

# The Bulletin



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

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## **The Bulletin**

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## NYC TRANSIT'S DEPARTMENTAL GOALS FOR 2000

NYC Transit has published the 1999 accomplishments and the 2000 annual goals. Following is a list of goals and accomplishments that are of interest to our riders:

**STATION REHABILITATION:** Rehabilitation of the 181<sup>st</sup> Street-Broadway station started on June 10, 1999. Work was completed at the following stations in 1999: Myrtle Avenue, Broadway (Brooklyn) Line; Chambers Street-World Trade Center, 81<sup>st</sup> Street, and 207<sup>th</sup> Street, Eighth Avenue Line; and 33<sup>rd</sup> Street (Rawson), 40<sup>th</sup> Street (Lowery), 46<sup>th</sup> Street (Bliss), and Main Street, Flushing Line. Contracts were awarded for 72<sup>nd</sup> Street-Broadway on November 15, 1999 and the Atlantic Avenue complex on December 28, 1999. Also awarded were contracts for seven stations on the Jamaica Avenue Line and Utica Avenue-Eastern Parkway.

The 2000 annual goal includes rehabilitation of Lexington Avenue, Queens Boulevard Line; Delancey Street, Sixth Avenue Line; Essex Street, Centre Street Line; Fifth Avenue, Flushing Line; 42<sup>nd</sup> Street, Eighth Avenue Line; and DeKalb Avenue, Fourth Avenue Line.

NYC Transit would like to substantially complete work at Union Square, Broadway and Canarsie Lines; Eighth Avenue and Lorimer Street, Canarsie Line; Metropolitan Avenue, Crosstown Line; Broadway-Nassau Street and 14<sup>th</sup> Street, Eighth Avenue Line; Whitehall Street, Broadway Line; and 181<sup>st</sup> Street-Broadway.

Scheduled completion dates are as follows:

| STATION                  | LINE             | SCHEDULED COMPLETION |
|--------------------------|------------------|----------------------|
| Metropolitan Avenue      | Crosstown        | April, 2000          |
| Lorimer Street           | Canarsie         | April, 2000          |
| 181 <sup>st</sup> Street | Broadway         | June, 2000           |
| Broadway-Nassau Street   | Eighth Avenue    | September, 2000      |
| Queensboro Plaza         | Flushing/Astoria | June, 2001           |
| Tremont Avenue           | Concourse        | December, 2001       |
| 42 <sup>nd</sup> Street  | Sixth Avenue     | July, 2002           |
| Fifth Avenue             | Flushing         | December, 2002       |
| Utica Avenue             | Eastern Parkway  | December, 2004       |

**ELEVATORS AND ESCALATORS:** NYC Transit expects to complete design and award contracts for two new ADA elevators at the Prospect Park station and two ADA elevators at 34<sup>th</sup> Street-Seventh Avenue. Design will be started for ADA elevators at 179<sup>th</sup> Street, W. 4<sup>th</sup> Street, Euclid Avenue, and 125<sup>th</sup> Street-St. Nicholas Avenue.

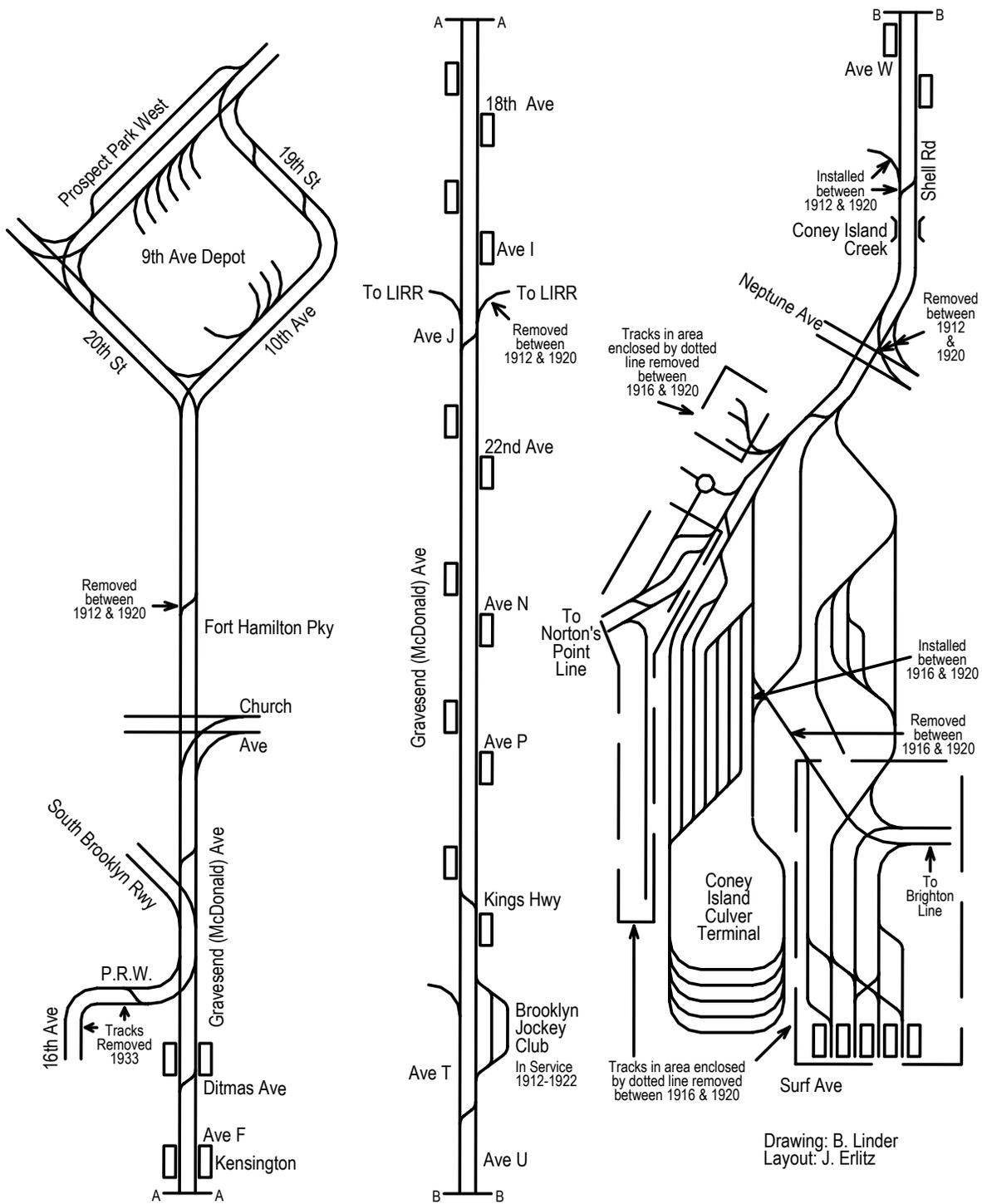
The 2000 annual goal includes designs to replace eight escalators at the Bowling Green station and to complete the replacement of two elevators at Court Street, one elevator at 190<sup>th</sup> Street, and one freight elevator at Sutphin Boulevard-Archer Avenue.

**TUNNEL LIGHTING:** In 1999, NYC Transit expected to replace mercury vapor tunnel lights with fluorescent lights in 16 miles of the

*(Continued on page 8)*

# CULVER "L" TRACK PLANS

Culver Line  
South Portion  
Tracks On Surface  
1916-1919



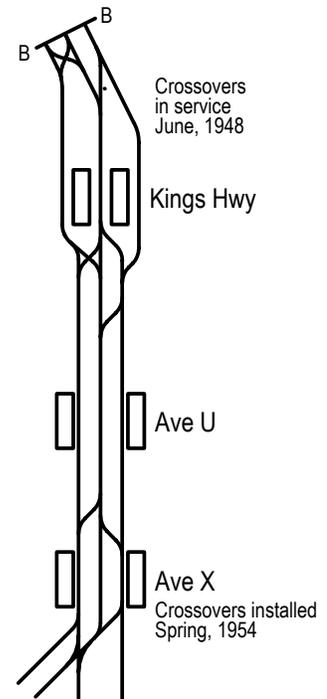
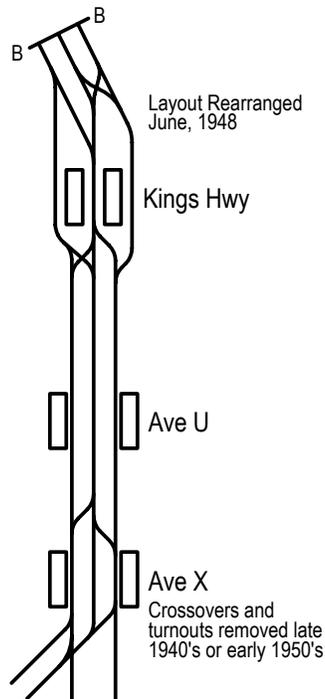
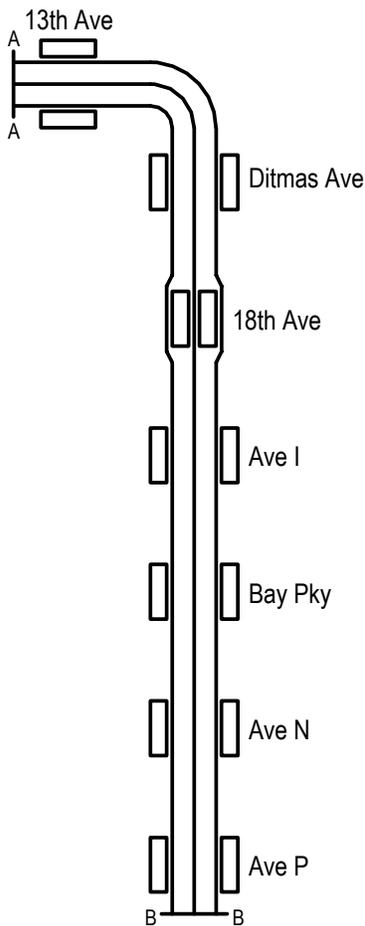
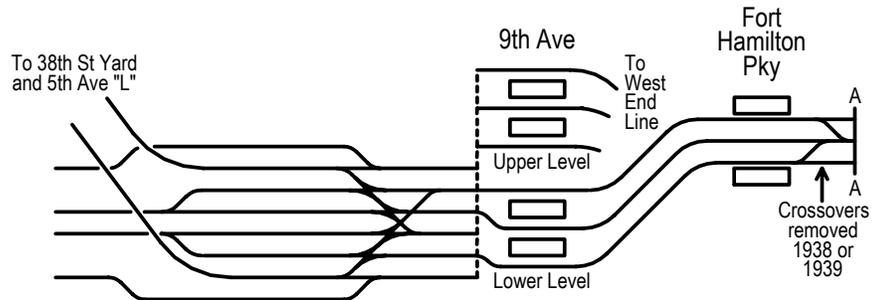
Drawing: B. Linder  
Layout: J. Erlitz

