

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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INCREASED SUBWAY SERVICE

Subway riding has been increasing because of the booming economy and the unlimited ride *MetroCards*. Rush hour service cannot be increased until additional new cars are placed in service, but non-rush hour service was increased on several lines when the new BMT, IND, and IRT schedules went into effect on November 5, 2000. This is the largest increase in several years. Riders' habits have been changing recently. Instead of returning home immediately after work, they shop or eat and travel home later in the evening. To accommodate the additional riders, evening service has been increased on several lines.

In the July, 2000 *Bulletin* we reported that Dyre Avenue riders objected to the new schedules, under which they would have lost their rush hour express service between E. 180th Street and Third Avenue-149th Street. If they knew that the local takes only three minutes longer than the express, would they have objected? The newspapers reported that the elected officials intervened when NYC Transit attempted to make this change in November, 2000. This change will be postponed until enough new cars are available, probably in 2002.

Following are the schedule changes:

B trains, which formerly ran to 21st Street-Queensbridge, are routed to 145th Street because of repairs to the 63rd Street Tunnel. Hours of operation are as follows:

WEEKDAY BEDFORD PARK BOULEVARD SERVICE

Leave Bedford Park Boulevard (B)	5:26-8:59 AM and 4:02-6:37 PM
Leave Coney Island (B)	4:52-7:58 AM and 2:57-5:36 PM

145th STREET SERVICE

	Weekdays	Saturday-Sunday	Sunday-Monday
Leave 145 th Street (C)	9:25 AM-4:12 PM and 7:05 PM-12:29 AM	5:52-12:26 AM	6:12-12:29 AM
Leave Coney Island (A)	8:04 AM-2:47 PM and 5:44 PM-12:07 AM	5:10-12:07 AM	5:30-12:07 AM

36th STREET SHUTTLES

	Weekdays	Saturday-Sunday	Sunday-Monday
Leave 36 th Street	1:32-6:12 AM	1:32-6:32 AM	1:32-6:52 AM
Leave Coney Island	12:15-4:32 AM	12:15-4:52 AM	12:15-5:12 AM

- (A) Evening trains are local in Brooklyn
- (B) First three trains are local in Brooklyn
- (C) First three Saturday and first four Sunday trains are local in Brooklyn

E and F Queens service was increased from a 7- to a 6-minute headway for more than an hour after the evening rush. There is one additional F train in service during the PM rush because of increased Queens service before the rush hour.

