Nearly a quarter century has passed since my last visit to the "City of Lights." In that time, all of the pre-World War II rolling stock has been replaced on the Metro. Line 1 now operates MP-89 cars similar to those on Meteor Line 14; however, these cars have full-length cabs and an operator. For lack of a better word, MP-89 equipment is completely articulated, i.e., there are no doors to prevent movement between "cars." One-ride tickets cost 8 FF (\$1.20), but a carnet of 10 tickets is 55 FF. Although I did not check headways, service at all hours of the day was very frequent. The RATP operates 14 Metro Lines, two light rail lines and 300 bus routes. There are also 5 RER (Regional) Lines operated by SNCF, of which two are jointly operated.

A Friday afternoon visit to the Gare St. Lyon found TGV-type equipment on most of the tracks, including a few double-headers, and the trains were packed. We flew in and out of Brussels, and used Belgian Railways to travel to Bruges and Ghent, and *Thalys* to/from Paris.

From the History Files

95 Years Ago: On July 26, 1905, electric service using MP-41s began between Flatbush Avenue and Rockaway Beach.

90 Years Ago: On July 1, 1910, service began on the North Jersey Rapid Transit Line between Paterson, New Jersey and Suffern, New York, a distance of 15.8 miles. Former ERA president E.J. Quinby served as a motorman for several years. The line shut down on December 31, 1938.

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

Tech Talk

(Continued from page 5)

The joint venture of Impulse Enterprises/F&V Mechanical (of White Plains Road signal job fame) is close to wrapping up work on contract P-36276, the renovation of 87-year-old Hillside/Dyckman Substation on the IRT Broadway Line. This \$14.6 million project is 93% complete but is running about 16 months late. Solid state rectifiers have replaced the original rotary converters and new Circuit Breaker Houses were built at 181st Street, Academy Street and Dyckman Street. Beneficial

use should be reached just before you receive this issue of the **Bulletin**, June 30, 2000.

Heckler Electric Company started working November 9, 1999 on the modernization of telephone cable and equipment on the Nassau Street/Jamaica Line. This contract, W-32636, is budgeted at \$7.3 million and should reach substantial completion by October 29, 2001. Work in the field has just started (the project is 5% complete) with the completion of asbestos abatement in three manholes at Bowery.

Jeff Erlitz may be contacted via e-mail at jerlitz@pipeline.com.

CORRECTION

At the bottom of page 20 of the April, 2000 issue, we made an incorrect statement regarding the transfer of cars from line #7 to line #6. The correct statement is: R-

36s 9478-83 have been transferred from line #7 to line #6.

TRACK CONSTRUCTION FORECAST FOR JULY, 2000 IN THE NYC TRANSIT SYSTEM

by David Erlitz

Hi, everyone. Sorry I couldn't write the article last month. I had some surgery on my knee, which is now as good as new. No, it wasn't paid for with capital improvement money. I would like to thank David Ross for his service notice substitution for my article last month. It got a lot of laughs from everyone who read it. Now on to the business at hand. By the time you read this the Clark Street station on the IRT will have been closed for a couple of months for elevator replacement. The pro-

ject is scheduled to be completed sometime in August. The 110th Street station northbound platform will reopen around July 17, and the Dyre Avenue Line track panel job is continuing. On the BMT-IND, Broadway Myrtle, Whitehall Street switches, and a chip-out at 47th-50th Streets-Rockefeller Center will be causing some interesting service diversions that will create some good photo opportunities. Until next month...hopefully.