(Continued on page 3)

**Culver Line Track Plans**

(Continued from page 2)

Culver Line  
1931 - 1954  
Except as Noted



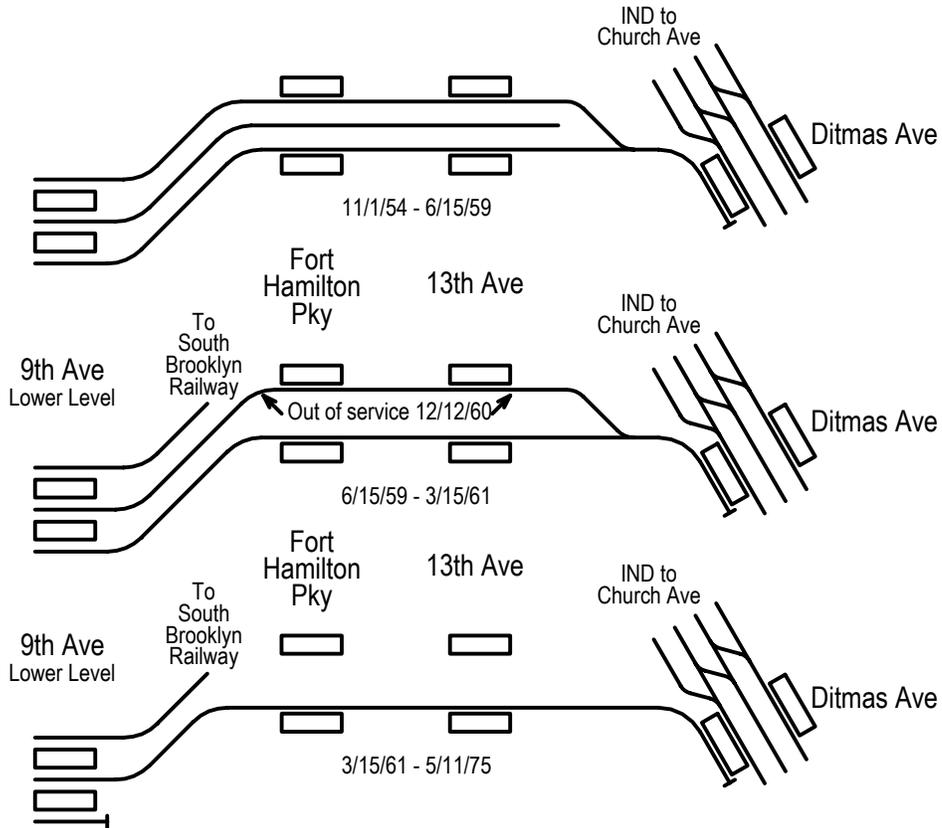
Drawing: B. Linder  
Layout: J. Erlitz

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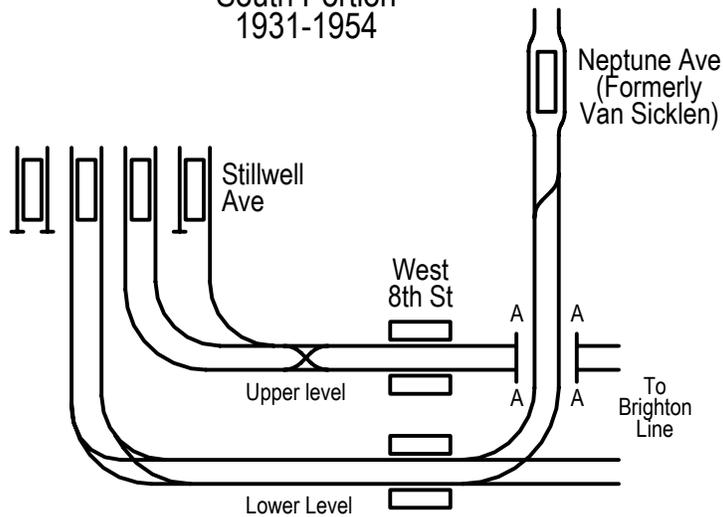
**Culver Line Track Plans**

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**Culver Line  
North Portion  
1954-1975**



**Culver Line  
South Portion  
1931-1954**



Drawing: B. Linder  
Layout: J. Erlitz

## GROUND BROKEN FOR SOUTH JERSEY LIGHT RAIL LINE

by Bruce J. Russell

May 8 was a banner day in southern New Jersey. On this date ground was broken for the long-planned, controversial South Jersey Light Rail Line, which will run for 34 miles between Camden and Trenton, New Jersey. Construction is expected to take about 3 years, and the first diesel-powered light rail trains should begin running in January of 2003. Considering the fact that no electrical system will have to be erected or substations constructed, this timetable should be easily adhered to. In addition, since the right-of-way already exists, there will not be a need to acquire property through condemnation proceedings.

The key issue was actually the reaching of an agreement that will permit the diesel LRVs to operate over the same trackage as freight trains, which will continue to use the line to serve local industries. Certain so-called "experts" maintained that shared trackage was inherently unsafe since the passenger-carrying LRVs were so much smaller than diesel freight locomotives. The deal which was finally cut stipulates that freight service will occur only during the night, when the light rail service is not operating.

May 8 was filled with activities. According to an article appearing in the May 9 edition of the *Philadelphia Inquirer*, "Piles of fruit, bagels, and muffins — along with commemorative 'Bechtel' mugs in two colors — were shaded under one white canopy, the politicians in another, and a yellow Komatsu backhoe served as a backdrop for the official groundbreaking festivities for the Southern New Jersey Light Rail Transit System." One of the principal speakers was New Jersey Governor Christie Whitman, who stated that, "building this line is one way we are insuring a bright future for South Jersey." She went on to explain that the system — actually just one line — would carry 4,500 passengers a day and stop at 20 places in Camden, Burlington, and Mercer Counties. Within downtown Camden there will be some street running, and then the trains will access the old Camden & Amboy Railroad right-of-way to reach Trenton's railroad station, used by Amtrak and NJ Transit. It is possible the tracks may be extended further into downtown Trenton along the street. This would make the service more convenient to government workers. The private right-of-way portion, about 32 miles, was purchased by NJ Transit from Conrail for \$67 million. As part of the light rail project, all of the old ex-Pennsylvania Railroad rail and ties will be removed and new trackage, which will be welded and will sit atop concrete ties, installed.

A consortium consisting of Bechtel and Adtranz will be responsible for actual construction of the line, and when it is finished will operate it for 13 years. This is the same kind of arrangement made in North Jersey for the Hudson-Bergen system, which inaugurated service on

behalf of NJ Transit. The cost of the South Jersey line is \$604 million, making it the largest public investment in the southern portion of the Garden State. This breaks down into \$453 million for the consortium to build the line, and \$151 million to maintain and operate it for the next 13 years.

Politicians are counting on the new line to help revitalize areas that are now moribund. Camden, the southern terminus, is a severely depressed city with a high crime rate and almost no viable industries or commercial activity. It is now home to the New Jersey State Aquarium, and by 2001 the retired battleship *New Jersey* will be tied up alongside its waterfront across from Philadelphia. Moving north along the Route 130 corridor in Burlington County, the line will pass through a number of riverfront communities that are struggling. At the planned William Haines Center station, shuttle buses will meet the LRVs and take people to the Haines Industrial Park in Burlington and Florence Townships. This joint LRT-bus service will make it easy for the poor and unemployed in Camden to find work. In several other places there will be similar arrangements so that people can get from the LRT stations to employment opportunities. A common complaint among the poor and those on public assistance is that they cannot get to where employment opportunities are located.

The diesel-powered light rail cars, which will be low-floor, have been ordered from a European manufacturer and will begin arriving in 2001. As of this time, no announcement has been made regarding the location of the shop complex. This fleet will bear similarities to existing LRVs, but of course will lack pantographs. With a projected patronage of 4,500 daily riders, electrification simply could not be justified. However, the possibility exists that in the future, as business increases, wires might be erected and electric operation instituted. In the United States and throughout the world, a number of electric interurban lines began life using steam power and primitive gasoline or diesel rail cars before being electrified. Thus, a precedent exists for beginning with fossil fuel power and then going to electricity.

In Camden the South Jersey Light Rail Line will have a transfer station with PATCO. It is expected that a certain percentage of passengers on the new system will come from the heavy rail route that connects downtown Philadelphia with Lindenwold. PATCO recently announced its first fare increase in a number of years, and it is possible there may be some loss of business because of it.