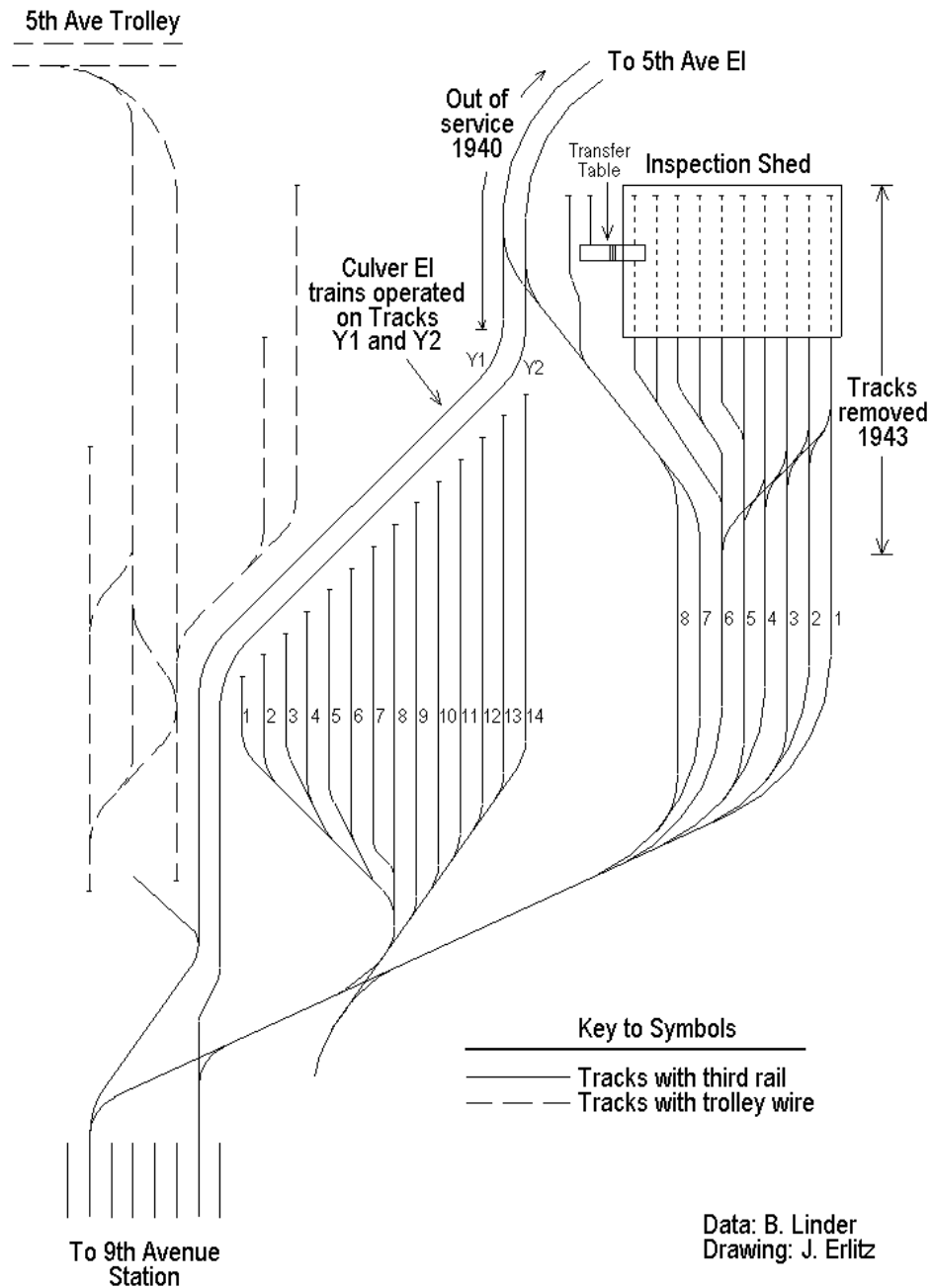
When the Williamsburg Bridge was closed on May 1, 1999, J, M, and Z riders were forced to take the A, C, or L trains instead. When the bridge reopened, only a few riders returned to the J, M, and Z, while most of the

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38th STREET YARD TRACK PLANS by Bernard Linder and Jeffrey B. Erlitz

