

# The Bulletin



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

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## ***The Bulletin***

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## **METRO-NORTH EXTENDS SERVICE TO WASSAIC by Randy Glucksman**

For the past 28 years, passenger trains have not operated north of Dover Plains. This changed on Sunday July 9, 2000, when Train #9910 departed from Wassaic en route to Brewster North where it would connect with Train #9610 for the trip into Grand Central Terminal. Members Gary and Andrew Grahl were on hand to see this auspicious event. Andrew reported that the first train, with FL-9 2005 and Bombardier coaches 6333 and 6305, arrived at Wassaic at 6:05 AM, following a "light" move from Brewster North. The first revenue train left Wassaic shortly after the 6:25 AM scheduled departure, and for the first time in its 17½-year history, Metro-North has expanded its service territory, by a little more than 6 miles.

Officially, earlier that morning, at 2:01 AM to be specific, General Order No. 105 went into effect. New public timetables have been published and they show the highest level of service ever operated on the Upper Harlem Line, including the days of private operation (see table below). Weekdays, only four peak trains do not require a change at Brewster North. In connection with these new timetables there was a slight renumbering of trains. Member Josh Weis reports that the 300s remain unchanged (GCT short-turns - usually Mt. Vernon), and the 500 series is now the only number series that works out of North White Plains (used to be 500s & 600s). All the Brewster North trains are 600s (they were 900s), and Dover/Wassaic trains are 900s (formerly 3900s). On weekends there have been similar changes; just add a nine and the appropriate change from the above (for example 517=9517).

The following day, I went to Brewster North and rode (Shuttle) Train #923 (2005-6333-6305) to Wassaic, and the same consist was being used. Upon arrival, after discharging passengers, this trainset was sent into the yard to clear the station, which has only one track. Ten minutes later, the Metro-North Inspection Train, which was comprised of FL-9s 2041-2042 and Coaches 3-1-2, arrived. (1 and 2 were originally used on the Erie-Lackawanna's *Phoebe Snow*, 3 is ex-Penn-Central). After its passengers got off, the train also went into the yard so that southbound Train #9926 could make its scheduled 10:25 AM departure. This storage yard has three tracks (#6, 8, and 10) plus the mainline track, and is north of the station. It is adequate to hold the four peak hour inbound trains. There is also a maintenance building.

Metro-North President Peter Cannito, as leadoff speaker, gave a brief history of the decline and subsequent interest in restoring the service over the past 28 years. A large crowd attended the ceremonies including local and law enforcement officials.

In recent years, using Capital Program funds, the stations north of Brewster North have been rebuilt with high-level platforms and parking has been expanded. Passing Dover Plains, I observed that there were substantially fewer cars than during a visit one week earlier, because more riders were using the 250-space parking lot at Wassaic. One intermediate station, formerly known as State School, has been renamed Tenmile River and has a 50-space parking lot. Enroute to Wassaic, there were several Metro-North

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## THIRD AND AMSTERDAM AVENUES (continued from July, 2000 Bulletin) by Bernard Linder

### COMPANY CONVERTS TO CABLE TRACTION

In the July, 2000 *Bulletin*, we discussed the difficulties encountered in operating a horse car line. In 1882, horse cars' running time from Park Row to E. 130<sup>th</sup> Street and Third Avenue was 1 hour 20 minutes. Operating at about 3 miles per hour, the cars averaged one minute per block. The company operated 220 cars in the rush hour and used more than 2,000 horses. Because this mode of transportation was slow and expensive, the company substituted cable cars on the busy lines as soon as the technology was perfected.

Third Avenue's first cable line operated on Amsterdam Avenue (originally Tenth Avenue) and 125<sup>th</sup> Street. On July 21, 1885, the machinery operating the cable — 2 350 hp engines (one was a spare) — was turned on in the presence of the President, Chief Engineer, and Superintendent. The cables were to be installed on July 27. The rope, which moved at 8¼ miles per hour, had a hemp center, around which wire strands were wound. The original attachments to the grips were not heavy enough, but could have been corrected if the cables were tested. Unfortunately, insufficient time was allowed for testing. The roadbed had a framework of iron, with concrete forming the sides and bottom of the conduit. Transverse trusses were 5 feet apart with slot and track rails bolted to them. Slot rail formed the sides of the longitudinal opening into the conduit, and was held firmly in place by a tie rod connecting it to the outer edge of the cast iron riser of the truss. At intervals of 35 feet, carrying pulley vaults were provided 4 feet 6 inches deep under each track, 2 feet 6 inches wide with 6- and 8-inch concrete walls. Brackets were bolted to the yokes to support the carrying pulley frames. Two carrying pulleys, 24 inches in diameter under each track, supported two cables independently.

On August 31, 1885, cable cars started operating on Amsterdam Avenue between W. 125<sup>th</sup> and W. 186<sup>th</sup> Streets. The engines were started at 9 AM, three hours late. With a one-way running time of 23 minutes, the cars should have made a round trip in about an hour. But the first round trip took 75 minutes because the crew wasted 25 minutes switching. On the second trip, scheduled for 11 AM, the car made the round trip in two hours because of trouble with the grip. The car departing at 1:30 PM made the round trip in three hours because the grip broke at W. 155<sup>th</sup> Street. Repairmen driving a wagon brought a new grip, but the car lost an hour switching at W. 186<sup>th</sup> Street and ran light southbound. The final round trip took two hours because the grip did not clamp the cable and there was a shortage of men who knew how to operate the grip.

Cars originally ran from 6 AM to 9 PM, but operated 22 hours a day after three weeks. Riding was heavier

than anticipated, but only ten cars were available. Policemen were placed on each car to keep the crowds off. After the cars were in service for a few days, the grip still malfunctioned. The springs were too flexible and the large crowds forced down the car body, which pushed the grip out of position. Blocks of wood placed in the cavities over the springs resulted in immediate improvement.

The August, 1886 *Street Railway Journal* reported that the Amsterdam Avenue cable cars would soon run to W. 125<sup>th</sup> Street and Eighth Avenue.

The 125<sup>th</sup> Street cable, pulled by 24 horses, was installed on November 23, 1886. These cables, which originated in the 126<sup>th</sup> Street power house, continued south on Amsterdam Avenue to W. 125<sup>th</sup> Street, where they branched off in opposite directions. At 10 PM December 1, 1886, cable cars started operating on 125<sup>th</sup> Street. The January, 1887 *Street Railway Journal* reported that 17 cars assigned to this line were operating to E. 125<sup>th</sup> Street and the East River.

In 1887, the company wanted to install cables under Third Avenue, but the Commissioner of Public Works refused to issue a permit to open the street. The legal battle that followed delayed the conversion for several years. The company asked for a mandamus to compel the Commissioner to issue a permit to open the street. He refused because the original charter stated that steam power must not be used for propelling the road. The company believed that steam power transmitted by cable was not included in the charter, but the Assistant Corporation Counsel disagreed. On February 23, 1888, this case was discussed in the Supreme Court, which ruled against the company about a month later. In February, 1889, the Court of Appeals affirmed the General Term's order and denied Third Avenue's appeal. It ruled that the charter gave the company power to lay tracks only. Streets would never be the same with slots where horses' shoes could catch and water could seep in.

A dissenting opinion stated that when the charter was written, cables were not anticipated.

By order of September 30, 1889, the Railroad Commission granted the company's application for a change of motive power on Third Avenue from E. 130<sup>th</sup> Street to Ann Street. The Commissioner of Public Works refused to grant the company a permit to put into effect the change of power, on the grounds that the constitutional amendment, Section 18, Article 3, which went into effect on January 1, 1875, required the consent of the municipality to constitute a valid franchise. The Railroad Commission had held that the grant of permission to change motive power was not a franchise grant, and the Com-

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### Third and Amsterdam Avenues

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mission was upheld by the Court of Appeals in 1890.

In October, 1890, the company awarded a \$1.6 million contract for building the 7.85-mile Third Avenue cable line to William Wharton, Jr. of Philadelphia, who was supposed to furnish all the material. After completing work on 5¼ miles of the line in 1891, the contractor asked to be relieved of the contract in the spring of 1892. He complained that he lost money because of too much blasting of solid rock. Third Avenue paid in proportion of the work done and the contractor gave the company all the material on hand. Unfortunately, we do not know who completed the work.

The roadway, strong enough to hold heavy traffic, was reinforced with 9,500 tons of iron and steel, enough to build an 88-mile steam railroad with 60 lb. rail from Jersey City to Philadelphia. Yokes, every five feet in concrete, took the place of ties. Rails and slots bolted to yokes were braced and tied by steel tie plates at yokes and intermediate points. The contractor used 46,000 barrels of cement to build a continuous tunnel, 8 inches thick at sides and 10 inches thick at the bottom. New

foundations for "L" columns were built at Bayard Street, E. 6<sup>th</sup> Street, and E. 65<sup>th</sup> Street. A water main and sewers were relocated at E. 65<sup>th</sup> Street. Each cable was 1½ inches in diameter, 3.65 pounds per foot, 7 strands, 19 wires each with a hemp center. Drums for rope transmission were 32 feet in diameter and 6 feet wide. To avoid sharp curves, sheaves were 12 to 15 feet in diameter. On horizontal curves, pulleys were 4 feet 3 inches apart.

There were no cables on the Printing House Square loop, which was used only in emergencies. Horses pulled cars around the loop. At the Harlem terminal, the loop turned into E. 129<sup>th</sup> Street, where it divided into 26 parallel tracks over pits and emerged at E. 130<sup>th</sup> Street. Gas motors moved cars around the barn. Cables did not round the barn loop, but passed into sheaves just north of E. 130<sup>th</sup> Street. Ropes extended from E. 130<sup>th</sup> Street to E. 65<sup>th</sup> Street, E. 65<sup>th</sup> Street to E. 6<sup>th</sup> Street, and E. 6<sup>th</sup> Street to Park Row. South of Bayard Street, the northbound rope moved at 7 miles per hour, but the southbound rope moved at only 5 miles per hour because of heavy traffic on Park Row. The cost of installing the cable was \$100,000 per mile.

## SANITA LODGE AND ITS NEW YORK "L" CARS by Professor William B. Rhoads, SUNY New Paltz (Special to the Bulletin)

In 1943 William F. Carey, Commissioner of New York City's Sanitation Department and a well-known builder of railroads in North and South America, proudly showed reporters "Sanita Lodge," an unusual camp he had developed near Pawling for his low-paid employees and their families. The *New York Times* reported that Carey "swung his arm in [a] wide arc which spanned ninety-four railway coaches scattered over a wooded countryside, rich in autumn colors." Those ninety-four cars --discarded elevated cars built between 1878 and 1903 --had been nicely renovated by Carey for camp purposes and sited in a beautiful Dutchess County landscape along Whaley Lake, but only after a long struggle with proper middle-class and upper-class communities who opposed a vacation place for garbagemen in their midst. Carey told the reporters that his creation would be lasting: "Those cars will be right there for more than a hundred years--with maybe 200 or 300 more cars besides!"