The South Jersey LRT faced and continues to face considerable opposition. A group called the Rail Truth Coalition has been disseminating anti-LRT information for the past two years. Their main objection centers

(Continued on page 18)

## TECH TALK

### by Jeffrey B. Erlitz

Over the weekend of July 29-30, the nine-year-old US&S UR All-Relay Master Control Panel was removed from service at Queensboro Plaza. As you may recall, this control panel was installed under contract S-32302 in 1991. That contract replaced the signals on the Astoria Line from Ditmars Boulevard to Lexington Avenue. All remaining controls and indications on this control panel were transferred to the new Mauell Master Control Panel and computer workstations. During a previous weekend in July, indications for the Flushing Line were transferred from the US&S machine to the Mauell machine and workstations. Indications on the Flushing Line extend from Hunters Point Avenue to 74<sup>th</sup> Street. This is quite a long stretch of railroad to show, considering that Queensborough Plaza does not control anything on this line. The diamond crossover at the north end of Queensborough Plaza (Upper Level) is part of Rawson Street (33<sup>rd</sup> Street) Interlocking, which is under the control of 111<sup>th</sup> Street Master Tower.

I mentioned last month that the computer workstation software was produced by Harmon Industries. Actually, the software was produced by Harmon Control and Information Systems, which is a wholly owned subsidiary of Harmon Industries.

Normally, the Tower Operator at Queensborough Plaza only handles the northbound traffic at 11<sup>th</sup> Street Interlocking, where the N and R services diverge. The southbound traffic at 11<sup>th</sup> Street is left on automatic operation, as well as everything at Beebe Avenue (39<sup>th</sup> Avenue) and Ditmars Boulevard Interlockings. Normally, the track indications on the Mauell panel are red in color, as on most, if not all other control panels. However, when an R Train Operator "punches in" at Lexington Avenue, the track indications from that point on up to 11<sup>th</sup> Street are yellow-orange, reminding the Tower Operator that this train has selected a lineup for the Queens Boulevard Line. This operation *could* be run automatically also.

Track indications on the Astoria Line currently end at the south end of the Lexington Avenue station. The indications from there to 57<sup>th</sup> Street-Seventh Avenue will be cut in at a later date. The next signal cut-in is scheduled to be in October or November, when 36<sup>th</sup> Street Interlocking is placed in service. This will permit through operation of the 63<sup>rd</sup> Street Connection to begin.

Bids were opened on July 27 for contract C-33170R-1, the rehabilitation of the columns supporting the Flushing Line viaduct on Queens Boulevard between 32<sup>nd</sup> Street and Greenpoint Avenue. This is now third time this contract has been advertised to bidders (design was completed back in April, 1998). The low bid was submitted by Tower Paint, a contractor who has done painting projects for NYC Transit before. The pro-

ject involves the rehabilitation of 126 columns, the abutments at both ends of the viaduct, and 20 stair towers at the three stations along the viaduct. It is estimated that construction will last 30 months and is budgeted at \$17.1 million.

Bids were opened on August 8 for a very interesting project. This is contract C-33226, the Atlantic Avenue Interlocking Reconfiguration. Ever since the Fulton Street "L" closed in April, 1956, most of the structure from south of Broadway Junction to just north of Sutter Avenue on the Canarsie Line has been redundant. It has now been decided to remove as much of this redundant structure as possible. This mostly affects the single-track (originally double track) structure over Snediker Avenue between Sutter Avenue and Atlantic Avenue stations. This is the section that northbound L trains use today.

Track K-1, which extends from the north end of Atlantic Avenue to one train length south of the Atlantic Avenue Interlocking, will become the northbound Track P-2. This track used to be the Queens-bound Fulton Street local track. The Snediker Avenue structure will be removed from where it begins to curve off of Van Sinderen Avenue, just north of Sutter Avenue station, to Bent #645, which is a little north of the midpoint of the single, northbound Atlantic Avenue platform. The canopy on the remaining section of platform will be removed and the one remaining stair will have a metal enclosure built over it.

All remaining pieces of Tracks K-3 and K-4 will be removed, as will the canopy over the normally unused center platform between Tracks K-3 and K-4. Part of this center platform will get new railings along the platform edges from just north of the midpoint of the platform to the south end, where Relay Room #3 is located. This Relay Room, in turn, is located just north of old Tower #3 which came out of service in the 1980s (under contract S-32221). Also on this center platform, one staircase will be slabbed over and the remaining one will get a metal enclosure built over it.

During some of the several phases of this project, a temporary by-pass track will be built to allow northbound Track P-2 to snake around the construction site north of the station. A single, trailing point crossover south of the Atlantic Avenue station is all that will remain of this interlocking. All new Maintainer's Control Panels will be installed in Relay Rooms #1 (Broadway Junction) and #3 (Atlantic Avenue).

As part of this project, the remaining Canarsie Line tracks in this area are being redesignated from Line "P" to Line "Q", matching the designation of the northern portion of the Canarsie Line from Broadway Junction to

*(Continued on page 7)*

**Tech Talk**

*(Continued from page 6)*

Eighth Avenue. Construction on this \$40.1 million project should start this September and take three years to complete.

Before any of this work starts, however, another project in this vicinity will need to be completed first. This is the installation of a new diamond crossover just north of the Broadway Junction station on the Canarsie Line. This project was originally going to be a stand-alone signal contract, S-32244, and was advertised to bidders in the late summer/early fall of 1998. However, this contract was withdrawn and the work was split between two other, existing signal contracts, S-32344 (West End Line Signal Rehabilitation) and S-32701 (Canarsie Line Communication-Based Train Control). The enclosure for the new Broadway Junction Relay Room was built under the West End Line contract (it's already completed) and the equipment inside will be installed under the CBTC project. Having this diamond crossover installed will make General Order reroutes on the Canarsie Line easier to accomplish.

Speaking of Canarsie Line CBTC, in July NYCT planned to award Phase III of the CBTC contract (S-32701-3A and -3B) to Alcatel Transport Automation (US), Incorporated (\$13 million) and Alstom Signaling, Incorporated (\$16 million). Under Phase III, these two vendors will re-engineer their systems to be compatible with Siemens/US&S/Comstock's system, which was selected as the winning system under Phase II last year. Alcatel and Alstom were evaluated during Phase II as being technically capable of providing compatible CBTC systems under future contracts to re-signal other lines. The reason for the difference in award amounts between the two vendors is due to different radio systems. Alcatel will use the Matra radio system that Siemens uses while Alstom will develop and use a new radio system. This will provide an alternate source for an important component of the CBTC system. At the end of this third phase, it is expected that NYC Transit will have tested and qualified CBTC systems from three different manufacturers to compete for future signal modernization projects. Testing of the alternate systems will be performed on the Culver/Prospect Park Lines between Ditmas Avenue and Fourth Avenue, the middle track of the Jamaica Line in the Chauncey Street vicinity, and on one track in East New York Yard.

I may have mentioned many months ago that this project will be constructed differently from all previous signal contracts. Normally, when installing new signal systems, automatic signals in-between interlockings are placed in service first. Next, interlockings are placed in service. Lastly, traffic control on bidirectionally-controlled tracks and reverse running on two-track lines are placed in service. On the Canarsie Line, however, the interlockings will be placed in service first. They use

standard signaling technology with home signals and stop arms. For the first time, though, these interlockings will be controlled from the new Control Center at W. 54<sup>th</sup> Street and Ninth Avenue in Manhattan. The interlockings are supposed to be placed in service in the following order:

| STAGE | INTERLOCKING     |
|-------|------------------|
| 1     | Third Avenue     |
| 2     | Bedford Avenue   |
| 3     | Myrtle Avenue    |
| 4     | Eighth Avenue    |
| 5     | Rockaway Parkway |

You will notice that Broadway Junction, Atlantic Avenue, and Livonia Avenue are not included in this table. These three interlockings will continue to be controlled from East New York Yard Master Tower. In addition, wayside automatic and approach signals will remain between Broadway Junction and Livonia Avenue so non-CBTC-equipped work trains can access Linden Yard with no problems.

With CBTC, wayside automatic signals and approach signals are not used. The only signals seen along the right-of-way will be home signals protecting switches. These home signals will (similarly to the Long Island Rail Road and unlike Metro-North Railroad) still display standard subway aspects with two signal heads. While the Long Island and Metro-North both use cab signals with automatic speed control, the Long Island still uses standard, multi-aspect home signals, whereas Metro-North uses very simple "Go/No Go" aspects. Actually, a CBTC-equipped train on the Canarsie Line will also see Metro-North-like aspects when approaching a home signal in CBTC territory. Rather than the typical green-over-green proceed on main route aspect, a train operator will see a single flashing green on the upper head of a home signal signifying proceed on CBTC cab indications. A non-equipped train would see the standard home signal aspects.

In the first four stages shown in the table above, there will no longer be approach signals in advance of the home signals protecting the switches. As a result, the home signals in the normal direction of traffic will be located a good eight car-lengths away from the switches they are protecting. For example, for northbound trains approaching Third Avenue station, the home signal will temporarily be at the *south* end of the platform, almost 500 feet away from the switch at the north end of the platform. When the five interlockings are completed and CBTC is finally installed, these "distant" home signals will be relocated to their final positions near their respective switches.