36th & 38th Street Yards

1939-1943



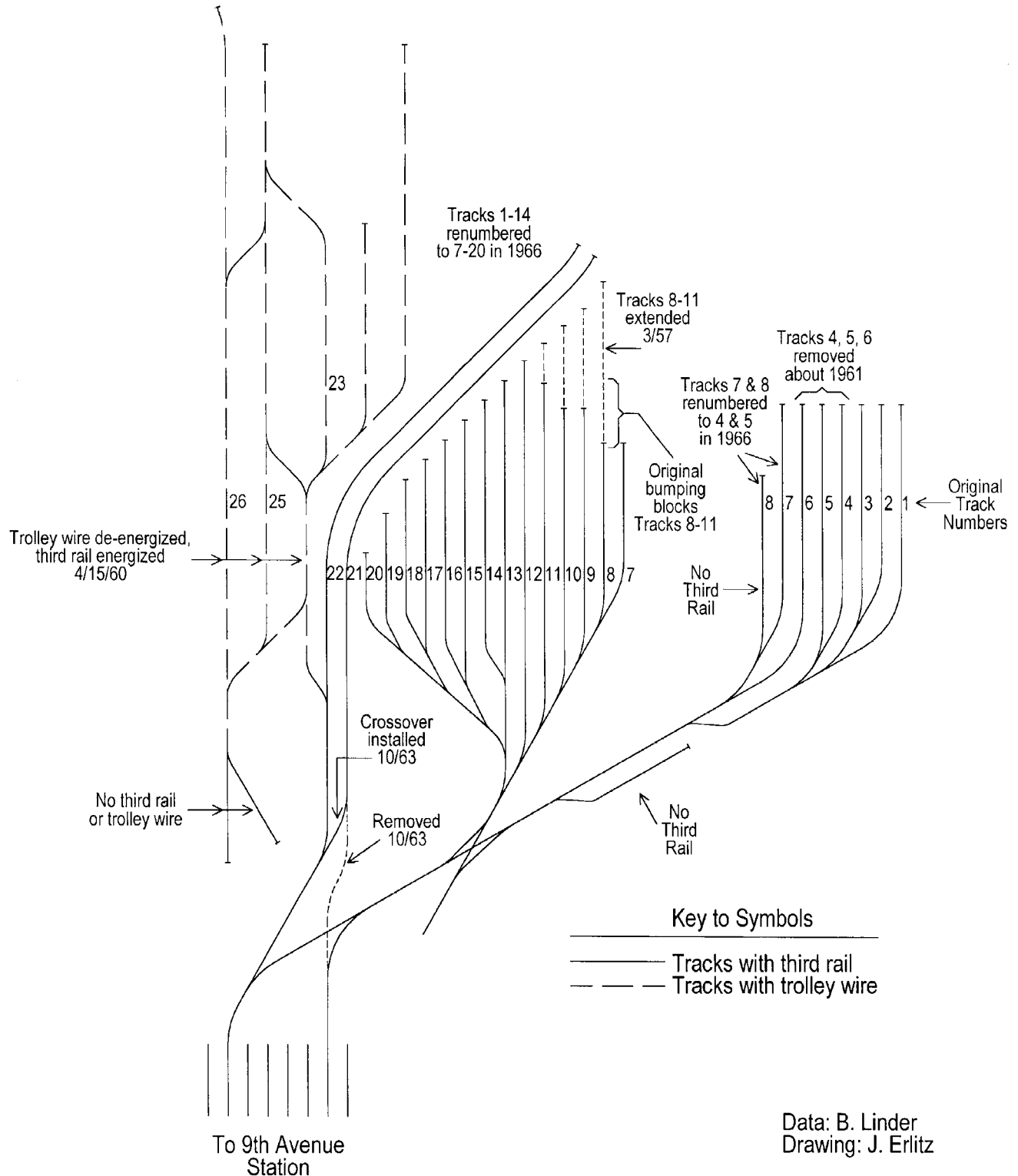
(Continued on page 3)