Pawling's taxpayers feared that the picturesque 1100-acre property occupied by the Sanitation workers would be made ugly by the addition of junked "L" cars. Carey, however, was determined that the cars be transformed into fine vacation homes. By July, 1941, facilities were ready for thirty families and seventy-five boys. The boys occupied well-crafted bunks in lakeshore "barracks" or

an "absolutely new type of bungalow." Twenty of the renovated cars were in place as sleeping quarters, toilet facilities, and recreation rooms. The conversions were carried out in New York: selected cars were displayed and photographed by the Sanitation Department at the IRT storage yard at Eighth Avenue and W. 159<sup>th</sup> Street. New York Central locomotives hauled the cars on their own trucks to Whaley Lake, where the New Haven Railroad built a new, private siding. There the trucks were removed and the carbodies pulled by a Caterpillar tractor to their final destinations at Sanita Lodge.

Externally, the carbodies retained much of their original appearance, including low clerestory windows in the monitor roofs. The open end platforms sometimes were enclosed or fitted with simple wooden porch railings and steps, but sometimes kept their iron railings and brake wheels. Typically, the long side of the car was shaded by a new striped awning, creating a porch from which the car could be entered through a door cut into the center of this long side. The cars were painted battleship gray with a muddy red trim, but by 1943 white replaced gray -- perhaps to reflect the sun and perhaps a reference to the nickname of the Sanitation men, "White Wings." The carbodies rested on Dutchess County field-stone piers. Cars made into family cottages were called

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**Metro-North Extends Service to Wassaic**

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staffers aboard the train and they told me that after checking with town officials it was determined that *Tenmile River* is spelled correctly as one word, and not two, like the Boy Scout Camp in Sullivan County. Josh Weis reported that over the weekend, he spoke to a contractor and a MN MoW crew and they both agreed that provisions were made to extend the line in the future at least to Millerton and to widen the yard. The two stub-end tracks appear a bit short, perhaps about 6-7 cars long. Normal trains are a P-32 and seven 6300s, that could foul the MOE crossing on the south end of the easternmost yard track.

A little history - On March 19, 1972, service was cut back 46 miles to Dover Plains from Chatham, New York. All trains ran through to Grand Central. Gary Grahl told me that earlier that day, Penn-Central had gone to a Federal Court in Pennsylvania to get permission to discontinue service north of Dover Plains, the last station it considered to be within its commuting district. Once the permission was granted, there was no train to Chatham that evening, as Train #955 ended its run in Dover Plains. A year earlier, attempts were made by the State of New York to get Amtrak to operate the service, but it declined. A portion of the unused right-of-way has been converted into a *Rail Trail*, and road signs can be found on parallel route 22. The timetable of October 30, 1960, was the last to show operation of Tavern/Lounge Cars on a pair of northbound and southbound Friday/Saturday/Sunday trains. By statute, Metro-North does not provide rail service into the next county, Columbia.

Several stations between Wassaic and Brewster North that appeared in the 1919 New York Central timetable have ceased to exist. For the record these are all the stations going southbound from Chatham, and their mileposts:

STATION	MILEPOST	COUNTY
Chatham	127.53	Columbia
Ghent	124.89	
Philmont	118.88	
Martindale	115.49	
Craryville	111.70	
Hillsdale	108.89	
Copake	104.84	
Boston Corners	99.77	
Mount Riga	95.86	

STATION	MILEPOST	COUNTY
Millerton	92.72	Dutchess
Coleman's	89.03	
Sharon Station	87.73	
Amenia	84.64	
Wassaic	81.38	
Dover Plains	76.67	
Dover Furnace	72.47	
Wingdale	69.78	
Pawling	63.79	
Patterson	60.22	Putnam
Towner's	57.88	
Dykeman's	54.71	
Brewster	51.94	

At Chatham, connecting service was available to Albany, New York and North Adams, Massachusetts, via the Boston & Albany RR, and to Bennington, Vermont via the Rutland Railroad. Some Harlem Line trains, particularly on weekends, were scheduled to North Adams. The Central New England Railway connected at Millerton, for Hartford, Connecticut and at Boston Corners to Poughkeepsie. At Brewster, the New York, New Haven & Hartford RR also had a connection to Hartford. (Please note that State School, now Tenmile River, and Brewster North do not appear on this list as they were opened subsequently.)

Information for the table on page 7 came from selected timetables in my collection and shows the number of trains that served the Wassaic station.



**First revenue train into Wassaic, #9911, on July 9, 2000.**  
Andrew Grahl photograph

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## TECH TALK by Jeffrey B. Erlitz

Do you ever get the feeling that the 63<sup>rd</sup> Street Connection monopolizes the lead-off news in this column? What can I say? There's always something happening over there and I feel it needs to be documented. Over the weekends of June 10-11 and June 24-25, the control of Court Square Interlocking on the Crosstown Line was transferred from the temporary Dispatcher's Control Panel at that location to the new Queensboro Plaza Master Control Panel and workstations under contract C-20204. This is the first time in New York City Transit history that computer workstations are being used to control an interlocking. This is *not* very new technology, however. Both General Railway Signal and Union Switch & Signal have had workstations in their product lines for 25 years or so.

Originally, this contract was to include workstations and a new indication-only panel. However, this panel was dropped in favor of a standard master control panel. It was felt that this would provide suitable backup in case the workstations failed. The master control panel installed at Queensboro Plaza is rather large and is made by Mauell, as are all the recent control panels on other lines. Court Square is the first interlocking to be placed in service on both this new machine and the workstations.

To give you an idea of how big this machine is, the track diagrams on this control panel extend all the way to 42<sup>nd</sup> Street-Eighth Avenue, 57<sup>th</sup> Street-Seventh Avenue, 34<sup>th</sup> Street-Sixth Avenue, 67<sup>th</sup> Avenue, Ditmars Boulevard, Broadway on the Crosstown Line, and 74<sup>th</sup> Street on the Flushing Line. This control panel will eventually replace the US&S UR all-relay control panel that was installed there during the Astoria Line signal job (S-

32302) in August of 1991.

Each of the four workstations has three 20- or 21-inch flat-panel screens for monitors. Apparently, two screens are typically used to control interlockings and one screen is used for communication purposes. The interlocking control software is provided by Harmon Industries and is called Advanced Information Management. If you have ever downloaded and/or used Bernard Greenberg's NXSYS Interlocking Simulator (available on the NYC Subway Resources Website, [www.nycsubway.org](http://www.nycsubway.org)) you know pretty much how these workstations look and operate. Instead of pushing buttons to initiate a line-up, you click on signals on the screen with the computer's mouse. Every control that would be operated by the push of a button or the turn of a knob on a standard control panel is operated by the click of a mouse on these workstations.

Over at Court Square, the Mauell Dispatcher's Control Panel is now out of service but has not been physically removed as of July 9.

Essentially all of the new signal heads have now been installed on all tracks from north of Queens Plaza to north of 36<sup>th</sup> Street on the Queens Boulevard Line. No new signals have been installed from Queens Plaza to south of 23<sup>rd</sup> Street-Ely Avenue, though. On the 63<sup>rd</sup> Street Line, all of the new signal heads have been installed on Tracks T-1 and T-2 between 21<sup>st</sup> Street-Queensbridge and 36<sup>th</sup> Street. Third rail protection board installation is now complete on Tracks T-1 and T-2, also. Many more tunnel lighting fixtures have been installed on these tracks, though none are lit up yet.

After a long hiatus, we resume this month with the rollout schedule of MetroCard Vending Machines:

LINE	STATION	CONTROL AREA	MVMs	OPENING DATE	LINE	STATION	CONTROL AREA	MVMs	OPENING DATE
Eastern Parkway	Eastern Parkway	R-621	2	2/1/00	Sixth Avenue	57 <sup>th</sup> Street	N-600	1	4/6/00
Rockaway	Mott Avenue	N-196	2	2/3/00			N-600X	1	4/6/00
Lexington Avenue	Bleecker Street	R-217	2	2/3/00			N-600X1	1	4/6/00
	96 <sup>th</sup> Street	R-251	4	2/3/00	IRT Broadway	103 <sup>rd</sup> Street	R-170	3	4/6/00
BMT Broadway	57 <sup>th</sup> Street	A-10	3	2/8/00	Brighton	DeKalb Avenue	C-8	3	4/11/00
		A-11	3	2/8/00	Broadway-Seventh Avenue	Houston Street	R-121	1	4/11/00
Queens Boulevard	Parsons Boulevard	N-339	1	2/10/00			R-122	1	4/11/00
		N-339A	3	2/10/00			R-124	2	4/11/00
Prospect Park	15 <sup>th</sup> Street-Prospect Park	N-541	2	2/10/00	Eighth Avenue	181 <sup>st</sup> Street	N-7A	2	4/13/00
		N-542	2	2/10/00			N-9	2	4/13/00