Here is another interesting aspect of this project. The *entire* Canarsie Line will be designated Signal Line "Q" all the way to Rockaway Parkway. Currently, line "Q"

*(Continued on page 8)*

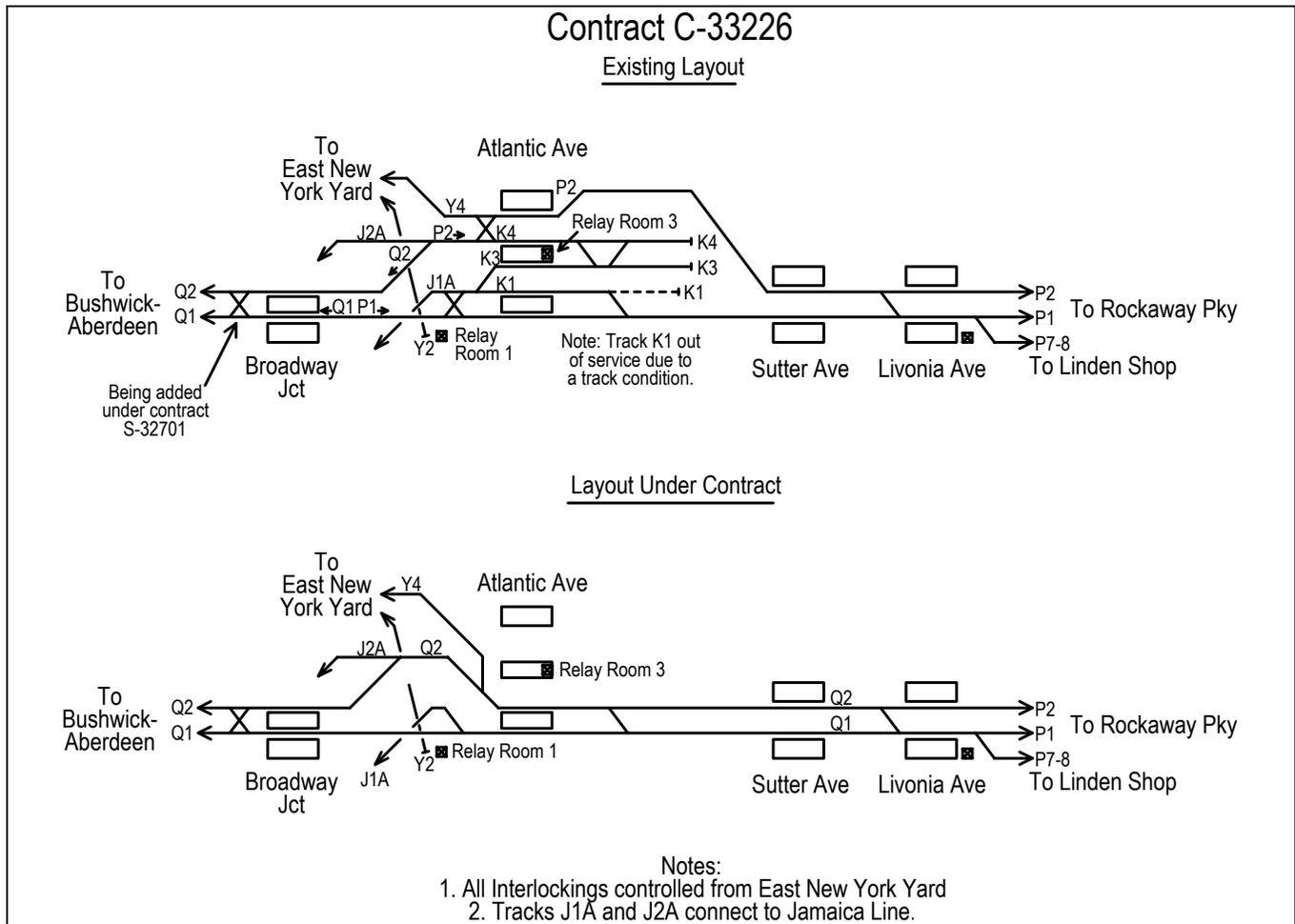
**Tech Talk**

*(Continued from page 7)*

ends just south of Broadway Junction and line "P" extends from there to Rockaway Parkway. In addition, the stationing numbers on this line are being recalculated with a new zero point at the Eighth Avenue bumping blocks. When originally constructed, the zero point was put at the Sixth Avenue station, which was as far as the BMT (or New York Rapid Transit Corporation, or whoever built it) constructed the line. When the Board of

Transportation (IND) built the extension to Eighth Avenue, the stationing on that section ascended from the Sixth Avenue zero point to the bumping blocks. This is why the signals north (west) of Sixth Avenue have a "W" on their number plates. This will be the first time that I know of that a line is being re-stationed. This same situation exists on the Flushing Line between Fifth Avenue and Times Square.

Diagrams of the existing layout at Atlantic Avenue as well as the layout under contract C-33226 are shown below:



In other news, the list of stations containing *Metro-Card* Vending Machines continues to grow. The table

on the next page shows the fare control areas added in June and July: *(Continued on page 9)*

**NYC Transit's 2000 Goals**

*(Continued from page 1)*

Broadway BMT line from the Queens portal to Whitehall Street and 14 miles of the Pelham Line from Whitlock Avenue to Third Avenue-138<sup>th</sup> Street. But these projects were not completed because Con Edison was unable to supply power to the fluorescent lights. The 2000 annual goal is to complete the above projects and to rehabili-

tate the tunnel lighting on the Jerome Avenue Line from 138<sup>th</sup> Street to the portal south of 161<sup>st</sup> Street.

**PAINTING ELEVATED STRUCTURES:** The contract for lead paint abatement of the Jerome Avenue elevated structure from Fordham Road to Mosholu Parkway was awarded on August 19, 1999.

The 2000 annual goal is to commence lead paint abatement designs for the White Plains Road Line north *(Continued on page 15)*

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**Tech Talk**

*(Continued from page 8)*

| LINE             | STATION                                      | CON-TROL AREA | MVMS | OPENING DATE | LINE             | STATION                     | CONTROL AREA | MVMS | OPENING DATE |
|------------------|--|---------------|------|--------------|------------------|-----------------------------|--------------|------|--------------|
| Nassau Street    | Essex Street                                 | A-61          | 2    | 6/1/00       | BMT Broadway     | 28 <sup>th</sup> Street     | A-29         | 1    | 7/6/00       |
| Sixth Avenue     | Delancey Street                              | N-525         | 2    | 6/1/00       |                  | Prince Street               | A-41         | 2    | 7/6/00       |
|                  |  | N-526         | 1    | 6/1/00       |                  |                             | A-42         | 1    | 7/6/00       |
| IRT Broadway     | 181 <sup>st</sup> Street                     | R-183         | 3    | 6/1/00       | Eastern Parkway  | Franklin Avenue             | R-622        | 4    | 7/6/00       |
| Concourse        | 170 <sup>th</sup> Street                     | N-208         | 2    | 6/8/00       | Brighton         | DeKalb Avenue               | C-6          | 1    | 7/11/00      |
|                  | 170 <sup>th</sup> Street                     | N-209         | 2    | 6/8/00       | Eighth Avenue    | Broadway-Nassau Street      | N-98X        | 2    | 7/11/00      |
|                  | 174 <sup>th</sup> -175 <sup>th</sup> Streets | N-210         | 2    | 6/8/00       | Fulton Street    | Hoyt-Scher-merhorn Streets  | N-108        | 2    | 7/11/00      |
|                  | 174 <sup>th</sup> -175 <sup>th</sup> Streets | N-212         | 1    | 6/8/00       |                  | Clinton-Wash-ington Avenues | N-111        | 2    | 7/11/00      |
|                  | 182 <sup>nd</sup> -183 <sup>rd</sup> Streets | N-215         | 2    | 6/8/00       |                  |                             | N-112A       | 1    | 7/11/00      |
| Prospect Park    | Carroll Street                               | N-534         | 2    | 6/13/00      | Lexington Avenue | Fulton Street               | R-205        | 2    | 7/11/00      |
| Culver           | Ditmas Avenue                                | N-547         | 1    | 6/13/00      |                  |                             | R-206        | 2    | 7/11/00      |
|                  |  | N-548         | 2    | 6/13/00      | Canarsie         | Third Avenue                | H-5          | 2    | 7/13/00      |
|                  | 18 <sup>th</sup> Avenue                      | N-549         | 2    | 6/13/00      |                  |                             | H-6          | 2    | 7/13/00      |
| Canarsie         | Bedford Avenue                               | H-9           | 3    | 6/15/00      |                  | Graham Avenue               | H-13         | 2    | 7/13/00      |
| Culver           | Avenue N                                     | N-554         | 1    | 6/15/00      |                  |                             | H-14         | 1    | 7/13/00      |
|                  |  | N-555         | 2    | 6/15/00      | Eighth Avenue    | 34 <sup>th</sup> Street     | N-69         | 1    | 7/13/00      |
|                  | Kings Highway                                | N-558         | 1    | 6/15/00      | Flushing         | Main Street                 | R-534        | 2    | 7/13/00      |
|                  | Avenue U                                     | N-559         | 2    | 6/15/00      | Canarsie         | Grand Street                | H-15         | 2    | 7/18/00      |
|                  | Avenue X                                     | N-561         | 2    | 6/15/00      |                  |                             | H-16         | 1    | 7/18/00      |
| Lexington Avenue | 33 <sup>rd</sup> Street                      | R-231         | 2    | 6/20/00      | Eighth Avenue    | 163 <sup>rd</sup> Street    | N-16A        | 2    | 7/18/00      |
|                  |  | R-231A        | 1    | 6/20/00      |                  | 155 <sup>th</sup> Street    | N-17         | 2    | 7/18/00      |
|                  |  | R-232         | 3    | 6/20/00      |                  | 103 <sup>rd</sup> Street    | N-37         | 2    | 7/18/00      |
|                  |  | R-232A        | 1    | 6/20/00      |                  | 72 <sup>nd</sup> Street     | N-46         | 2    | 7/18/00      |
| Queens Boulevard | Fifth Avenue                                 | N-303         | 3    | 6/22/00      | Fulton Street    | Nostrand Avenue             | N-116        | 3    | 7/20/00      |
|                  | 65 <sup>th</sup> Street                      | N-322         | 2    | 6/22/00      |                  |                             | N-117        | 3    | 7/20/00      |
| Crosstown        | Classon Avenue                               | N-419         | 2    | 6/22/00      |                  | Ralph Avenue                | N-121B       | 2    | 7/20/00      |
| BMT Broadway     | Whitehall Street                             | A-58          | 2    | 6/27/00      | Eighth Avenue    | 145 <sup>th</sup> Street    | N-19         | 2    | 7/25/00      |
|                  |  | A-60          | 3    | 6/27/00      |                  |                             | N-20         | 3    | 7/25/00      |
| Eighth Avenue    | Chambers Street                              | N92           | 4    | 6/27/00      |                  | 116 <sup>th</sup> Street    | N-29         | 1    | 7/25/00      |
| Queens Boulevard | Lexington Avenue                             | N-306         | 2    | 6/27/00      |                  |                             | N-30         | 2    | 7/25/00      |
| Jamaica          | Woodhaven Boulevard                          | J-31          | 2    | 6/29/00      | Brighton         | Seventh Avenue              | B-4          | 3    | 7/27/00      |
|                  |  | J-32          | 1    | 6/29/00      |                  | Parkside Avenue             | B-14         | 2    | 7/27/00      |
| Sixth Avenue     | Second Avenue                                | N-521         | 1    | 6/29/00      | Fulton Street    | Shepherd Avenue             | N-127        | 2    | 7/27/00      |
|                  |  | N-523         | 3    | 6/29/00      | Seventh Avenue   | Christopher Street          | R-125        | 2    | 7/27/00      |
|                  | East Broadway                                | N-528         | 2    | 6/29/00      |                  |                             | R-126        | 1    | 7/27/00      |
|                  |  | N-529         | 3    | 6/29/00      | BMT Broadway     | Canal Street                | A-46X        | 1    | 7/31/00      |

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## Commuter Notes

by Randy Glucksman

### MTA Metro-North Railroad (East)

The FL-9s' days are numbered, as more Genesis dual-modes are on the way. At its June meeting, the Metro-North committee exercised an option to purchase nine more for the Hudson and Harlem Lines. Four additional units will also be manufactured for the Connecticut Department of Transportation (CDOT), which will pay for them. It is very likely that they will be delivered in New Haven colors.