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
6/26 to 7/29	Nights	#5	N/B & S/B Gun Hill Road station	Bypass Gun Hill Road S/B & N/B	Reconstruct Gun Hill Road Bridge over Dyre Avenue
6/28 to 8/13	Daily & Wkend	#5	Track Y-2 S/O Dyre Avenue to N/O E. 180 th Street	Shuttle on Y-1 Dyre Avenue to E. 180 th Street; Mainline terminates at Third Avenue-149 th Street	Replace track panels
6/5 to 7/17	24/7	#4/6	S/E 110 th Street to N/E 110 th Street	N/B platform closed. All N/B trains on track L-4 by-pass 110 th Street	Station renovation, Install floor tiles
5/29 to 7/21	Nights	#1/2/3	Track B-4 S/O 72 nd Street to S/E of 96 th Street	N/B #1 express via Track #3 from S/O 72 nd Street to n/o 96 th Street	Track replacement
7/10 to 7/24	Wkend	#4/5/6	Track MM-3 N/O Brooklyn Bridge to S/E Spring Street	All N/B service local via Track #4 from N/O Brooklyn Bridge to S/O 14 th Street	Dig-out and concrete pour
7/11 to 7/22	Nights	#7	Track C1 N/O Vernon Jackson to N/O Grand Central	S/B single track via C-2 from N/O Hunters Point Avenue to N/O Grand Central	Benchwall and manhole repairs
7/14 to 7/24	Wkend	#1/2/3 Bus	Tracks BB-1/BB-4/BBM N/O 96 th Street to S/O 137 th Street	#1 North – 242 nd Street to 137 th Street #1 South – South Ferry to 96 th Street Shuttle Bus – 137 th Street to 96 th Street	Install wires, conduits, fixtures; Remove old tunnel lighting
6/6 to 9/22	Nights	D	Track B-3 S/O 59 th Street to N/E 47 th -50 th Streets	D North – 205 th Street to Second Avenue, S/B via Eighth Avenue D South – Stillwell Avenue to W. 4 th Street	Chip-out at 47 th -50 th Streets
6/5 to 9/2	Nights	G	Track E-2 N/O Bedford-Nostrand to N/E Nassau Avenue	N/B single track via E-1 from N/O Bedford-Nostrand To N/O Nassau Avenue	Replace rotted ties and corroded plates
7/7 to 7/31	Wkend	A/C D/E	Track A-2 N/O Canal Street to S/O 59 th Street	A/C N/B exp. Canal to 145 th Street, E N/B express Canal to 42 nd Streets, D Local 59 th to 145 th Streets	Pull cable, Install electrical conduit and platform and wall tiles
7/7 to 7/10	Wkend	B/B shuttle	Tracks T-2/G-4 N/O 57 th Street-Sixth Avenue to 21 st Street-Queensbridge & N/O 57 th Street-Seventh Avenue to N/O Lexington Avenue	B Stillwell Avenue to 57 th Street-Sixth Avenue B Second Avenue shuttle suspended Shuttle via Tracks T-1/G-3 21 st Street-Queensbridge to 57 th Street-Seventh Avenue	Fire line renewal
7/11	Nights	E/F	Track D-1 S/O Parsons Boulevard to S/E Union Turnpike	S/B E/F express	Vacuum train
7/12	Nights	E/F	Track D-3 S/O Union Turnpike to S/E Continental Avenue	No effect on service	Vacuum train
7/14 to 7/17	Wkend	B/B shuttle	Tracks T-2/G-4 N/O 57 th Street-Sixth Avenue to 21 st Street-Queensbridge & N/O 57 th Street-Seventh Avenue to N/O Lexington Avenue	B Stillwell Avenue to 57 th Street-Sixth Avenue B Second Avenue shuttle suspended Shuttle via Tracks T-1/G-3 21 st Street-Queensbridge to 57 th Street-Seventh Avenue	Fire line renewal

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Track Construction Forecast for July, 2000

(Continued from page 13)