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**Tech Talk**

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LINE	STATION	CONTROL AREA	MVMs	OPENING DATE	LINE	STATION	CONTROL AREA	MVMs	OPENING DATE
Broadway-Seventh Avenue	23 <sup>rd</sup> Street	R-131	2	2/15/00	Sixth Avenue	14 <sup>th</sup> Street	N-510	2	4/13/00
		R-132	2	2/15/00			N-511	1	4/13/00
IRT Broadway	Cathedral Parkway	R-171	2	2/15/00			N-512	2	4/13/00
		R-172	3	2/15/00			N-513	2	4/13/00
Canarsie	Lorimer Street	H-12	1	2/17/00	Lexington Avenue	Canal Street	R-214X	1	4/17/00
Queens Boulevard	Sutphin Boulevard	N-338	1	2/17/00	Nassau Street	Chambers Street	A-69	3	4/18/00
		N-338B	3	2/17/00	Queens Boulevard	67 <sup>th</sup> Avenue	N-331	3	4/18/00
63 <sup>rd</sup> Street	Roosevelt Island	N-602	2	2/22/00			N-332	2	4/18/00
	21 <sup>st</sup> Street-Queensbridge	N-603	1	2/22/00	Sea Beach	Fort Hamilton Parkway	D-3	2	4/20/00
Eighth Avenue	125 <sup>th</sup> Street	N-25	2	2/24/00		Bay Parkway	D-10	2	4/20/00
		N-26	3	2/24/00			D-11	1	4/20/00
IRT Broadway	116 <sup>th</sup> Street	R-173	3	2/24/00	Concourse	Kingsbridge Road	N-220	2	4/25/00
	137 <sup>th</sup> Street	R-176	2	2/24/00			N-221	2	4/25/00
BMT Broadway	49 <sup>th</sup> Street	A-13	1	2/29/00		205 <sup>th</sup> Street	N-224	2	4/25/00
		A-14	2	2/29/00			N-225	2	4/25/00
		A-15	2	2/29/00	Queens Boulevard	Elmhurst Avenue	N-325B	1	4/25/00
		A-16	2	2/29/00			N-325C	2	4/25/00
Fourth Avenue	59 <sup>th</sup> Street	C-21	3	3/2/00		Grand Avenue	N-327	1	4/27/00
		C-22	1	3/2/00			N-327X	1	4/27/00
	95 <sup>th</sup> Street	C-27	2	3/2/00			N-328	1	4/27/00
Fourth Avenue	59 <sup>th</sup> Street	C-21	3	3/2/00		Grand Avenue	N-327	1	4/27/00
		C-22	1	3/2/00			N-327X	1	4/27/00
	95 <sup>th</sup> Street	C-27	2	3/2/00			N-328	1	4/27/00
		C-28	1	3/2/00	Pelham	Pelham Bay Park	R-423	2	4/27/00
Eighth Avenue	135 <sup>th</sup> Street	N-22	1	3/7/00	Fourth Avenue	Union Street	C-10	1	4/28/00
		N-23	1	3/7/00			C-11	1	4/28/00
		N-24	1	3/7/00	Canarsie	Sixth Avenue	H-3	2	5/2/00

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### Tech Talk

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LINE	STATION	CONTROL AREA	MVMs	OPENING DATE	LINE	STATION	CONTROL AREA	MVMs	OPENING DATE
Queens Boulevard	63 <sup>rd</sup> Drive	N-330B	3	3/7/00	Clark Street	Wall Street	R-110	2	5/2/00
		N-330C	1	3/7/00			R-111	3	5/2/00
	75 <sup>th</sup> Avenue	N-334A	1	3/9/00	Brighton	Ocean Parkway	R-112	2	5/2/00
		N-334C	1	3/9/00			B-32	2	5/4/00
	Van Wyck Boulevard	N-337	3	3/9/00			B-34	2	5/4/00
Sixth Avenue	York Street	N-530	1	3/9/00		W. 8 <sup>th</sup> Street	G-11	1	5/4/00
Lexington Avenue	103 <sup>rd</sup> Street	R-252	3	3/9/00			G-15	1	5/4/00
Fourth Avenue	86 <sup>th</sup> Street	C-25	3	3/14/00	Fourth Avenue	45 <sup>th</sup> Street	C-19	2	5/9/00
		C-26	1	3/14/00		53 <sup>rd</sup> Street	C-20	3	5/9/00
Eighth Avenue	168 <sup>th</sup> Street	N-12	2	3/14/00	IRT Broadway	86 <sup>th</sup> Street	R-164	2	5/9/00
		N-13	3	3/14/00			R-165	2	5/9/00

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### Metro-North Extends Service to Wassaic

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DATE	WEEKDAY INBOUND	WEEKDAY OUT-BOUND	WEEKEND IN-BOUND	WEEKEND OUT-BOUND
5/18/1919	5	4	4	2
6/18/1950	5	5	3	2
4/26/1953	2 <sup>1</sup>	3	2	2
9/26/1954	2 <sup>1</sup>	2	1	2
4/30/1961	1	1	1	1
4/28/1966	1	1	1	1 <sup>2</sup>
6/16/1971	1	1 <sup>3</sup>	1	1
7/09/2000	4 Thru / 8 Conn.	4 Thru / 9 Conn.	8 Conn.	1 Thru / 8 Conn.

Operators: New York Central through 1/31/1968

Penn-Central 2/1/1968-3/31/1976 – MTA responsibility for service as of 6/1/72

Conrail - 4/1/1972-12/31/82

Metro-North effective 1/1/1983

- Notes: 1-One additional trip on Monday mornings  
 2-One additional trip on Sunday afternoons  
 3-One additional trip on Friday evenings

Please refer to the May, 1996 **Bulletin**, for a table showing the level of service to Dover Plains. At that time Metro-North had hoped to have the extension in service that summer.

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**Tech Talk**

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LINE	STATION	CONTROL AREA	MVMs	OPENING DATE	LINE	STATION	CONTROL AREA	MVMs	OPENING DATE	
Queens Boulevard	36 <sup>th</sup> Street	N-311	1	3/16/00	Canarsie	Montrose Avenue	H-17	2	5/11/00	
		N-312	1	3/16/00		Jefferson Street	H-22	2	5/11/00	
Crosstown	Myrtle-Willoughby Avenues	N-415	2	3/16/00	Flushing	Vernon-Jackson	R-503	1	5/11/00	
		N-416	1	3/16/00			R-504	2	5/11/00	
	Bedford-Nostrand Avenues	N-417	2	3/16/00		R-506	1	5/11/00		
		N-418	1	3/16/00		BMT Broadway	23 <sup>rd</sup> Street	A-30	3	5/16/00
Nassau Street	Fulton Street	A-81	1	3/21/00			A-31	2	5/16/00	
		A-82	1	3/21/00	Eighth Avenue	Canal Street	N-89	2	5/16/00	
Queens Boulevard	Northern Boulevard	N-318	3	3/21/00				N-90	2	5/16/00
		N-319	1	3/21/00		175 <sup>th</sup> Street	N-11	2	5/18/00	
Lexington Avenue	23 <sup>rd</sup> Street	R-226	3	3/23/00		110 <sup>th</sup> Street	N-34	1	5/18/00	
		R-226A	1	3/23/00			N-35	2	5/18/00	
		R-227	3	3/23/00	Lexington Avenue	86 <sup>th</sup> Street	R-250	4	5/22/00	
		R-227A	1	3/23/00		Sixth Avenue	Broadway-Lafayette Street	N-519	3	5/23/00
			28 <sup>th</sup> Street	R-228	2	3/28/00			N-519A	1
	51 <sup>st</sup> Street	R-242	2	3/28/00	Liberty Avenue	80 <sup>th</sup> Street	N-130	1	5/25/00	
		R-243	3	3/28/00				N-131	2	5/25/00
Prospect Park	Bergen Street	N-531	1	3/30/00			Rockaway Boulevard	N-135	1	5/25/00
		N-532	2	3/30/00		104 <sup>th</sup> Street	N-137	2	5/25/00	
		N-533	1	3/30/00		111 <sup>th</sup> Street	N-138	1	5/25/00	
Flushing	Willeys Point-Shea Stadium	R-532	2	4/3/00			N-139	2	5/25/00	
Concourse	Bedford Park Boulevard	N-222	2	4/4/00	Sea Beach	Coney Island	G-1	3	5/26/00	
		N-223	1	4/4/00			G-9	4	5/26/00	
Prospect Park	Church Avenue	N-545	2	4/4/00	NY Convention & Visitor's Bureau	810 Seventh Avenue, Manhattan	-	1	5/26/00	
		N-546	3	4/4/00	Queens Boulevard	Steinway Street	N-314	2	5/30/00	
Fourth Avenue	36 <sup>th</sup> Street	C-18	3	4/6/00			N-315	2	5/30/00	
Eighth Avenue	190 <sup>th</sup> Street	N-6A	2	4/6/00		Woodhaven Boulevard	N-329	3	5/30/00	
							N-329A	2	5/30/00	
					Crosstown	21 <sup>st</sup> Street	N-401	2	5/30/00	

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# Commuter Notes

by Randy Glucksman

## Metropolitan Transportation Authority

On June 19, the MTA held a public hearing to secure federal funding for its agencies.

## MTA Metro-North Railroad (East)

A new ridership record has been set. Through the first five months of 2000, Metro-North carried 28.3 million riders, a 4.8% increase over the 27 million carried in the same period a year earlier. Officials point to 27 trains that were added to the schedules during that time, including additional service on weekends, and the rising cost of gasoline.

Since opening last August 18, surveys conducted by Metro-North indicate that Grand Central North (GCN) is a success. 1,500 customers who were Metro-North riders before that date responded as follows:

- During the AM Peak, 76% now sit in the rear two cars, compared to 21% previously
- Only 4% of the riders using GCN now sit in the front two cars of the train compared to 46% prior to GCN's opening
- 60% perceived a more even distribution of passengers onboard trains
- 58% perceived a more even distribution of passengers on the platforms at their boarding stations
- 65% of passengers using GCN stated that it was now easier to detrain at Grand Central

The survey also found that platform clearance times were also reduced approximately 2 minutes, and GCN users save an average 7 minutes in travel time. Interestingly, 7%, or 1,200 riders, reported that they now utilize a later AM Peak train, but there was no corresponding trend for the evening trip home.

In the July *Bulletin* FL-9 2013 was reported as being at the Danbury Railway Museum. Now comes word from member Josh Weis that the other unit painted in New York Central colors, 2012, recently developed some problems and the present intention is to retire it rather than incur the repair costs.

Forty-six new, enhanced, liquid crystal display (LCD) gate indicators are being installed at the entrances of all 52 tracks on the upper and lower levels of Grand Central Terminal. The improvement is that these new indicators will display the departure information in the colors of the lines (Green – Hudson, Blue – Harlem and Red – New Haven), rather than only in white.

Following on the success of last year's rail/bus service to the Berkshires, Metro-North is once again providing this service. On weekends between June 30 and July 10, passengers switched to buses at Dover Plains, however on all subsequent weekends until October 8, the change is done at Wassaic. A colorful brochure has

been issued. I picked up my copy at a travel information office in Lee, Massachusetts.

## MTA Metro-North Railroad (West)

Governor Pataki and other elected officials attended a ceremony on June 8 to mark the re-dedication of the Spring Valley Rail Station. The building was renovated as a partnership between the MTA and the Village of Spring Valley at a cost of \$5.6 million. Although at present 53 passengers board trains there each day, improvements are being made to expand the nearby Woodbine Yard to accommodate additional trains that will be needed when Secaucus Transfer opens in June, 2002. Additional parking is also planned.

At its July meeting, the NJ Transit Board approved a request by Metro-North to add another 13 cars at a cost of \$13.6 million to the contract for 30, for a total of 43. The contract was approved last November.

## Connecticut Department of Transportation

Although Shore Line East has completed 10 years of operations, member David A. Cohen reported that its trains run ¾ empty. The latest ridership statistics from March show that there were 24,736 passengers, and they arrived on time 98% of the time. There is hope ridership will increase when the I-95 roadway-widening project begins.