Since 1986, ridership from Brewster North has increased almost 140% due to service improvements and residential development, and parking has become scarce. Two lots adjoining the station can accommodate 901 cars and a waiting list for permits contains 120 names. There are approximately 935 weekday riders. Metro-North has approved a project that would add 90 spaces and install new lighting, fencing, signage, and landscaping in an area that is north of the North Lot. Work will be done by in-house forces beginning this fall with completion next April. This is only a temporary stopgap measure, as by the year 2005, it is anticipated that 600 additional spaces will be required.

Imagine my surprise, the day after the August *Bulletin* was mailed, to be riding the Hudson Line and have a southbound train go past with 2012 (NY Central colors) as the northern unit. Member Glenn Rowe emailed a report that it had been sighted on Tuesday of that week. It is paired with FP-10 410.

A design contract for improvements to the Yonkers Station has been awarded.

Member Josh Weis sent a report which updates a news item which appeared in the January, 2000 *Bulletin*. Metro-North has advertised Contract M406-01-02: Design-Build Services - Highbridge Yard Improvements, which would provide six tracks for storing and servicing electric train consists for approximately 93 MU cars. Servicing aisles are to be placed between every track with facilities for train watering and toilet dumping. There would also be a two-track car maintenance building, approximately 900 feet by 50 feet, including a second floor for welfare and support facilities. The yard is to be capable of fueling diesel engines and washing cars and have access roads, employee parking, two employee train platforms with elevators, and an overpass to the yard complex. Necessitating this is the East Side Access Project, where Long Island Rail Road trains will be routed into Grand Central Terminal into some space Metro-North currently utilizes.

Fiberglass cows have begun appearing around the city, and the area in and around Grand Central Terminal is no exception. One cow that is on display outside of the Station Master's Office has been named

"Metrocow." Member Gary Grahl told me he observed one at Westchester Square that is called the "Red Subway Train Cow."

A follow-up to the news item that appeared in the August *Bulletin* concerning the new LCD track indicators that have been installed in Grand Central – in a nice gesture, Metro-North has raffled them off to its employees who entered a drawing.

In an effort to drum up business, Metro-North has produced a handout publicizing the availability of its Parcel Room as a safe and convenient place to store packages for up to 90 days. The cost is \$3 per day.

### MTA Metro-North Railroad (West)

The MTA Board's Metro-North Committee approved an option valued at \$62 million that NJ Transit has with Alstom to build 61 additional Comet V coaches, 43 for West-of-Hudson service and 18 for the New Haven Line. The latter are being funded by CDOT. Delivery of Metro-North's coaches is expected to begin in the fourth quarter of 2002 and end in the first quarter of 2003.

When approved, the 2000-2004 Capital Program had planned for purchase of 13 Comet V coaches, the overhaul of 40 existing coaches, and the transfer of 14 coaches from East-of-Hudson service to meet expected ridership increases due to Secaucus Transfer. After NJ Transit awarded Alstom its contract, it notified Metro-North that the cars were being purchased at a price which was lower than estimated, and a decision was then made to purchase new coaches. Separately, 18 Comet IIs will be overhauled along with NJ Transit's comparable coaches, including 5135-36, which were obtained in a swap with Comet IIIs 5179-80. Two additional diesel locomotives will also be acquired.

### Connecticut Department of Transportation

CDOT is on track to set a new record for timetable issuance this year as it released its fifth, TT-35 (with a beach scene). This, the third Shore Line East timetable in less than three months, came out on July 10 to reflect changes in Metro-North connection times at New Haven.

Metro-North supported *OpSail CT*. Member David A. Cohen reported that at the New Haven station he saw a few FL-9s and P-32 215 in the yard. The *Fireworks Train's* consist was: 6695 (GP-40-PH2)-6252-6270-6254-6250-6255-6272-6276-6257-6278-6251-6207-310 (Amtrak F-40).

An article from the New Haven *Register* reported that on Saturday highway traffic was backed up on many roads leading to the display. On Wednesday morning, the first two Shore Line East trains carried between 500-600 riders, which exceeded the capacity of the

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**Commuter Notes***(Continued from page 10)*

train. One train delivered its passengers to New London and returned to Old Saybrook to pick up the remainder. Parking lots at Shore Line East stations were jammed, and cars spilled over into the adjoining neighborhoods.

**MTA Long Island Rail Road**

New timetables, under General Order 703, went into effect at 12:01 AM August 14. They include service adjustments to accommodate midday and weekend track work and to add capacity on two evening rush hour trains on the Ronkonkoma Branch. The new schedules also mark the completion of the major track rehabilitation on the four-track section west of Jamaica, which was begun on July 15, and along the Port Washington Branch between Great Neck and Port Washington. The six morning and three evening peak trains that had either been cancelled or combined, have been restored, as has service to Hunterspoint Avenue.

The next track reconstruction project involves the two tracks between Jamaica and Valley Stream during mid-days, so that new ties can be installed. On weekends, one of the two tracks between Jamaica and Valley Stream was out of service in order to complete waterproofing work west of Valley Stream. There was also weekend work between Shea Stadium and Bayside for track rehabilitation, bridge waterproofing, and station rehabilitation at Auburndale.

**NJ Transit**

The Board of Directors approved a nearly \$1 billion budget for the next fiscal year, and fares will be held at current levels. There had been some talk that fares might have to be raised due to what are termed "legislative" changes, i.e., laws that govern how certain monies can be spent. However, by reallocating some funds, NJ Transit riders will provide riders with a tenth continuous year of steady fares.

The May 21 Main/Bergen timetable was re-issued with a "Revised June 2000" date. The colors were not reversed, indicating that a different timetable is in use.

When the Newark City Subway PCCs are retired early next year, member Karl Groh reports, four cars will be retained and repainted to honor the colors that they wore in their over fifty years of service: Twin Cities Rapid Transit, Public Service Coordinated Transport, Transport of New Jersey, and NJ Transit.

The *New York Times* reported that at the end of July, HBLRT trolleys stopped blowing their horns at the Halladay Street and Pacific Avenue grade crossings, which are located on the West Side Branch. This was done in response to complaints by residents. Accordingly, speeds through these crossings were reduced from 35 mph to 15 mph. During a recent visit, I was amazed at how the lack of traffic light preemption slowed us down, as we were caught by nearly every light.

**Commuter News** reports that on July 11, State Sen-

ate President Donald DiFrancesco, in the absence of Governor Whitman, signed a bill into law adding the MOM Line to the state's "Circle of Mobility." The next steps in the process require environmental impact statements, and studies analyzing at least two options.

In other service resumption possibilities, \$300,000 has been found to study an extension of Raritan Valley Line service to Phillipsburg, New Jersey, and then eastward to Easton, Bethlehem and Allentown, Pennsylvania. Passenger service to Phillipsburg ended on December 30, 1982.

**Port Authority Trans-Hudson Corporation**

Alan Kramer reported that cars 819 and 822 have had red LED (light-emitting diode) lights installed on the inside destination signs. LEDs are said to last five times as long as the type of bulbs that are being replaced. Eventually they should also have those bulbs installed on the outside destination sign. Car 887 has them inside and outside. Alan wrote: "It appears that PATH can't seem to finish one project before starting on another."

**Amtrak**

A colleague who regularly uses Penn Station reported that the reason that the Solari "flip-sign" board remains is as a backup for the new board, which has failed on numerous occasions.

Member George Chiasson reports that as of late June, work was "blazing through" toward getting the Boston/Portland service up and running. Track work was being done, with freights operating through and around work zones as required. Most days the trains were parked someplace by 9 AM to allow track gangs to work uninterrupted for several hours. Work was in progress in many places at once, with major tie replacement complete and the majority of continuous welded rail installed from Rosemont, Massachusetts to North Berwick, Maine. Work was expected to begin in August on the \$1.9 million station at Exit 2 in Wells, and a temporary terminal located at Sewall Street in Portland has been approved. 31 of the 47 bridges along the way are being fixed or replaced, including timber trestles over the Nonesuch and Dunstan Rivers in Scarborough, Maine. Officials of the Northern New England Passenger Rail Authority (NNEPRA), Guilford, and Maine DOT expect to have most of the necessary work completed by December of this year. In early July, the MBTA Board of Directors approved an agreement with NNEPRA to upgrade tracks and signals along the Wildcat and Western Route, including the installation of welded rail dropped long ago between Wilmington and CPW-WJ. NNEPRA still projects a Massachusetts stop at Haverhill, and is asking the MBTA to consider the operation of off-peak "Specialty Trains" when Commuter Rail traffic is lightest.