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
6/6 to 7/21	Nights	N	Track G1 S/O Queensborough Plaza to S/E Lexington Avenue	S/B single track via G-2 from S/E Lexington Avenue to S/O Queensborough Plaza	Fire lines
6/14 to 8/18	Days	B	Track D-3/4 S/O 62 nd Street to S/O Bay Parkway	No effect on service	Replace Type III Panels
6/17 to 8/20	Wkndys	B	Track D-3/4 S/O 62 nd Street to S/O Bay Parkway	No effect on service	Replace Type III Panels
6/17 to 8/20	24/7	J/M/Z	Switches S/O Myrtle Avenue	All trains operate on local tracks; J express service suspended See signs for other service changes	Switch replacement
6/27 to 8/11	24/7	N/R	Switches S/O Whitehall Street	No effect on regular service. Various track outages during G.O. See signs for diversions	Switch replacement
7/8 to 7/31	Wkend	B/N/R	Tracks B-1 & B-2 S/O Canal Street to S/E DeKalb Avenue	N North – Ditmars Boulevard to Canal Street N South – Stillwell Avenue to 57 th Street- Sixth Avenue both directions R North - Continental Avenue to 34 th Street- Broadway R South – 95 th Street to 59 th Street	Digout and concrete pour of Whitehall Street switches
7/8 to 7/23	Wkend	B/B shuttle	Tracks D-1/D-3/DC-1 S/O 36 th Street to N/O Ninth Avenue	S/B B/B shuttle via N Sea Beach line R Shuttle 95 th Street to 59 th Street	Install signal equipment
7/3 to 7/14	24/7	L	Track PJ-1A N/O Atlantic Avenue	No effect on service	Track girder repairs
7/10 to 7/28	Days	B	Tracks D-2/D-4/C-2 N/O Ninth Avenue to S/O 36 th Street	N/B B via Sea Beach from Stillwell to 36 th Street	Install signal equipment
7/10 to 7/23	Nights	L	Track Q-2 S/O Bedford Avenue to N/E Third Avenue	N/B single track via Q-1 from S/O of Bedford Avenue to N/O Third Avenue	Replace base corroded rail with new running rails
6/26 to 7/14	Days	L	Track P-1 N/O Atlantic Avenue to N/O Livonia Avenue	L North – Eighth Avenue to Atlantic Avenue L Shuttle via Track P-2 Atlantic Avenue to Rockaway Parkway	Replace sliding plates and seat brackets
7/6 to 8/4	24/7	N/R	Switches S/O Whitehall Street	Switches hard-railed; Whitehall Street trains turn at Canal Street.	Switch replacement

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

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B TRAIN DERAILS AT DEKALB AVENUE

Train service throughout southern Brooklyn was disrupted at 9:52 PM on Tuesday, June 20, 2000, when the second and third cars of an eight-car B train derailed while taking a switch south of the DeKalb Avenue station. Most of the 89 injuries were of the bump-and-bruise variety, but one woman suffered a heart attack.

Normally, B trains do not stop at DeKalb Avenue, but this train, the 9:25 PM from 21st Street-Queensbridge, had just made a station stop and was crossing to the Fourth Avenue Line express track when R-68s 2805 and 2807 left the rails. The consist was 2806-7-5-4-2890-91-89-88.

The following service was suspended immediately: B from W. 4th Street to 36th Street, D from W. 4th Street to

Prospect Park, and N and R from Whitehall Street to 36th Street. As of 1:10 AM, northbound N trains were terminating at Pacific Street and southbound N trains were turning at Whitehall Street, northbound D service was operating normally and southbound D service operated via the B line from Grand Street to Stillwell Avenue, and a shuttle operated southbound on the D line from Prospect Park to Stillwell Avenue. Shuttle buses operated on Fourth Avenue between 36th Street and Pacific Street, and on Flatbush Avenue between Seventh Avenue and DeKalb Avenue.

By 4 AM, both cars had been rerailed and were being transferred to Coney Island Yard. Service was back to normal by 5:45 AM.