The once-electrified Danbury Line may get its wire back. According to a story that appeared in the *Norwalk Advocate* and was emailed by Josh Weis, U.S. Rep. James Maloney unveiled a \$122 million proposal to re-electrify the line. Federal officials have not said whether they will provide funding for the project, which could take five to 10 years to complete. If the project were to be completed, 10 electric engines would be required. The Congressman indicated that he would pursue the funding in Congress, and moving this project forward was important since the Route 7 corridor has become congested with automobile traffic. Electric trains used to run on the line, but according to the June, 1974 *Bulletin*, the wires were removed as a result of an August, 1955 hurricane. Speaking with several members at the June New York Division meeting, I also learned that soon after, the wires were repaired and trains continued to run under electricity for a few years. Rail historian William D. Middleton, in his book *When The Steam Railroads Electrified*, wrote that electric operation on the Danbury Branch ended in 1961. At the time, an agreement was made that the catenary poles would remain along the 23-mile stretch. Member Bruce Russell told me that for the period of time after the hurricane, a pair of RDCs were leased from the Boston & Maine Railroad, and that there were plans in the 1980s to re-

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store electric operation to the branch, but the funds were spent on other projects.

For only the second time, the last time being several years ago for the Special Olympics, Shore Line East trains operated during midday hours for OpSail 2000 CT. A special timetable was issued. From July 12-15, service was operated for visitors to view the armada of 41 international tall ships that sailed into New London and Groton, following their New York visit on and after July 4. Trains were operated to New London. From July 12-14, five trains were scheduled each day, stopping in New Haven, Guilford, Madison, Clinton, Old Saybrook, and New London. On Saturday, July 15, trains from New Haven operated approximately every two hours from 8:15 AM to 2:40 PM, plus a 3:30 PM departure. Return service also ran every two hours between 10:35 AM and 6:30 PM, plus one last departure from New London following the fireworks at 10:30 PM. Instead of issuing tickets, wristbands, good for a round trip, were sold at a cost of \$10 (children 12 and under rode free). Wristbands were also valid for the shuttle bus system between OpSail venues.

CDOT issued TT-33 on May 1, reflecting a slight reduction in reverse express service. On June 19, CDOT issued TT-34, with an American flag on its cover, and for the first time, the wording, "Operated by Amtrak." There is also a banner with the wording, "1990-2000 – 10<sup>TH</sup> ANNIVERSARY." Thanks to member David A. Cohen for sending copies.

David also has learned from CDOT that 6690-6691 are not for sale.

**MTA Long Island Rail Road**

Special Branch Timetables were issued for Port Washington (June 3, 10, 17 and 24-25 and July 8), Oyster Bay (June 3-4, 10-11, and 17-18) and Hempstead (June 19-30). A Montauk Branch timetable dated May 22 with an \*, was available in early June.

The June issue of *Railway Age* contained an article with a partial sketch and schematic drawing of the M-7 car, presently under construction for both the Long Island and Metro-North. Like the Long Island's C-3 cars, the M-7 will have two single-leaf doors per side, and the outside design in the area of the Engineer's compartment is similar to the recently delivered Bombardier *Shoreliner* cars. If all options are exercised, 1,034 cars will be built at Bombardier's Plattsburgh, New York plant. Starting in 2002, the Long Island will receive 192, and Metro-North, 34, for a total of 226. With full funding through two Capital Programs, by the year 2008, the Long Island would have received 770 and Metro-North 264.

General Order No. 702 went into effect at 12:01 AM July 15 to complete the installation of concrete ties on all four tracks west of Jamaica. These schedules cover

the work through August 13. The approximately three-quarter-mile section of track is east of the track area that was rehabilitated during the summers of 1997 and 1998. With completion of this work, the entire Main Line from Jamaica to just east of the East River Tunnels will have concrete ties and new rail and ballast. The same type of work was performed, but with the addition of signal and switching improvements on the single-track section between Great Neck and Port Washington. Two railroad bridges, at Stony Town Road in Plandome and the Manhasset Avenue Bridge in Manhasset, were also replaced. To accommodate all of this work, schedule changes were implemented, which included the temporary cancellation/combination of a number of peak trains, plus the diversion of Hunterspoint Avenue service to Long Island City. There was also some bus service. Over the weekend of August 19-20, train service from Woodside to Port Washington will be suspended to enable work on the new signal system to be completed. All branch timetables except for the Port Washington have the logo for the Main Line Track Rehabilitation Program. They are in effect for the period July 15–August 13. The Port Washington began at 8 PM July 14, but has the same ending date. Shea Stadium's timetable is also effective July 15–August 13. Thanks to member Russell Avvocato for sending a copy of the brochure entitled, **2000 Main Line Track Rehabilitation – July 15<sup>th</sup> – August 13<sup>th</sup>**. A similar brochure, but only for the Port Washington Branch, was also issued.

*Mail & Ride*, the program where monthly tickets are mailed to commuters, recently celebrated its 25<sup>th</sup> anniversary, and a drawing was held to award prizes to several of the original subscribers. The three top prizes awarded were valued at more than \$2,500, \$1,500, and \$800. 25 other "originals" were also recognized. The program has grown from an initial 700 to more than 46,200.

**NJ Transit**

By a vote of 6-1, the New Jersey Assembly Transportation Committee approved the addition of the Monmouth-Ocean-Middlesex rail line to the list of state-sponsored transportation projects that would be eligible for federal funding. Transportation Trust Funds would be used for the balance of the \$300 million cost. According to the *NJ-ARP Newsletter Report*, there is still opposition from three Middlesex County towns, Jamesburg, Monroe, and South Brunswick. However, the good news is that 75 communities in the M-O-M corridor are in support of the project. The State Senate must still approve the project, but *Commuter News* reports that there will be stiff opposition as Senator Peter Inverso, who is Vice Chairman of the State Budget and Appropriations Committee, opposes the project.

NJ Transit's Board of Directors awarded a \$7.8 million, three-year contract, containing two one-year options, to Herzog Transit Services of St. Joseph, Mis-

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souri, for maintenance of the Atlantic City Line train fleet. Herzog also operates rail service for Tri-Rail, Trinity Railway Express, and Altamont Commuter Express. Last month, with partner Boise Locomotive as Bay State Transit, it was supposed to assume responsibility for maintenance of MBTA equipment, but that contract was cancelled due to union and government opposition.

At the July Board meeting, a contract extension worth \$371,000 was granted to Systra Consulting to continue work on a preliminary feasibility study to restore service on the 21.6-mile-long West Trenton Line. Negotiations with owner CSX have shown that in order to operate passenger trains on this line, additional infrastructure improvements will have to be made. These include construction of 12.1 miles of passing sidings on the line and reactivation of the Reading Connector, which would allow West Trenton Line trains to access the Raritan Valley Line west of the Bridgewater station. Service ended on the line on December 30, 1982, just two days before NJ Transit assumed responsibility for rail service in the state.

Station improvements: A new station building has been approved for Metropark, to replace the existing 1971 building. At Woodbridge, a pedestrian bridge will be built between the station and the local business community. Parking will be increased at South Amboy by 244 spaces on land that was formerly a rail yard. Finally, at Glen Ridge the historic canopies will be restored.

Capital Projects construction status at the end of June:

- Secaucus Transfer - 71%
- Main/Bergen Connector (Design) - 90%
- Montclair Connection – 60% - actual construction of the 1,200-foot rail link began on June 15
- Newark-Elizabeth Rail Link – (Design) 60% on MOS-1 (Minimum Operating Segment)
- Newark International Airport – Amtrak 96%, Conrail 87%, Monorail & Station 72%

Sunday schedules were operated on July 4 on all lines that have Sunday service. Adjustments were made to the stopping patterns of selected trains to provide additional service.

On the Boonton Line, the new, approximately 500-foot-long Montclair Center siding was placed into service on February 25, 2000. Located between Montclair and Watchung Avenue, access is via hand-operated switches at MP 12.4 (Track 2) and MP 12.7 (Track 1).

Since the spring train crews have been directed to make the following announcements:

- At Broad Street Station Newark (Morristown Line) – “Home of Riverfront Stadium and the

Newark Bears”

- At Bridgewater Station (Raritan Valley Line) – “Home of the Somerset Patriots”

**Jersey Central News** reported that on May 5, using a trackmobile, PCC 25 became the first PCC to operate over the extension from Franklin Avenue to the new Bloomfield Maintenance Facility. Car 25 had been in storage at Penn Station. Two days later, LRVs 113 and 114 were moved over the same trackage, also by the trackmobile, to Franklin Avenue, where pantographs were raised and history was made as they became the first new cars to run in the Newark City Subway. Several round trips were made to check clearances.

Towards the end of June, there were numerous stories in the media concerning the noise emitted by Hudson-Bergen LRVs, especially in the Essex Street area of Jersey City. One resident interviewed by the **New York Times** was quoted as saying, “they’re huge, and they sound like an 18-wheeler with flat tires. These are no Rice-a-Roni trolleys, especially when they wake you up at 5:45 AM.” Another resident reported that she felt like she was living in a subway tunnel. NJ Transit officials admitted that they are still working out the bugs in the system, and measures were being taken to address these concerns such as installing soundproof windows and instructing the drivers to clang the bells and sound the horns less often.

#### Port Authority Trans-Hudson Corporation

Work at the 23<sup>rd</sup> Street station was completed on June 30, bringing to a close, at least for now, station renovation work on the Uptown Line.

For OpSail 2000, PATH service operated on 10-minute headways from 8 AM-12:30 AM.

Alan Kramer reports that all PATH cars are receiving an auxiliary light beneath the box that contains the four exterior door lights. They work opposite to the train crews’ indication, glowing bright green while the train is stopped and the doors are open, but are extinguished upon completion of the station stop.

#### Port Authority of New York and New Jersey

Repair work on the trouble-plagued Newark Airport Monorail began on July 8, but the shutdown will not occur until after Labor Day. Details may be found in the **May Bulletin**. To temporarily replace the 1.9-mile long monorail will not be cheap. A fleet of 57 buses and vans plus 200 employees will be used to transport and assist the approximately 30,000 passengers who utilize the system each day. The buses and vans will carry signs that read *Monorail Bypass*. Having experienced traffic delays at Newark Airport with the monorail in service, one can only hope that the buses will be able to negotiate the other vehicular traffic with minimal delays.