Over the Independence Day weekend, in response to an ongoing yard and switching power shortage, Amtrak

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leased GP-38AC 2163 and ex-Illinois Central SW-14 1432 from National Railway Equipment. The pair was brought to their new home at Southampton Street by yet another unlikely candidate: Amtrak FL-9 485, which is again assigned to maintenance of way duty between Providence and New Haven. Thanks to George Chiasson for the report.

During the afternoon of August 7, member Todd Glickman saw HHP-8 engine 652, and cars 48153 and 9641. The consist was facing northbound, and idle, on the northbound track just outside South Station, where the wye track (now severed) cuts off from the main line.

Member Michael Greene forwarded a report that on August 5, Amtrak had conditionally accepted the first of 15 HHP-8 locomotives. The schedule for acceptance is as follows: In Phase I, the locomotive will run round trips between Philadelphia and New York for two to three weeks. Following this, Phase II begins. In this phase, the engine will be used to make a round trip from Washington to Boston one day and a round trip from Washington to New York the next. Upon completion of this phase, the unit will be assigned to *Acela Regional Service*.

The start of *Talgo* service, running on a schedule of 5½-6 hours between Los Angeles and Las Vegas, will be delayed at least until next January because permits for track construction and the equipment are pending. Amtrak had planned to start the service this month, one trip each way, leaving Los Angeles each morning and returning each evening. However, construction of about 20 miles of tracks in the Mojave Desert, which would take about 10 months, needs approval from the National Park Service and Fish and Wildlife agency before work can begin. The agencies are concerned about the impact on desert tortoise habitat. (Ed. note – don't freight trains already run here?) On top of this, the Federal Railway Administration must approve the use of the 14 Spanish-designed *Talgo* cars. These same cars have been in use the past four years running between Vancouver, B.C., Seattle, Washington, and Eugene, Oregon, but apparently now do not meet the specifics of new federal crash-safety standards adopted last year. Amtrak believes that they do and has filed for an exemption on the cars. Thanks to member Phil Hom for the report.

**Miscellaneous**

On August 4, it was announced that the Daimler-Chrysler sold its railroad division, Adtranz, to Bombardier, so that it could concentrate on the company's core business, auto production. With this \$711 million purchase, Bombardier becomes the world leader in producing rail cars and locomotives. Thanks to member David Ross for the news.

There were no successful bidders for the former C&O

steam engine 614, in an auction that was held in July at NJ Transit's Meadows Maintenance Complex. Owner Ross Rowland was expecting bids in the one- to three-million dollar range.

Here is some news on an operating steam engine. Member Glenn Rowe forwarded a report that the New York, Susquehanna & Western will be running trips with its Chinese steam engine. On September 9 and 10, 142 will be running from Dunellen to High Bridge on the Raritan Valley Line. These trips will be the highlight of the Dunellen Railroad Days celebration. On October 14, 15, 28 and 29, there is an all-day trip through the fall foliage of northern New Jersey. For further information you can visit the following websites: [www.877trainride.com](http://www.877trainride.com) or [www.nyswths.org](http://www.nyswths.org).

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

The Bredas have been pulled from service once again, after suffering four derailments since April, and engineers from Italy have been sent to Boston to see if the problem is not the tracks. MBTA officials have also hired a "rail-wheel interface expert." Meanwhile, just 13 of the 100-car order have been delivered and the "T" has withheld further payments on the \$215 million contract. Todd Glickman, who emailed a copy of the story from the *Boston Herald*, added that, "the Boeings and Kinkis don't jump the rail!!! At least two of the derailments happened on level, tangent track."

George Chiasson sent a correction to a news item that appeared in the August *Bulletin*. The two Type 8s delivered in June were 3820 and 3822, not 3822 and 3823. As of August 7, there are still no Type 8s in revenue service; sometimes they move around Riverside yard, but there haven't been any test trains either. "No one knows WHAT the story is right now," says George.

For a four-month period that began on July 24, E Line service between Brigham Circle and Heath Street was suspended to enable track replacement and road repairs to be performed between Huntington Avenue and South Huntington Avenue. The trolleys were replaced by Route 39 buses, which were augmented by additional buses between Heath Street and Back Bay Station. Thanks to Todd for the report.

Reports of "Big Dig" construction delays have made the evening news, and Todd decided to check on the progress underground. "Riding on the Orange Line instead of the Green Line to check the 'Superstation' platforms, I noted that there is rail installed on the upper level (northbound) Green Line track."

"According to their website ([www.mbta.com/newsinfo/geninfo/projects/superstation/index.cfm](http://www.mbta.com/newsinfo/geninfo/projects/superstation/index.cfm)), a new entrance to the Orange Line platform will open in October, with a connection to the Green Line elevated station. I assume this will tie in to the old Upper/Lower staircase on the corner of Canal Street. Then, it describes no milestones until the summer of 2003, when presumably

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all Green Line service will be cut back to North Station so that the new connection from underneath North Station to Science Park can be constructed. I wonder if there is there any thought to using the new station for extended C/Cleveland Circle - North Station service, similar to the old Canal Street service, while maintaining D and E service to Lechmere. I have not been able to see if there are provisions for a diamond crossover in the new Haymarket- North Station tunnel, but that of course would be required. Next, in 2003, when all Green Line service is cut back to North Station, have you heard anything about the track configuration under the Fleet Center? Is there room for layovers? I would assume the cars that currently lay over at Lechmere will have to go somewhere else...presumably Reservoir or Riverside."

**Baltimore, Maryland**

Metro's subway cars have reached the point where an overhaul is required. According to *Railway Age*, AAI Corporation of Hunt Valley, Maryland will upgrade the fleet under a contract valued at \$80.6 million. The cars will receive electronic message signs, audio warnings to signal that the doors are closing, and new floors and seating. In the early 1980s, the Budd Company, later to be called Transit America, constructed 100 cars for Baltimore and 136 similar cars for Miami's Metrorail.

**Washington, D.C. area**

Member Howard Benn emailed some interesting information concerning the "Smart Cards" that WMATA is using. "Their staff officially advanced the proposal to enable the smart cards to read/write retrospectively as well as prospectively. What this means is that while the system will deduct from the card the nominal value of each trip, trip-by-trip, it will also always read backwards. This way, for example, if it finds on a Friday that the card had been used on each of the prior 5 days and the cumulative amounts deducted are greater than the price of a weekly pass, it will deduct the value of a weekly pass and add back the cost of the individual trips taken. (To see your card's activity, you would go to a web page). This is something you cannot do with magnetic stripe because the magnetic stripe card cannot have that much written on it."

Due to increased ridership, VRE removed its Café Cars from service on August 31, replacing them with bi-levels. This decision was reached as additional seating was needed due to higher than anticipated summer ridership, which was up to 9,400 per day. And then there is the problem of a lack of storage for additional coaches during middays. VRE expected that ridership would increase further with implementation of Metrochek for all executive branch employees and increased highway traffic. VRE management is also exploring ways to alleviate overcrowding including purchasing

gallery cars, and leasing cars. Options for additional car storage are also being investigated.

MTA Maryland has published a new map, which shows all transit services in the Baltimore area. Thanks to member Steve Erlitz for sending copies.

**Atlanta, Georgia**

A friend who visited Atlanta recently reported that about two years ago the Hightower station, terminus of the West Line, had been renamed to Hamilton E. Holmes. The timetable dated June 20, 1998, is still in effect; however, a MARTA rail map indicates that Sandy Springs and North Springs (North Line) are set to open this December.

**South Florida**

Member Dennis Zaccardi sent copies of the *third printing* of the October 31, 1999, timetable. A new timetable was issued as of August 14, to reflect the construction activities that have been reported in recent issues.

**Chicago, Illinois**

Metra's July-August edition of *On the (Bi)Level* addressed a question that was raised by a commuter – creation of separate cars for cell phone users. The answer is that Metra cannot do it because it is impractical and unenforceable.

**Minneapolis-St. Paul, Minnesota**

Bombardier was the successful bidder for the contract to build 18 low-floor LRVs for the 11.4-mile long "Hiawatha Line." The \$56 million bid for the base order and spare parts, tools, and system support comes with an option for four additional cars. If exercised, the value of the contract rises to \$65 million. Delivery of the first 94-foot car is set for October, 2002. Opening day is set for February, 2003. Initial construction begins in Sahagun, Mexico, where car exteriors will be assembled and final assembly and initial proving tests will be performed in Barre, Vermont. Thanks to David Ross for the report.

**Seattle, Washington**

Waterfront Line streetcar 272 was damaged when it failed to stop upon reaching the bulkhead at the end of the line on August 6. Twenty-one passengers suffered injuries. A crane was used to hoist 272 onto a trailer, so that it could be sent to the repair shop. According to preliminary reports, the operator applied both the standard airbrake and emergency brakes but could not slow the train. Thanks to Karl Groh for the report.

**San Francisco, California**

Todd Glickman forwarded a Bay Area report from Walter Rice, Chair of the Cable Car Museum. All five Metro lines had their operating hours extended until 1 AM. In mid-June, Muni changed the schedules for the F line, giving operators more time to get from one end of the line to the other, significantly improving the reliability of service. When the Embarcadero portion of the line opened on March 4, ridership was far higher than Muni anticipated, and the streetcars spent much more time

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**Commuter Notes**

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boarding passengers at stops, making it impossible to keep to the schedules. The new schedules allow 120 minutes for a round trip, 11% more time than the old schedules. This has improved the consistency of service, but rider demand still exceeds the supply of service. Current schedules call for a car every six minutes (AM peak), seven minutes (PM peak), and eight minutes (midday). In addition, Muni has now formally scheduled four special shuttle cars between the Ferry Building and Fisherman's Wharf. These shuttles begin appearing around 8 AM and finish around 4 PM. They are usually operated by historic cars (such as "Boat tram" 228, "Streetcar Named Desire" 952, Melbourne tram 496, and Muni car 130) and Milan trams.