COMMUTER RAIL AGENCIES IN NORTH AMERICA

AGENCY NAME	AREA	STATIONS	LINES	MILE-AGE	DAILY RIDER-	LOCOMOTIVES		COACHES/CARS		NOTES
						ELEC-TRIC	DIE-SEL	ELEC-TRIC	DIE-SEL	
San Joaquin Regional Transit Commission Altamont Commuter Express (ACE)	Stockton - San Jose CA	9	1	85	2,300	0	3	0	11	1, 4
Agence Métropolitaine De Transport (AMT)	Montreal, Quebec, Canada	41	4	89	Not Avail.	0	11	58	93	1, 5
Peninsula Corridor Joint Powers Board (Caltrain)	San Francisco - Gilroy CA	35	1	77	26,000	0	22	0	107	
North County Transit District (Coaster)	San Diego - Oceanside CA	8	1	43	4,000	0	5	0	16	
Connecticut DOT (Shore Line East)	New London - New Haven CT	8	1	51	1,065	0	6	0	20	1
Greater Toronto Area (GO Transit)	Toronto, Ontario, Canada	50	7	224	105,000	0	283	0	42	
Maryland Rail Commuter	MD-VA	38	3	187	20,000	4	26	0	173	
Massachusetts Bay Transportation Authority (MBTA)	Boston MA	117	12	368	125,000	0	80	0	363	1
METRA	Chicago IL, WI	230	11	495	290,000	0	130	165	683	1
Southern California Regional Rail Authority (Metrolink)	Los Angeles CA	46	6	416	30,000	0	33	0	119	1
MTA-Long Island Rail Road	Nassau & Suffolk Counties NY	124	10	320	265,000	23 DM	23	916	134	1
MTA-Metro-North Railroad	Westchester, Putnam, & Dutchess Counties NY, New Haven CT	120	3	339	200,000	39 DM	4	723	169	1, 2, 3
MTA-Metro-North Railroad	Rockland & Orange Counties NY	12	2	70	5,400	0	9	0	34	1
NJ Transit	NJ, NY, PA	161	12	542	82,800	32	69	230	498	1
Northern Indiana Commuter Transportation District (South Shore)	South Bend IN-Chicago IL	20	1	90	12,400	0	0	58	0	1
On-Track	Syracuse NY	5	1	4	60	0	0	0	7	
Port Authority Trans-Hudson	NY-NJ	13	3	14	231,000	0	0	342	0	1
Port Authority Transit Corp. (PATCO)	Philadelphia PA-Lindenwold NJ	13	1	14	40,000	0	0	121	0	
South Eastern Pennsylvania Transportation Authority	PA, NJ, DE	154	7	298	92,000	5	5	304	45	
Railtran (Trinity Railway Ex-	Dallas TX	3	1	10	2,100	0	4	0	16+1	1
Tri-County Commuter Rail Authority (Tri-Rail)	Miami-West Palm Beach FL	19	1	71	8,400	0	10	0	20	4
Virginia Railway Express	Washington DC, VA	18	2	90	7,400	0	15	0	55	
West Coast Express	Vancouver BC, Canada	8	1	42	7,700	0	5	0	31	1, 4
SCHEDULED TO OPEN IN 2000										
Souder	Seattle-Tacoma WA	9	1	40	N/A	0	6	0	38	
Vermont Agency for Transportation	Charlotte-Burlington VT	3	1	13	N/A	0	2	0	8	

Notes:

- 1 - Equipment on order or planned
- 2 - Includes Connecticut DOT-owned equipment
- 3 - 18 Genesis, 21 FL-9
- 4 - Tri-Rail leased 6 coaches in 1998 - 3 to A.C.E and 3 to W.C.E. Tri-Rail totals reduced accordingly
- 5 - Includes extension of service from McMasterville to St. Hilaire, planned for 2001

Around New York's Transit System

53rd Street Tunnel Shut Down for Four Weekends

To replace tie blocks, install cables, and perform other miscellaneous work, the following service was operated from 12:01 AM to 5 AM May 13-15, May 20-22, May 27-30, and June 3-5.