I had to go to JFK Airport in July and noticed that much of the *Airtrain* structure is already in place. Along the Van Wyck Expressway, columns have been erected beginning from the airport in a newly created median

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between the north and southbound roadways. When completed, the travel times will not be what a world-class city like New York should be. Visitors arriving at Sydney, Australia's Kingford Smith Airport can take a recently built rail line that connects with the existing system into downtown in just 11 minutes at a cost of \$5.35. Service operates from 5 AM to midnight, and during peak hours, trains run every 10-minutes – 15 minutes at other times.

### Metropolitan Area

This line has never had passenger or commuter service, but on June 24 and 25, the United Railways Historical Society operated what it called a *Sea Train Excursion* at the Earle Naval Weapons Station in Middlesex County, New Jersey. The trip began and ended in Mainside, and ran approximately 18 miles to the 2.9-mile-long pier at Leonardo, near Sandy Hook. The last time such a trip took place was in 1981. NWS-Earle's railroad consists of 134 miles of track, including 13 miles of double track. Connection to other rail lines is at MP 46, junction at the former Jersey Central Railroad's Southern Division. There are also numerous spurs and various classification yards for the ordnance that is transported to the ships, which tie up at the pier. The U. S. Navy supplied the motive power, EMD SW-1200s, 4 and 7, that were built in 1954. NWS-Earle Railroad owns 4 similar units, which were built either in 1941 or 1944 and overhauled between 1986 and 1991.

Passengers rode in former commuter coaches dating from 1950 and 1954, that made their last runs in 1987. All have been painted green and bear names honoring the railroads that operated in the metropolitan area. The consist used was: 317 (New York Central) – 331 (Reading) – 332 (Lehigh Valley) – 329 (Pennsylvania) – 334 (Jersey Central) – 333 (Baltimore & Ohio) – 326 (Erie) – 327 (Lackawanna). Bringing up the markers was stainless steel 5450, a former Penn-Central car that has been named NEW JERSEY RAILROADS. The 300-series cars were originally built by ACF for either the Great Northern or Union Pacific Railroads and were purchased by NJDOT in 1971-72. At one time they bore numbers in the 100 series, which were later changed to the 5300s. Simply add a "5" to the current number to learn its prior number.

### Amtrak

Although the new departure board is in operation, the old Solari remains in place, out of service.

The *Friends of Amtrak Newsletter* reported that after 12:01 AM June 11, all tracks in South Station and Southampton Street Yard were energized. The long-awaited Summer/Fall edition of the North East Corridor timetable (Form T-3) was issued effective July 9. Two additional *Acela Regional Service* trains have been added on Saturdays and Sundays. Train #135 departs

at 1:05 PM from Boston and #134 is scheduled out of Washington, D.C. at 5 AM, the same as weekday Train #130. This edition has no Amtrak logos.

Meanwhile, the *New York Times* Travel Section of July 2 reported that the bolts on the trucks on the *Acela* trainsets broke after 40,000 miles of testing, and that service should begin late this month. Other sources have told me that next January is more realistic. When Amtrak was developing specifications for its high-speed equipment in 1993, it sampled the X-2000 and the ICE Train. Having ridden both when they ran on the North East Corridor, my preference would have been for the X-2000, and had Amtrak also agreed, those trainsets would likely have been in service by now.

On July 6, Amtrak unveiled its new "corporate brand identity", or logo, to replace the arrow, or "pointless arrow" as it became known, that has been in use since 1971. It appears below.



Amtrak will now provide every dissatisfied customer with a free trip. Some of the problems that qualify include problems with seats or sleeping compartments or extreme lateness, even if the cause (inclement weather/derailment) is not under Amtrak's control. This policy has been in effect on the *Coast Starlight* for several years, and coupon issuance has been held to one per every 107,000 passengers. Employees are being encouraged to do their part to minimize delays and have been promised that if the rate on all other trains is held to 1,000 in any month, they will get a bonus of \$50, the cost of an average train ticket.

The startup of Boston-Portland service has been delayed once again. According to a story in the *Portland Press Herald*, which was sent by Josh Weis, four round-trips had been planned to start by the end of January. Delays have been attributed to the "Big Dig" construction around North Station, pushing the date to April 13. As has been previously reported, two of the ten tracks are out of service at North Station, and any additional service could impact commuter operations. Aside from that, work is progressing on construction of new stations and upgrades to tracks, bridges and crossings, which are expected to be finished this December. The Northern New England Passenger Rail Authority has asked the MBTA to allow operation of some trips outside of commuting hours, e.g. weekends, to acquaint potential riders with the service, and they are considering the proposal. Planning for this service began 12 years ago.

### Museums

For the second year, the New Hope & Ivyland Rail-

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road is operating to Warminster, where there is a connection to SEPTA's R-2 Line. However, the run will be 5.7 miles shorter, as trains will only run to Wycombe, not Lahaska.

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

Member Todd Glickman submitted an analysis of the proposed MBTA fare hikes. He reports that the "T" is seeking to re-institute additional fares for outbound Green Line trips past the central subway since they were eliminated when the fare went to \$.85. The new base fare for the Red, Orange, Blue and Green Lines would be \$1. Zones 2 & 3 (Quincy Center, Quincy Adams, Braintree, and Green Line inbound boardings in Newton) would be \$2. Outbound exit fare in Zone 3 (Quincy Adams, Braintree, Waban, Woodland and Riverside) and Quincy or Newton Local (inbound and outbound) would be \$1. Commuter Rail fares would rise 18-25%, and monthly passes 27-33%.

Todd also reported that seat flyers were placed on trains during the second week of July announcing that three trains each way were being extended from South Attleboro to Providence starting Monday, July 10: #809, 813, and 823 outbound and #816, 820, and 824 inbound. This enhances PM service but does not enhance AM service.

On June 21, U.S. Secretary of Transportation Rodney E. Slater announced that the FTA has approved MBTA's request to extend its contract for commuter rail, mechanical, and engineering services with Amtrak for an additional three years. The existing contract with Amtrak was due to expire at the end of the month. Under the agreement, a cost analysis must be performed to insure that the price is "fair and reasonable." Also, future contracts for these services must be fully competed according to the requirements for full and open competition for Federally funded procurements and compliance with all aspects of Federal transit law. Bay State Transit had previously been awarded the new contract, but that was canceled by the MBTA board. Thanks to member David Ross for the report.

After leaving Connecticut, the next stop for the display of tall ships was Boston and this took place over the weekend of July 15/16. The MBTA provided extra service on the Attleboro/Stoughton, Fitchburg/South Acton, Franklin, Haverhill/Reading, Lowell and Newburyport/Rockport Lines. On all other lines, except for Fairmount, which has no weekend service, the normal Saturday/Sunday service was operated.

Member George Chiasson added to the report on the Bredas (July *Bulletin*). 3805 & 3808 returned to service April 27, and 3804 in May. 3811 and 3812 made it a total of five cars available for service, with 3803 probably not far behind. 3802 had been previously accepted and

was being modified. 3806-3810 and 3813-14 are on the property and have been since last summer. 3822-23 arrived during mid-June, and a month later they were still waiting to begin acceptance testing. The 8s can be seen at anytime on all Lines B, C, and D, but have not yet run in service on Huntington Avenue. George also wanted to clarify that the LRV "failures" mentioned are largely cosmetic, as in Bondo splotching, etc. Mechanical performance is OK to date. Car 3804's center truck jumped the track at Eliot on July 7 and as of a week later was not yet back on the road.

**Rollsign**, issued by the Boston Street Railway Association, has published its annual inventory of MBTA equipment. As of February 29, the Commuter Rail fleet stood at 363 coaches and 80 passenger locomotives. In March, MBTA's Board approved a contract with Kawasaki for 15 bi-level cars with an option for 10 more, to be paid for by the State of Rhode Island, in the event that service is extended to T.F. Green Airport. With the locomotive rebuilding program ongoing, new units are not forecast to be required until 2005. At that time, consideration will be made to purchasing 12 diesel and five electric locomotives, to replace the 18 oldest F-40s, which date from 1978-80. To assure that there is enough motive power on hand, some F-40s have been leased from Amtrak.

Just two Red Line cars (out of 220) remain of service (01604-05 since August, 1975). 70 Blue Line cars and the Orange Line's 120, round out the fleet. LTK Engineering has been hired by the MBTA to develop specifications for either 94 married pairs or 47 articulated cars to replace current rolling stock on the Blue Line. Based on cost efficiency, the "T" will decide which design to accept. In any case, the second part of the contract will require that 24 existing Blue Line cars be rebuilt into three semi-permanent, 8-car trains for the Orange Line. The Blue Line cars are 48'6" in length, while the Orange Line's are 65'. An order could be placed next year, with deliveries anticipated between 2003-05.

The Green Line's active fleet: PCCs - 9, Boeings - 55 (all overhauled), Type 7s - 115 (in 2 orders) and Type 8s - 5 (95 remain to be delivered from Breda). Although many of the PCCs have been through overhaul programs, the basic fact is that the cars were built between 1945-46! Thanks to member Gary Grahl for the information.

On the Mattapan-Ashmont Line, PCC 3268 was delivered by truck on June 1 and 3087 traded places, moving to Orient Heights as the fourth car. 3268 was not quite complete and requires a lengthy inspection and testing process before re-entering service. 3260 is still hoped for this autumn. Cars from 3268 forward are receiving stainless steel structural frames, which should ensure their body integrity for an indefinite period. Also, 3268 does have much better paint detailing than 3265.

*Upstate New York*

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Alstom's Hornell plant, formerly the main shops of the Erie Railroad, was visited by member Harold Geissenheimer during a tour of upstate New York. Work was continuing on the Amtrak Surfliners for the former *San Diegan* service and on the CTA 2600-series overhauls, of which more than 200 of the 600 cars have been completed. Hornell is based on an assembly line moving 12 cars sideways as the work progresses. Outside, there is a test track equipped for both third rail and overhead wire. Amtrak's cars travel west via rail, while Chicago's are transported on a flatbed truck. With each completed car delivered, the trailer brings one east for its overhaul. Another stop was made in Elmira, home of Adtranz. Around the plant he observed a test track with overhead wire. Adtranz recently completed the rehab of ex-SEPTA PCC 2711 for the Arden Trolley museum and is currently rehabbing Pittsburgh Railways PCC 1138, also for Arden. Adtranz, as a Pittsburgh firm, has been very supportive of this museum.

This November, a \$3.8 billion bond act for transportation projects will be on the ballot. The New York State Legislature also passed a bill creating the Southern Tier Rail Authority, which plans to restore rail service on an unused line that links Steuben, Allegany, Cattaraugus and Chautauqua Counties, which is roughly the area from Corning to Jamestown.