*Santa Clara, California*

According to a poll taken by **The San Jose Mercury News**, 7 of 10 Santa Clara County voters showed that they want to bring BART to San Jose, even if it costs them more in taxes. They have indicated their support for a 20-year, half-cent sales tax now being considered for transportation improvements, with the same number believing BART would help ease traffic delays that now engulf Silicon Valley. Next month the board of supervisors will decide whether to place the sales tax on the ballot. Voters listed running BART trains from Alameda County as their top priority rather than upgrading existing freeways and expressways within Santa Clara County. Extending other rail lines and adding express buses trailed BART considerably as a transportation improvement option. When informed that the cost of ex-

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**CORRECTION**

One of our members reports the following correction to the Metro-North push-pull roster that appeared in the

June issue. The entry for 6376/6474 should be broken up as follows: 6376/6398                      6430/6474

**TICKET SURCHARGES**

For years, railroads have charged passengers a surcharge for the purchase of tickets on a train, when a ticket office was open. Lately, another reason for assessing this charge has come into being with the installation of ticket vending machines, or TVMs. As the table

below shows, there is no "standard" fee that is charged, but you can see how the charge varies between railroads and regions. In most cases, crews do not assess the extra charge if TVMs are not working, or the agent is not on duty.

| RAILROAD                 | AMOUNT | EXCEPTION      |
|--------------------------|--------|----------------|
| Amtrak                   | \$7    |                |
| Caltrain (San Francisco) | \$1    |                |
| Long Island Rail Road    | \$2    |                |
| MARC                     | \$3    |                |
| MBTA                     | \$2    | \$1 – Off-peak |
| Metra (Chicago)          | \$1    |                |
| Metro-North              | \$2    |                |
| NJ Transit               | \$3    |                |
| NICTD (South Shore)      | \$.50  |                |
| SEPTA                    | \$2    |                |

Absent from this list are the "newer" commuter operations, including Southern California operations Altamont Commuter Express, Coaster, and Metrolink, plus Trinity Railway Express (Dallas), Tri-Rail, Virginia Railway Express, and West Coast Express (Vancouver, British Columbia), because train crews do not sell tickets. All require tickets to be purchased prior to boarding trains, generally from machines or ticket agents, or by mail.

Toronto's GO Transit operates on a POP (proof of payment) "honour" system, and passengers are required to have the correct tickets prior to boarding. Roving inspectors randomly check.

Shore Line East can also be classified as one of the "newer" operators since it began running in 1990. While riders are permitted to purchase one-way tickets on board trains, they must have the correct fare.

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

tending other forms of mass transit from Fremont would be about half as much as BART, 61 percent wanted BART extended compared to 27 percent who thought the county should run buses and other trains to Fremont.

**Los Angeles, California**

To mark the tenth anniversary of Blue Line service, LRVs 109 and 148, which were repainted into Pacific Electric colors, were placed into service over the week-end of July 15-16. Additional information can be found in the August **Bulletin**.

Ground was broken for the Port of Los Angeles' Waterfront Red Car Line project on July 17 at 6<sup>th</sup> Street and Harbor Boulevard, one of four stations. There is a bit of history here, as this station is located immediately adjacent to the site of the original Pacific Electric San Pedro depot. The 1.5-mile line will run from the Port's World Cruise Center to 22<sup>nd</sup> and Miner Streets and have four stations. Equipment to be used includes two replica cars and one of the original PE "red cars," which served the Los Angeles area for 60 years until 1961. Construction is expected to be complete by this November. Thanks to member Phil Hom for these California reports.

**Toronto, Ontario, Canada**

Ceremonies to mark the completion of construction on the final section of the Harbourfront Line were held July 21. Built at a cost of C\$13.25 million, this project built only 850 meters of track, but now three trolley lines are linked to Union Station. More importantly, passengers can now travel from downtown directly to Exhibition Place where the annual Exhibition is held at the end of August. Daily service began Sunday, July 23. Thanks to member Harold Geissenheimer for the report.

**Surrey, British Columbia, Canada**

The Mayor and Council have unanimously approved a plan to build a "Heritage Streetcar" line in Surrey. On the first mile-and-a-half section, Cloverdale and Sullivan are both former stations on the BC Electric Railway's

Chilliwack Line. BC Hydro owns the right-of-way and line poles, and BC Southern Railway owns the rails. Both support the project. The line will connect malls to historic sites, and eventually to the Scott Road Skytrain station. Funding has been set aside for the initial operation, including the acquisition of "Heritage" cars, including ex-BCER 1220, which is in care of Steveston Interurban Restoration Society. They expect to be able to complete restoration of the car in six months and then begin work on another car that was saved by a group in the U.S. back in the 1950s. Local merchants have offered a car barn and a replica depot. All that is needed is the overhead wire, rail bonds plus a substation. Thanks to Karl Groh for the report.

**London, United Kingdom**

According to London Transport, last year more than 120,000 items, including 10,000 umbrellas, were left aboard its tube trains and buses.

**Tel Aviv, Israel**

Israel's government has announced plans for a light rail system that would link Tel Aviv to towns in its northern and southern suburbs. The first line would link the town of Petach Tikva, north of Tel Aviv, with Bat Yam in the south. 2½ miles would run in a subway under Tel Aviv, and the balance would run above ground. Thanks to Phil Hom for the report.

**Korea**

Several members sent in reports that as a result of a mid-June meeting between the heads of state of South and North Korea, rail service will be restored between the two countries. The rail line was severed in 1945 when the Korean peninsula was divided.

**From the History Files**

**90 Years Ago:** On September 10, 1910, some Long Island Rail Road trains started to use Penn Station New York. Other trains continued to terminate at Long Island City and Flatbush Avenue.

**25 Years Ago:** In September, 1975, the United Aircraft Turbo trains made their final run on the North East Corridor.

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

**NYC Transit's 2000 Goals***(Continued from page 8)*

of E. 180<sup>th</sup> Street, Brighton Line from Sheepshead Bay to W. 8<sup>th</sup> Street, Astoria Line from 41<sup>st</sup> Avenue to Ditmars Boulevard, and Jamaica Avenue Line from Eastern Parkway to Cypress Hills.

**SIGNALS:** In 1999, NYC Transit awarded the Communications-Based Train Control Project on the Canarsie Line, including the installation of the Broadway Junction crossover.

In 2000, design was begun on White Plains Road Phase III and design was completed on Bergen Street

solid state interlocking. NYC Transit would like to award contracts for signal key-by circuit modification Phase I, White Plains Road Phase II, and systemwide signal circuit modifications.

In 1999, 144 signals were modified to provide adequate emergency stopping distances. The 2000 annual goal is 190 signals.

**STATEN ISLAND RAILWAY:** The 2000 annual goal is to complete the rehabilitation of six stations — St. George, Tompkinsville, Stapleton, New Dorp, Richmond Valley, and Tottenville. On December 23, 1999, a contract was awarded for a cab signaling system.

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

by David Erlitz

Greetings! I hope all of you have been enjoying the summer and not getting stuck in our service diversions. I also hope you took advantage of the many photo opportunities that occurred this summer.

This month's article will not be as big as last month's article, not for lack of work being done in the system (which will never happen any time soon), but due to **Bulletin** deadlines.

The IRT will have its weekend closures from 96<sup>th</sup> Street to 137<sup>th</sup> Street on the Broadway Line. Track will be doing a chip-out at Park Place on Track K-2 while

fire line installation in the Clark Street Tubes will be working concurrently.

Split L service continues, courtesy of the Wilson Avenue chip-out. And the annual Department of Transportation inspection of the Manhattan Bridge will see it shut down for the last three weekends of September and the first weekend of October. Also, if you remember not too far back, a B train derailed on Track A-3 southbound leaving DeKalb Avenue. Track forces now are going to replace that switch, #95, and Switch #67 on Track A-4 northbound into DeKalb Avenue. Until next month...

| DATE          | TIME           | LINE         | AREA OF WORK  | SERVICE ADJUSTMENT(S)  | DESCRIPTION OF WORK   |
|---------------|----------------|--------------|---|--|---|
| 8/19 to 9/17  | Wkndys         | #3           | Track F-4 N/E 148 <sup>th</sup> Street to S/E 148 <sup>th</sup> Street                                  | No effect on service   | Remove protection scaffolding over platform and tracks                          |
| 8/21 to 10/22 | Nights         | #2           | Track K-2 N/O Chambers Street to S/E Fulton Street  | S/B via Track #1 to South Ferry, then via Track #3 s/o Bowling Green to Wall Street, then s/b via Track #2 to Atlantic Avenue and normal   | Chip-out at Park Place  |
| 8/28 to 10/20 | Nights         | #2           | Track K-2 N/O Wall Street to S/O Borough Hall   | Same as above  | Replace fire lines  |
| 9/8 to 9/18   | Wkend          | #1/<br>Bus   | Tracks #1/M/#4 N/O 96 <sup>th</sup> Street to S/O 137 <sup>th</sup> Street                              | #1 North – 242 <sup>nd</sup> Street to 137 <sup>th</sup> Street<br>#1 South – South Ferry to 96 <sup>th</sup> Street<br>Bus – 137 <sup>th</sup> Street to 96 <sup>th</sup> Street  | Install wires, conduits, receptacles, and fixtures; remove old tunnel lighting. |
| 9/5 to 9/8    | Daily          | #3           | Track E-4 S/O New Lots Avenue to S/O Junius Street  | #3 – 148 <sup>th</sup> Street to Utica Avenue<br>Shuttle – New Lots to Utica single track via Track #1 New Lots Avenue to Junius Street  | Steel rehabilitation  |
| 9/6 to 10/1   | Daily & Wkndys | #6           | Track PM N/E Parkchester to N/E Whitlock Avenue   | Parkchester trains will short-turn at Third Avenue-138 <sup>th</sup> Street weekdays only  | Taper tie panel renewal N/O Elder Avenue  |
| 8/26 to 9/10  | Wkend          | A/Bus        | Tracks K-1/K-2/K-3/K-4 S/O 104 <sup>th</sup> Street to S/E Lefferts Boulevard                           | All Lefferts A trains to Howard Beach Bus – Lefferts Boulevard to Rockaway Boulevard<br>Suspend midnight shuttle   | Switch #71 completion   |
| 9/9 to 9/11   | Wkend          | B/S          | Tracks G-3/T-1/T-2 N/O 21 <sup>st</sup> Street-Queensbridge to N/E 57 <sup>th</sup> Street-Sixth Avenue | B – Stillwell Avenue to 36 <sup>th</sup> Street as per Manhattan Bridge diversion<br>Shuttle -- exclusive use via Tracks A-4/G-4/T-2 57 <sup>th</sup> Street-Seventh Avenue to 21 <sup>st</sup> Street-Queensbridge                            | Fire line installation  |
| 9/13 to 10/2  | 24/7           | A            | Tracks F-3/F-4 N/O Aqueduct to S/O Howard Beach   | No effect on service   | Preparation work for installation of new panels                                 |
| 9/16 to 10/2  | Wkend          | A/H/S<br>Bus | Tracks F-1/F-2/F-3/F-4 S/O Rockaway Boulevard to N/O Hammels Wye  | A – 207 <sup>th</sup> Street to Lefferts Boulevard<br>S – Suspended<br>H – Suspended<br>Shuttle – Far Rockaway to Rockaway Park<br>Bus #1 – Howard Beach To Rockaway Boulevard<br>Bus #2 – Beach 98 <sup>th</sup> Street to Rockaway Boulevard | Install 71 Type VI panels   |