B trains operated between Coney Island and 36th Street-Fourth Avenue. B shuttles were single-tracked on Track T-2 between 21st Street-Queensbridge and 57th Street-Seventh Avenue.

F trains from 179th Street-Jamaica made all local stops and operated via the BMT 60th Street Tunnel to 34th Street-Broadway. F trains from Coney Island terminated on northbound local track B-2 at 42nd Street-Sixth Avenue.

E and R trains were through-routed. Trains displaying "R" end signs operated from Jamaica Center via the BMT 60th Street Tunnel to Whitehall Street from 1 to 5 AM and to 95th Street-Fourth Avenue at other times.

NYCT Car Update

Member Alex Bockstein furnished the following information regarding NYCT subway cars:

On March 21, 2000 a train composed of 4 R-68As and 4 R-68s, N-5108-7-5-6, 2834-5-3-2-S, was operated on the B line.

Surveillance cameras have been installed in R-28 cars 7910-1.

An R-38 test train with running gear by Mitsubishi, 4028-9, 4106-7, 4068-9, 4036-7 is laid up in Coney Island Yard near the D-Types.

All Manhattan Bridge Tracks May Be in Service in 2004

Because the Manhattan Bridge is being repaired by the New York City Department of Transportation, only two tracks at a time have been in service almost continuously since April 27, 1986. The A/B tracks on the north side were back in service and the H tracks on the south side of the bridge were taken out of service on December 11, 1988. The H tracks were in service for a brief period from September 30, 1990 to January, 1991, after which they have been out of service continuously. The DOT expects to complete its work on the south side of the bridge by May, 2001. Because trains will not have

been operated on these tracks for more than ten years, it will take time to restore the tracks and associated equipment to a state of good repair. Additionally, NYC Transit will have to prepare Conductors and Train Operators for service on the H tracks. If repairs are completed on time, service on the south side of the bridge should be restored about June, 2001. But the DOT expects to repair the north side of the bridge from August, 2001 to February, 2004. During this period, the A/B tracks on the north side of the bridge will be out of service and the B, D, and Q trains will be routed via the BMT Broadway Subway in Manhattan. It is anticipated that all four bridge tracks will be in service on or about February, 2004.

Community Opposition to Proposed #2 and #5 Schedule Changes

In the previous issue, we reported that the May 30 schedule provided for rush hour #5 locals from Dyre Avenue and #2 and #5 expresses from White Plains Road. As soon as the Dyre Avenue Line riders found out that they would lose their rush hour express service, they started complaining to their Assemblyman, who collected 2,000 signatures on a petition protesting the change. When the petition was presented to transit officials, they decided to continue operating rush hour #2 and #5 service in accordance with the previous schedule with minor changes. At the end of the AM rush, there are fewer #5 Utica Avenue layups, more Bowling Green short-turn trains, and one train that discharges at Atlantic Avenue and lays up somewhere in the tunnel. Trains make reverse moves before the PM rush. Schedule changes on the other IRT lines went into effect on May 28, 2000.

Additional Information

In the June, 2000 **Subway Schedule Changes** article on page 16, we did not explain why #4 midday trains were turned at Atlantic Avenue. When the contractor is making structural repairs on the Livonia Avenue "L," #3 trains are usually turned at Utica Avenue. To avoid congestion there, #4 trains, which were formerly turned at Utica Avenue, are turned at Atlantic Avenue.

**CAR ASSIGNMENTS AND DEVIATIONS THEREFROM
by Bill Zucker**

DATE	LINE	TYPE OF CARS
May 16, 2000	J	Slant R-40
May 21, 2000	C	Train composed of 2 R-38s, 2 R-32s, and 4 R-38s

Starting about mid-May, mixed trains of four R-68 and four R-68A cars were observed occasionally on the B

and N lines. R-46s are operated occasionally on the E line.