**Philadelphia, Pennsylvania**

From **Cinders**: \$42 million will be spent to renovate Suburban Station's concourse under a joint venture between SEPTA and U.S. Equities, manager of the commercial space in the station. A 12-year capital program has been developed wherein SEPTA would purchase from 70-100 new electric cars at a cost of \$302 million. As of mid-May, 12 married pairs and six single-unit Silverliner cars had acquired red/white/blue striping. Approval of the \$1.6 billion Schuylkill Valley Metro plan was deferred from the May meeting to June. Special passes are being issued for a number of events this year. They include "JamPass" for a music event at Penn's Landing over Memorial Day Weekend, "Liberty Classic DayPass" for the First Union Cycle Series, and "Anywhere Passes" for the Republican National Convention in late July and early August. Costs are \$7 per day and for the Republican Convention \$25 for 9 days.

The **Philadelphia Inquirer** reported that at its June 22 meeting, SEPTA's Board approved the \$1.4 billion plan to construct the 62-mile Schuylkill Valley Metrorail system. The following Monday night, the board of the Berks Area Reading Transportation Authority (BARTA), SEPTA's funding partner, also voted to approve the project. The decision to proceed came after consideration had been made to 26 different plans, including a light-rail system that would have required a new infrastructure. Projected ridership is 50,000 passengers a day

between Philadelphia and Reading. Next in the process are engineering studies, public hearings, and filing an application with the Federal Transit Administration for (80%) funding, the balance being raised locally. SEPTA is also negotiating with Norfolk Southern for shared access to the right-of-way west of Norristown. Construction is expected to begin in 2003, with service running by 2007. There would be 13 new stops west of Norristown, a spur to the King of Prussia shopping complex, and a new station at 52<sup>nd</sup> Street. Some sample travel times that have been given: Reading/30<sup>th</sup> Street – 83 minutes, King of Prussia/Market East – 43 minutes, and Phoenixville/Manayunk – 29 minutes. This past spring, twelve public meetings were held in the proposed corridor, and were attended by more than 1,000 people. Some concerns were expressed about where stations would be located, but the overall response was positive.

SEPTA's plan replaces the R-6 line between Center City and Norristown, using one-person operated trainsets. A proof-of-payment (honor) system would be implemented, with roving inspectors checking for tickets, much like all recently opened light rail systems. With faster acceleration/deceleration, running times would be quicker, and there would be more frequent service along the lines of 15 minutes during peak hours, and 30 minutes off-peak.

I don't know how he got it, but member Dennis Zaccardi, a Floridian, sent the article from the **Philadelphia Daily News**, which went into detail about this project. A map listed the stations as follows (from west to east): Wyomissing, Reading, Reading-BARTA ITF, Exeter, Douglassville, Pottstown, Lower Pottsgrove, Limerick, Royersford, Phoenixville, Perkiomen Jct., Oaks, Port Kennedy, Norristown Transportation Center, Conshohocken, Ivy Ridge, Bala, Cynwyd\*, 52<sup>nd</sup> Street, and Suburban Station and 30<sup>th</sup> Street. \*East of Cynwyd, the present R-6 Cynwyd trackage would be utilized.

Timetables were issued as follows: April 2 – R-2, June 4 – R-5, R-6, R-7, and June 18 - Market-Frankford, Broad Street, Subway-Surface, Media, Sharon Hill, and the trackless lines. For the record, the new Churchmans Crossing station is 4.6 miles north of Newark, Delaware. Thanks to Gregory Campolo for sending copies.

**Washington, D.C. area**

The opening date for the last section of Metrorail's Green Line has been moved up. Member Steve Erlitz emailed that it will be January 19, 2001, instead of March. Also, effective in June, the test to keep service running until to 1 AM on Fridays and Saturdays is now permanent, and another experiment began on June 30, lasting for one year, to keep Metro open to 2 AM on those nights, the legal limit for bars.

Virginia Railway Express has added to its locomotive fleet. Member Steve Erlitz emailed that on June 19, he spotted F-40 30 in Ivy City. A check of VRE's website

*(Continued on page 15)*

**Commuter Notes***(Continued from page 14)*

found that it, along with 31, is being leased from Amtrak. George Chiasson supplied their former numbers, 403 and 392 respectively.

At the end of June, VRE announced that due to increased passenger loads, the Manassas Line cafe car was removed from trains #330, 338, 327, and 337. Its report goes on to say that because of constrained mid-day storage, they had to remove the car instead of simply adding another car. This should alleviate the crowding #330 has been experiencing. The cafe cars on the Fredericksburg Line were not affected.

Steve also emailed a report concerning 4<sup>th</sup> of July rail services in the nation's capital. Metrorail services were changed as follows: Yellow Line - Huntington to Roslyn (Upper Level) (the normal Blue Line route); Blue Line - Mt. Vernon-UDC; Orange Line only provided via Metro Center from Vienna to Addison Road and its normal New Carrollton terminus (alternate trains); Red operated Silver Spring cutbacks after 11 AM; Green Line ran as usual.

In Maryland, MTA ran all day service on the Light Rail and Metro from 4 AM until midnight. MARC ran one special from Penn Station on the Penn Line and only honored one-way and round trip tickets, no commutation tickets. Each adult rider was allowed two under 16 to ride for free.

For the seventh consecutive year VRE ran the *Firecracker Express* on the 4<sup>th</sup> of July, with two trains northbound on each line and two trains south. No special tickets were issued and regular fares were charged.

*Atlanta, Georgia*

Transit fares in Atlanta will be going up next January 1. During June, increases were approved that would raise the adult fare by 25 cents to \$1.75, with half-fare going up a dime to \$.85. Some other fares: Monthly *Transcard* from \$45 to \$52.50 and weekly *Transcard*, \$12 to \$13. The money generated is required to fund expansion projects into the suburbs that are currently under construction.

*South Florida*

In order to implement a schedule change beginning August 14, a public hearing was held on June 23 in Pompano Beach. However, no action was to be taken until the July 9, 2000 Board of Directors Meeting. What has been proposed is to keep the same number of trains as present, but operate them hourly, because a passing siding will be temporarily removed from service. The first portion of the double-tracking work will be done in Miami-Dade County. Next June work will begin between Ft. Lauderdale and Golden Glades, and Mangonia Park and the new Boca Raton stations. Tri-Rail officials are touting one benefit of the proposed schedule is that it allows for easier scheduling for bus meets, since there will be equal intervals between trains. In the in-

dustry this is also known as "clock-face" scheduling, which is generally easier for the riding public to remember. As proposed, daily southbound trains would depart from Mangonia Park from 4:40-11:40 AM and 1:20-7:20 PM. Northbound service from Miami Airport would be from 5:13-10:13 AM and 11:53 AM-7:53 PM. There is a slight cutback in the hours of service from the present schedules, but riders will miss the more intensive service (approximately every 40 minutes) that operates during commuting hours. With the required \$327 million now in hand (the Federal Transit Administration is kicking in \$110.5 million), Tri-Rail expects to complete double-tracking the remaining 44 miles of its 72 mile system by 2005 and be able to operate trains on a 20-minute headway.

As could be expected, riders were not happy, and one attendee presented Board members with a petition signed by 350 fellow passengers. A survey made during June found that almost half of the 970 riders said that they would ride the trains less often under these proposed schedules. Specifically, riders were opposed to elimination of the "half-hour train" in the evening and the first northbound morning train. The Board voted to have the first southbound train leave 20 minutes earlier and schedule three northbounds to depart from Metrorail Transfer at 3:39, 4:39, and 5:39, rather than at :03. Thanks to member Joe Gagne for the information.

After vetoing funding for rail projects, Florida Governor Jeb Bush signed bills totaling \$6 billion in various highway projects. The plan, to last for 10 years, has only a small portion allocated for mass transit. Thanks to Joe Gagne for the article from the *Sun-Sentinel*.

*Chicago, Illinois*

This month, Metra was to accept proposals to build 250 new commuter cars. It was hoped that an order could be placed, with an option for another 50 by the end of this year. Under this schedule, with prototype cars arriving in mid-2002, all new cars would be in service by mid-2005. The average age of cars in Metra's fleet is 26 years despite the addition of 177 new units in 1995-98. Many built between 1950 and 1965 are still in service. About 40 cars are rebuilt each year.

*Seattle, Washington*

In the March, 1998 *Bulletin*, I reported on plans to extend the 1.2-mile-long 1962-monorail. According to a report from the *Seattle Post-Intelligencer* sent by member Karl Groh, King County Superior Court Judge Kathleen Learned notified the Elevated Transportation Company to "build a big new monorail or kill the notion, but stop ducking your duty." Initiative 41, which was approved by voters in 1997, was in "immediate danger of becoming defunct." She ordered the council to find money to keep the elevated-train expansion on track. The decision got mixed reviews from supporters and opponents.

Sounder service on Sundays to/from Tacoma was op-

*(Continued on page 16)*

**Commuter Notes**

*(Continued from page 15)*

erated to selected Mariners games. Round-trip tickets sold for \$5 (adults), \$2.50 (seniors) and children under twelve were free.

A response to an email I sent to Sounder on June 20 reported that commuter service would begin on September 18.

*Los Angeles, California*

LRVs 109 and 148, which are assigned to the Blue Line, have been painted into Pacific Electric colors. This information came via an email from Karl Groh, who also sent the web sites [www.erha.org/car148.jpg](http://www.erha.org/car148.jpg) and [www.erha.org/image001.jpg](http://www.erha.org/image001.jpg) for members to visit.

*Toronto, Ontario, Canada*

The City of Toronto has purchased Union Station, enabling GO Transit to gain ownership and control of the tracks in the Union Station area and the rail corridor between Strachan Avenue and the Don River, as well as the CP Express building next to the station. GO plans to develop the CP Express building into a GO Bus terminal. GO Transit's Board approved a contribution of \$55 million.

On June 29, Canada became the eleventh country in the world where its commuters received the free newspaper **Metro**. Earlier this year, **Metro** was introduced to Philadelphia commuters.

*United Kingdom*

**Eurostar** riders are a step closer to gaining a speedier ride to/from the Continent. On June 8, a ceremony was held to mark the breakthrough of the 3.2-kilometer North Downs Tunnel, part of the Channel Tunnel Rail

Link. (1 mile = 1.6 kilometers) This 109-kilometer high-speed line is being built in two phases, the first of which is due to be completed in 2003. The second phase, which includes a new crossing of the River Thames and the creation of a major new transport hub at London Kings Cross/St. Pancras, is expected to be operational by 2007. When completed, running times will be cut to 2 hours between London and Brussels, and to 2 hours 20 minutes to Paris. Thanks to member Dennis Zaccardi for the report.