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**Track Construction Forecast for September, 2000**

*(Continued from page 16)*

| DATE         | TIME   | LINE              | AREA OF WORK   | SERVICE ADJUSTMENT(S)   | DESCRIPTION OF WORK  |
|--------------|--------|-------------------|--|---|--|
| 9/9 to 9/11  | Wkend  | N/R               | Tracks G-1/G-2 N/O 57 <sup>th</sup> Street-Seventh Avenue to S/O Queensborough Plaza | N South — Stillwell Avenue to 57 <sup>th</sup> Street-Seventh Avenue<br>N North — Ditmars Boulevard to Queensborough Plaza<br>R — 95 <sup>th</sup> Street to Times Square<br>E/F — local in Queens  | Pull communication cables  |
| 9/5 to 10/18 | Nights | N/R               | Track A-1 N/E 57 <sup>th</sup> Street-Seventh Avenue to N/O 34 <sup>th</sup> Street  | S/B via Track A-3 from 57 <sup>th</sup> Street to 34 <sup>th</sup> Street   | Dig-out  |
| 9/5 to 10/16 | 24/7   | N/R               | Track A-1 N/E 57 <sup>th</sup> Street-Seventh Avenue to N/O 34 <sup>th</sup> Street  | Slow speed order S/O 57 <sup>th</sup> Street-Seventh Avenue   |  |
| 9/2 to 10/22 | Wkend  | B                 | Track D-3/4 S/O Bay Parkway to S/O 62 <sup>nd</sup> Street                           | No effect on service  | Type III panels  |
| 9/5 to 9/15  | 24/7   | L                 | S/B platform at Livonia Avenue   | S/B trains bypass Livonia Avenue  | Repair and replace stairways   |
| 9/9 to 9/10  | Wkend  | L                 | Track P-1 N/O Atlantic Avenue to N/O Rockaway Parkway                                | L North — Eighth Avenue to Atlantic Avenue<br>L Shuttle — Rockaway Parkway to Atlantic Avenue   | Install new passageway roof at Livonia Avenue and New Lots Avenue              |
| 9/9 to 10/2  | Wkend  | J                 | Track J-2 N/E Essex Street to N/O Chambers Street                                    | J — Jamaica Center to Canal Street<br>J Shuttle — Canal Street to Chambers Street   | Ceiling concrete repairs and painting  |
| 9/2 to 9/17  | Wkend  | B                 | Track D-3/4 S/O Ninth Avenue to S/O 62 <sup>nd</sup> Street                          | No effect on service  | Install track warning barriers between Tracks D-2 and D-3/4                    |
| 9/8 to 9/11  | Wkend  | J/M               | Track J-1 S/E Hewes Street to S/O Eastern Parkway                                    | J — N/B express via Track J-3/4 N/O Marcy Avenue to S/O Eastern Parkway<br>M — S/B discharge on Track J-2 at Myrtle Avenue and relay on Track J-3/4 Marcy Avenue to Myrtle Avenue   | Canopy asbestos abatement at Lorimer Street, Gates Avenue, and Chauncey Street |
| 8/4 to 10/9  | 24/7   | M/N/R             | Switches #333 & 323 S/O Whitehall Street   | No moves S/O Whitehall Street   | Extended Whitehall Street switch job   |
| 9/16 to 10/2 | Wkend  | D/B/S             | Tracks A-3/A-4/B-3/B-4 on Manhattan Bridge   | D North — 205 <sup>th</sup> Street to 34 <sup>th</sup> Street-Sixth Avenue<br>D South — Stillwell Avenue to 34 <sup>th</sup> Street-Broadway<br>B — Stillwell Avenue to 36 <sup>th</sup> Street<br>Shuttle #1 — 21 <sup>st</sup> Street-Queensbridge to 57 <sup>th</sup> Street-Seventh Avenue<br>Shuttle #2 — Grand Street to Broadway-Lafayette | Department of Transportation annual bridge inspection                          |
| 9/11 to 10/6 | Nights | D/B shuttle/<br>R | Tracks A-3/A-4 N/O Atlantic Avenue to S/O Gold Street Interlocking                   | D — Stillwell Avenue to 205 <sup>th</sup> Street via West End<br>D Shuttle — Stillwell Avenue to Atlantic Avenue<br>B Shuttle — Suspended<br>R Shuttle — 95 <sup>th</sup> Street to 59 <sup>th</sup> Street   | Replace switches #95 & 67  |
| 9/11 to 10/2 | 24/7   | D/Q               | Switch #95 S/O DeKalb Avenue   | Any train on Track A-3 at DeKalb Avenue must operate S/B via Brighton Line  | Switch #95 straight-railed   |

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

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## Around New York's Transit System

### NYCT's Instructions to Conductors

NYC Transit reminds Conductors that passengers can be injured if doors are closing while they are boarding trains. After making a station stop, doors must be left open for at least 10 seconds, and passengers should be allowed sufficient time to board and alight. Before closing the doors, Conductors must announce, "Stand clear of the closing doors, please," and observe that doorways are clear before attempting to close the doors. They should close the rear doors first, watch the guard lights go out, then close the front doors and watch the guard lights go out. Conductors must observe both sections of the train at least twice as the train leaves the station. Rapid recycling of doors is forbidden. It is believed that rapid recycling of doors is the cause of door operator arm assembly stop pin and door operator gear failures that could result in a door opening while the train is in motion.

### Preparing Trains for Service

NYC Transit is reminding Train Operators that they must walk around both sides of work trains and revenue trains when they are preparing them for service in yards or storage tracks. With the exception of 240th Street Yard, Train Operators preparing trains for service on structures and on tracks in the subway are not required to walk around trains. The time allotted to prepare a full-length train for service, usually 45 minutes, should be utilized for this purpose only. Train Operators must look for anything on the roadbed, or hanging from or under

the train, that would interfere with the train's safe movement. Prior to moving the train, the prescribed standing and sensitive rolling test must be performed before moving from a storage yard track. After leaving the yard, a running brake test should be performed.

### Transfer of Restricted Speed Cars

Transfer of restricted speed cars between the main shop and satellite yards is permitted only between 8 PM Friday and 8 AM Saturday, and between 8 PM Saturday and 9 AM Sunday.

### Alternate Train Operator's Indication

The duplex air gauge lights on R-40, R-44, R-46, R-62, and R-62A cars mimic the door system status indication. If the primary door indication light burns out, the duplex air gauge lights may be used as alternate Train Operator's indication. Trains with this defect may remain in service until they can be sent out to a yard without dropping an interval. If the primary and alternate lights are not illuminated, crews must call the Control Center for instructions.

### Flexible Headways

Flexible headways must be used to maintain an even headway and avoid large gaps in service. No train may leave a terminal late more than one-half of the scheduled headway. The interval must be abandoned and a flexible headway scheduled. If possible, an extra train may be operated. The Control Center, towers, and gap stations must be notified.

## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

On Saturdays and Sundays, several trains of R-68As are in service on the D line, usually operating as baseball specials.

The front end of R-40M 4461 was damaged in a collision, but the body is in good condition. The front end of R-40 4260 was damaged in a collision, but the slant front end is in good condition. The front end of 4260 will replace the damaged end of 4461 and the car will be renumbered to 4260. Because a mate is not available, 4260 will sit in the yard waiting for one.

Sign boxes have been removed from most of the R-

68s assigned to the Franklin Avenue Shuttle. They were replaced by metal plates fastened to the window frames. The wording is the same, but the position of the route letter and destinations is reversed.

Red stickers are attached under the numbers of the R-38 AC propulsion test train mentioned in the August issue. Red elongated diamond-shaped stickers were placed under the numbers of R-38s 4040-7, which were tested a year ago. Yellow stickers are under the numbers of R-32s and R-38s assigned to Pitkin Shop.

### Ground Broken for South Jersey Light Rail Line

*(Continued from page 5)*

around the cost of the line. According to their mathematics, if the \$600-plus million needed to get the line going is divided by the planned ridership of 4,500, it will amount to \$152,900 per person. Their literature further explains that this line will only cover 16% of its costs

from the farebox. And finally, they claim that the route is not being built with ANY federal money because the "feds" felt that it would be a "loser" from the onset. Hence, the entire burden of financing it rests on New Jersey taxpayers.

Nevertheless, on May 8 work officially began on the South Jersey LRT. Efforts to scuttle it have failed.