*Jerusalem, Israel*

Israel Railways began service between Tel Aviv Central Station and the suburb of Rosh Ha-Ayin on June 3, using one Danish Flexliner. The station at Rosh Ha-Ayin dates from the British Mandate days. Stops are also made in B'nai Berak and Petah Tikvah. Service is hourly, and a one-way trip requires 17 minutes on the 12-mile long route. A rail trip cuts the travel time in half, when compared to making the same trip by automobile or bus. With this new service, Tel Aviv now has good suburban rail service south to Ashdod and Rehovot, and north to Benyamina. Thanks to member David Klepper for the news.

**From the History Files**

*140 Years Ago:* In August, 1860, the original Long Island City station of the Long Island Rail Road was built.

*95 Years Ago:* On August 8, 1905, the first (wooden) Lackawanna terminal in Hoboken was destroyed by fire. It was replaced by the present structure that opened on February 25, 1907.

*News items concerning commuter operations may be e-mailed to [NYDnewseditor@aol.com](mailto:NYDnewseditor@aol.com).*

**Sanita Lodge and its New York "L" Cars**

*(Continued from page 3)*

"Pullmanettes." Occupants of Pullmanettes or barracks cars bearing such names as the "Trail Blazer" or "Texas Rocket" could (especially if they were very young boys) dream of thrilling travel to far-off places. But these cars were going nowhere.

Internally, most of the cars were radically altered, their seats removed and new wooden trim (Philippine mahogany) inserted, although the original windows remained. Those intended for family use had a central kitchen-dining area, a master bedroom at one end, and, at the other end, a bathroom and two-berth children's room. The **New York Times** called the quarters "marvels of compactness and luxurious equipment and appointments."

Sanita Lodge's development was almost an obsession for Carey, who hosted Eleanor Roosevelt's visit to the lodge in 1943, but he yielded the Commissioner's post on January 1, 1946. Sanita was maintained by the Sanitation Department's Welfare Honor Relief Fund until 1956, when the property was donated to the Boy Scouts' Greater New York Council. In 1956 seventy-three converted cars remained; forty were cottages, of which fifteen were scheduled to be winterized for scout use.

Today the Sanitation Department and Boy Scouts have both departed. By 1999 all but three of the "L" cars had vanished -- many were destroyed to be replaced by a conventional suburban development. Three Pullmanettes held on, though attacked by vandals and nature, as a reminder of the great story of Sanita Lodge.

**ADDENDUM**

The following note was inadvertently omitted from the Metro-North West-of-Hudson roster that appeared on

page 14 of the June issue: "4. Rebuilt from Amtrak 370 and 382."

# METRO-NORTH MU PASSENGER CAR ROSTER

NUMBERS	BUILDER/REBUILDER*	NO. CARS	MODEL	OWNER	BUILT/REBUILT*	NOTES
1100-1125	Morrison-Knudsen*	See note Below	ACMU	PA NY&NJ	1983-85*	1
1126-1152	Morrison-Knudsen*	See note Below	ACMU	PA NY&NJ	1983-85*	2
1153-1186	Morrison-Knudsen*	See note Below	ACMU	PA NY&NJ	1983-85*	3
8000-8141	Budd	142	M-3A	PA NY&NJ	1983-85	4
8200-8279	Budd/General Electric	80	M-1A	PA NY&NJ	1971	4
8280-8327	Budd/General Electric	48	M-1A	MN	1972	4
8328-8377	Budd/General Electric	50	M-1A	MN	1973	4
8400-8451	GE/Canadian Vickers	52	M-2	MN	1973	4
8452/8470	GE/Canadian Vickers	10	M-2A	MN	1974	4, 6
8453/8471	GE/Canadian Vickers	10	M-2B	MN	1974	4, 7, 8
8500-8551	GE/Canadian Vickers	52	M-2	CDOT	1973	4
8552/8570	GE/Canadian Vickers	10	M-2	CDOT	1973	4
8651/8669	GE/Canadian Vickers	10	M-2	CDOT	1974	4, 7, 9
8700-8749	General Electric	50	M-2	CDOT	1975-76	4
8800-8849	General Electric	50	M-2	MN	1975-76	4
8900	Tokyu Car	1	M-4A	MN	1987	5, 6
8901	Tokyu Car	1	M-4B	MN	1987	5, 7
8902/8922	Tokyu Car	11	M-4A	CDOT	1987	5, 6
8903/8923	Tokyu Car	11	M-4B	CDOT	1987	5, 7
8924/8934	Tokyu Car	6	M-4A	MN	1987	5, 6
8925/8935	Tokyu Car	6	M-4B	MN	1987	5, 7
8951	Tokyu Car	1	M-4D	MN	1987	5, 7
8953/8973	Tokyu Car	11	M-4D	CDOT	1987	5, 7
8975/8985	Tokyu Car	6	M-4D	MN	1987	5, 7
9000/9018	Morrison-Knudsen	10	M-6A	CDOT	1994-95	5, 6
9001/9019	Morrison-Knudsen	10	M-6B	CDOT	1994-95	5, 7
9051/9069	Morrison-Knudsen	10	M-6D	CDOT	1994-95	5, 7
9020/9030	Morrison-Knudsen	6	M-6A	MN	1994-95	5, 6
9021/9031	Morrison-Knudsen	6	M-6B	MN	1994-95	5, 7
9071/9081	Morrison-Knudsen	6	M-6D	MN	1994-95	5, 7

**Notes:**

Although some M-1/M-4 cars are inactive, none have been removed from the roster

Over the years, various rebuilders have overhauled many of the M-1/M-4 cars:

1. Pullman 1962 - NYC 4600-4625, then Penn-Central 1100-1125, Conrail - same numbers
2. Pullman 1962 - NYC 4700-4726, then Penn-Central 1126-1152, Conrail - same numbers
3. Pullman 1965 - NYC 4750-4783, then Penn-Central 1153-1186, Conrail - same numbers

**ACMU Notes:**

53 remain in the active fleet

1110, 1121, 1136, 1138, 1145, 1148, 1156, 1169, 1183 modified as "B" cars at Croton-Harmon. These cars cannot lead or trail trains due to no cab signals

1164 and 1185 were rebuilt by General Electric in 1990 with AC Motors

4. Married pairs
5. Triplet
6. Even numbers only
7. Odd numbers only
8. Former MN Bar Cars converted into coaches in 1985. Ex-8601/8619
9. Café cars - New Haven Line

**Totals By Class**

ACMU	53
M-1	178
M-2	244
M-3	142
M-4	54
M-6	48

# TRACK CONSTRUCTION FORECAST FOR AUGUST, 2000 IN THE NYC TRANSIT SYSTEM

by David Erlitz

I hope you are all enjoying the summer and taking advantage of some good photo opportunities, especially with the R-142 testing on the Dyre Ave line and the R-142 and R-142A testing in service on the lines #2 and #6. The next couple of months will be heavy ones. There is a lot of work coming up that will go through almost to the end of the year. August will see the return of the Clark Street station to service. Major work will be going on at Atlantic Avenue, Times Square, and 72<sup>nd</sup> Street.

On the IND, all four weekends will have the 53<sup>rd</sup> Street Tunnel shut down; this work is for the 63<sup>rd</sup> Street Connection. This will split the F in two, with the F South running between Stillwell Avenue and 42<sup>nd</sup> Street and the F North running between 179<sup>th</sup> Street and 34<sup>th</sup> Street-Broadway. There will also be a combined E/R from 95<sup>th</sup> Street to Jamaica Center. The nightly work at 47<sup>th</sup>-50<sup>th</sup> Streets will continue with the split D. The D South operates from Stillwell Avenue to W. 4<sup>th</sup> Street and the D North operates from 205<sup>th</sup> Street to either Second Avenue or World Trade Center. Also for most of the month of August, there will be a single pocket operation at 21<sup>st</sup> Street-Queensbridge. This will cause the B/Q to be shortlined to 57<sup>th</sup> Street-Sixth Avenue. There will be a weekday shuttle from 21<sup>st</sup> Street to 34<sup>th</sup> Street-Broadway and the normal exclusive use shuttle from 21<sup>st</sup> Street to 57<sup>th</sup> Street-Seventh Avenue on the weekends when the usual fire line work is being done.

The BMT will have its share of fun, too. Fire line work continues in the 60<sup>th</sup> Street Tunnel. Whitehall Street and Myrtle Avenue switch work will come to an end this month. But a major chip-out at Wilson Avenue on the L line will split the L in two and require a shuttle bus. This will probably be running until December. There will also be weekend one-direction bypasses at Newkirk Avenue on the D for station ceiling reconstruction.

As you can see, an enormous amount of work is being performed in the system. I would just like to take this time to say that, yes, these service diversions are a big inconvenience to our customers (or passengers), but all of this work is necessary to help this system grow and make it an important part of this new millennium. I hope that when you hear complaints from your friends and relatives or you yourself are annoyed at the service or lack thereof, you will take a minute to stop and think that this work is being done to make this greatest system in the world live up to its reputation. Also, a lot of hard work and effort are put into minimizing the impact to the passengers by the staff and myself. Rest assured that any service diversions you see in my articles or you happen to run into yourself are the only way that work could be performed and as always, New York City Transit as well as the Division of Operations Planning apologize for any inconvenience. Until next month, Happy Trails.

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
7/24 to 9/10	Nights	#4/#5/#6	Track MM-3 N/O Brooklyn Bridge to S/O 14 <sup>th</sup> Street	N/B #4 & #5 operate local via Track #4 from Brooklyn Bridge to 14 <sup>th</sup> Street, then normal	Dig-out
7/24 to 9/10	Nights	#4/#5/#6	Track MM-1 N/O 14 <sup>th</sup> Street to N/O Brooklyn Bridge	S/B #4 & #6 operate express via Track #2 from 14 <sup>th</sup> Street to Brooklyn Bridge	Dig-out
8/7 to 8/11	Nights	#1/#2/#3	Track V-4 S/O Times Square to N/E Times Square	N/B #1 and #2 local operate via Track #3 express from 34 <sup>th</sup> Street to 72 <sup>nd</sup> Street	Concrete demolition
8/5 to 8/18	Nights	#1	Track BB-4 N/O 137 <sup>th</sup> Street to S/E Dyckman Street	#1 - South Ferry to 242 <sup>nd</sup> Street #1 short - South Ferry to 137 <sup>th</sup> Street	Install electrical conduits, fuse boxes, fixtures, etc.
8/12 to 8/14	Wkend	#1/Bus	Tracks BB-1 & BB-4 S/O 145 <sup>th</sup> Street to 168 <sup>th</sup> Street	#1 - South Ferry to 137 <sup>th</sup> Street #1 shuttle -- 242 <sup>nd</sup> Street to 168 <sup>th</sup> Street Bus - 137 <sup>th</sup> Street to 168 <sup>th</sup> Street	Emergency relocation of electrical boxes
8/7 to 8/11	Daily	#2	Track W-3 S/O Bronx Park East to N/E 238 <sup>th</sup> Street	N/B #2 via Track M express from N/O E. 180 <sup>th</sup> Street to S/O 241 <sup>st</sup> Street	Switch tie and rail renewal
8/12 to 8/13	Wkend	#2	Track W-3 S/O Bronx Park East to N/E 238 <sup>th</sup> Street	N/B #2 via Track M express from N/O East 180 <sup>th</sup> Street to S/O 241 <sup>st</sup> Street	Track circuit bulletin & testing
8/12 to 8/14	Wkend	#4/#5/#6	Track L-3 N/O Grand Central to N/O 86 <sup>th</sup> Street	N/B #4 & #5 operate via Track #4 local from Brooklyn Bridge to 125 <sup>th</sup> Street	Asbestos abatement in track man-holes
8/7 to 8/11	Daily	#3	Track E-1 S/O Utica Avenue to S/O Junius Street	#3 148 <sup>th</sup> Street to Utica Avenue Exclusive use shuttle on Track #4 Utica Avenue to New Lots Avenue	Steel rehabilitation
8/14 to 8/18	Daily	#3	Track E-4 S/E Junius Street to S/O Utica Avenue	#3 148 <sup>th</sup> Street to Utica Avenue Exclusive use shuttle on Track #1 Utica Avenue to New Lots Avenue	Steel rehabilitation
8/7 to 8/11	Daily	#7	Track C-1 N/O Willets Point to S/O 111 <sup>th</sup> Street	S/B via Track M express S/O Main Street to S/O 69 <sup>th</sup> Street. N/B PM express runs local	Install new insulated joints under signal contract
8/14 to 8/25	Daily	#7	Track C-2 N/O 111 <sup>th</sup> Street to N/E Willets Point	N/B via Track M express N/O 61 <sup>st</sup> Street to Willets Point. S/B AM express runs local	Install new insulated joints under signal contract

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## NEW YORK DIVISION BULLETIN - AUGUST, 2000

### Track Construction Forecast for August, 2000

*(Continued from page 18)*

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
8/5 to 8/28	Wkend	E/F/R/S	Tracks D-3 & D-4 N/O 42 <sup>nd</sup> Street to S/O Roosevelt Avenue	F North – 179 <sup>th</sup> Street to 34 <sup>th</sup> Street-Broadway F South – Stillwell Avenue to 42 <sup>nd</sup> Street E/R combined -- 95 <sup>th</sup> Street to Jamaica Center	Pull cable and deliver equipment
8/5 to 8/28	Wkend	E	Track A-1 S/O Canal Street to S/E World Trade Center	E/R combined as above	Punch list and quality work from World Trade Center closure earlier
8/5 to 8/18	24/7	B/Q/S	Track T-2 S/E 21 <sup>st</sup> Street-Queensbridge to N/O 21 <sup>st</sup> Street-Queensbridge	Single pocket operation at 21 <sup>st</sup> Street-Queensbridge B/Q shortlined to 57 <sup>th</sup> Street-Sixth Avenue Shuttle – 21 <sup>st</sup> Street to 34 <sup>th</sup> Street-Broadway Shuttle – weekends 21 <sup>st</sup> Street-Queensbridge to 57 <sup>th</sup> Street-Seventh Avenue	Install new insulated joints and deliver equipment
08/19 to 9/1	24/7	B/Q/S	Track T-1 N/O 21 <sup>st</sup> Street-Queensbridge to S/E 21 <sup>st</sup> Street-Queensbridge	Single pocket operation at 21 <sup>st</sup> Street-Queensbridge B/Q shortlined to 57 <sup>th</sup> Street-Sixth Avenue Shuttle – 21 <sup>st</sup> Street to 34 <sup>th</sup> Street-Broadway Shuttle – weekends 21 <sup>st</sup> Street-Queensbridge to 57 <sup>th</sup> Street-Seventh Avenue	Install new insulated joints and deliver equipment
7/31 to 9/29	Daily	F	Track B-3/4 S/O Ditmas Avenue to N/O Kings Highway	No effect on service	Brake stopping distance testing
8/4 to 8/14	Nights	D	Track C-2 S/O Fordham Road to S/O Bedford Park Boulevard	N/B D operates via C-3/4 from S/O Fordham Road to Bedford Park Boulevard	Replace base corroded rail
8/14 to 8/25	Nights	F	Track B- S/O W. 4 <sup>th</sup> Street to S/O York Street	S/B F via Eighth Avenue from S/O W. 4 <sup>th</sup> Street to N/O Jay Street	Install track fuse boxes and replace fire lines
8/15 to 8/25	Nights	D	Track S/O 59 <sup>th</sup> Street to S/E 42 <sup>nd</sup> Street	D North – 205 <sup>th</sup> Street to World Trade Center D South – Stillwell Avenue to W. 4 <sup>th</sup> Street	Chip-out on switch #119B at 47 <sup>th</sup> -50 <sup>th</sup> Streets
8/7 to 8/12	Nights	A	Track A-2 N/O Euclid Avenue to N/E Utica Avenue	A express via Track A-4 from Euclid Avenue to Utica Avenue	Broadway-East New York rehabilitation
8/15 to 8/18	Nights	N/R	Tracks B-3/B-4/BM at City Hall lower level	No effect on service	Replace base corroded rail
8/19 to 8/28	Wkend	D	Bypass Newkirk Avenue station N/B	Bypass Newkirk Avenue station N/B	Remove and replace station ceiling at Newkirk Avenue
8/19 to 8/28	Wkend	D	Tracks A-3 and A-4 S/O Prospect Park to N/O Kings Highway	No effect on service	Remove and replace station ceiling at Newkirk Avenue
8/14 to 10/6	Nights	L/Bus	Tracks Q-1/Q-2/P-1/P-2 from Myrtle Avenue to Atlantic Avenue	L Main – Eighth Avenue to Myrtle Avenue L Shuttle – Rockaway Parkway to Eastern Parkway (J) Bus – Eastern Parkway to Myrtle Avenue	Chip-out at Wilson Avenue Also track panel work at Broadway Junction

**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](mailto:tderlitz@mindless.com).*

**Around New York's Transit System**

**More D-Type Fan Trips**

D-Type fan trips were scheduled for Sunday, June 18, July 9, and July 23, 2000.

Guests boarded the nostalgia train at 10 AM on the unused center platform at 59<sup>th</sup> Street, Eighth Avenue Subway. The train was routed via the Eighth Avenue express track to Hoyt-Schermerhorn Street, and then operated to the Transit Museum. After the train coupled to D-Type 6095, which is displayed at the museum, the guests walked through 6095 and entered the museum. At noon, the nostalgia train departed from the museum and changed ends at Lafayette Avenue and again north of Jay Street. It was routed via Track B-1 and was crossed to B-3 at Fourth Avenue. When the train arrived at Coney Island, the guests were allowed two hours for lunch while the train was laid up in Coney Island Yard. The train returned to 59<sup>th</sup> Street via the F and A lines and the guests were allowed to detrain at Jay Street or at 59<sup>th</sup> Street.

**Energy Conservation**

To conserve energy, crews must turn off the following equipment on cars that are laid up: From an operating cab, main car body lights must be turned off by using the momentary switch controlling the entire train. From an operating cab, turn off the heat, ventilation, and air conditioning fans by using the momentary switch controlling the entire train. All high voltage circuit breakers, including converters and air compressors, must be left on at all times.

**Redbirds Temporarily Banned from Lines #1/#9**

A bulletin dated June 1, 2000 informs us that Redbirds (R-26/28/29/33/36) must not be operated on lines #1/#9 from north of 96<sup>th</sup> Street to south of Dyckman Street. This includes in-service and out-of-service cars. Shop transfers from 207<sup>th</sup> Street Shops must be routed via the IND to the Concourse Yard and

the Jerome Avenue Line.

When the new tunnel lighting fixtures were installed, they cleared the R-62As but did not clear the Redbirds. (Note: This restriction must have been cancelled when the fixtures were relocated after the bulletin came out.)

**Employees' Summer Uniforms**

Conductors and Train Operators are required to wear the regulation summer uniform between June 1 and September 30, 2000. Conductors may wear the regulation hat, but must not wear baseball-type caps. Train Operators may wear the MTA baseball cap with the visor or brim over the forehead and with the MTA logo facing forward.

Short-sleeved shirts may be worn, but only the top collar button can be opened. Crews are not required to wear the uniform tie in the summer. A button-down V-neck sweater or uniform bi-swing jacket may be worn. Black or dark brown shoes must be worn. Platform or high-heeled shoes, sneakers, canvas shoes, and soft-bottomed shoes are prohibited.

**R-142A Pilot Train Enters 30-Day Test**

On Monday, July 10, 2000, a ten-car train of Kawasaki-built R-142A cars (7211-7220) began the final phase of its acceptance test, which consists of 30 continuous days of service. Any malfunction re-starts the 30-day clock. The train is to run approximately 15 hours a day, with the remaining time devoted to analyzing data collected while the train is in service. Once the train passes the test, it expected that cars will be delivered at the rate of ten per week until all 400 cars have been delivered. A ten-car train of Bombardier-built R-142 cars was supposed to begin its 30-day in-service test the same day but was not ready.

During the first week, the train was removed from service pending a redesign of the trip cock mechanisms. It was back in service the next Monday.

**CAR ASSIGNMENTS AND DEVIATIONS THEREFROM**

by Bill Zucker

DATE	LINE	TYPE OF CARS
June 18, 2000	A	One train whose consist was 2 R-32 and 8 R-38 cars; one train composed of 2 R-38, 2 R-32, and 6 R-38 cars; and one train whose consist was 8 R-32 and 2 R-38 cars
July 11, 2000	Q	Train of R-32s, consist S-3480-1, 3547-6, 3450-1, 3571-0, 3944-5-N

On June 18, there were one or more trains of R-32s on the A line.

Since May, 2000 there were several R-68A trains on the D line during the weekends.

In last month's **Around New York's Transit System**, it was mentioned that an R-38 AC propulsion test train was seen in Coney Island Yard. That train (4036-7,

4107-6, 4028-9, 4068-9) is now in service on the C line.

R-68A 5116 is missing the entire side sign assembly on the #1 end of the car.

During the cleanup of the June 20 B train derailment (see July issue), we observed southbound N trains on the Brighton Line and D trains on the Sea Beach Line just before the AM rush.