38th Street Yard Track Plans

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36th & 38th Street Yards

1947-1979



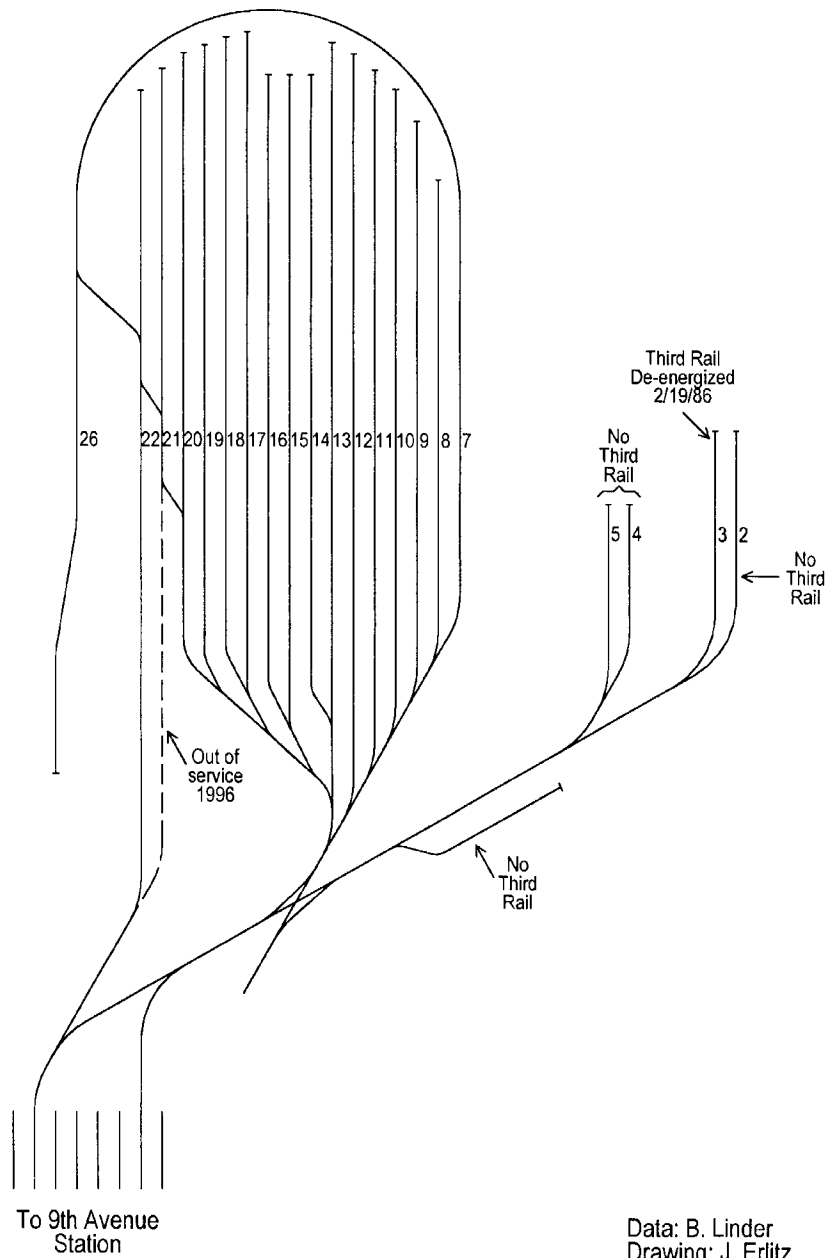
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38th Street Yard Track Plans

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36th & 38th Street Yards

1986-2000



TECH TALK by Jeffrey B. Erlitz

This column is unusually brief this month, but there are two bits of interesting news here. Bids were opened on October 17 for the White Plains Road-Phase II signal contract, S-32309-R. L.K. Comstock submitted the winning bid. This contract was supposed to have been awarded last January under the original, unrevised contract, but was postponed due to a shortage of funding in the current Capital Program. Nevertheless, to trim costs, the Dyre Avenue Line has now been deleted from this project. Dyre Avenue will now be included in contract S-32310, E. 180th Street Yard Signal Rehabilitation.

Construction progresses over on 63rd Street. The new tunnel lighting has been turned on and the original fixtures have been removed on Tracks T-1 and T-2 from the north end of the 21st Street-Queensbridge station to underneath the 29th Street Ventilation Plant. Virtually all of the remaining new tunnel lighting fixtures have been installed from 29th Street to the top of the ramps south of the 36th Street station. The fire standpipe system is essentially complete, the track lubricators are installed,

and the radio antennas have also been installed. Track circuits were tested between October 2 and 22 on all tracks within the limits of 36th Street Interlocking. Signal power from 36th Street Relay Room extends from north of 36th Street to north of Queens Plaza. Over the weekend of October 28-29, 36th Street Interlocking was placed in service on Track D-3 (southbound express).

Lastly, I have an announcement to make. If anyone out there knows the whereabouts of longtime ERA member Henry Wilhelm of Summit, New Jersey (or his collection), please contact me at the address and phone number below. Henry had accumulated an incredible collection of signal data from everywhere he traveled. I was fortunate enough to get copies of his Long Island Rail Road data (as shown in last month's column) but I never saw any of his New York City subway/elevated data. To give you an idea of the breadth of his collection, he started visiting interlocking towers in the (are you sitting down?) 1920s!

Help Jeff Erlitz and Henry Wilhelm get reconnected. You may contact Jeff at jerlitz@pipeline.com.

IN CASE YOU MISSED THEM...



From June 24-July 3, 2000, the Electric Railroaders' Association operated a tour of Hungary and Slovakia. About 45 ERA members, including some New York Division members, attended. See yourself?

Harold Geissenheimer photograph

On October 21, 2000, the New York Division sponsored a combined Fall Foliage/Farewell to the FL-9s trip over MTA Metro-North Railroad's Hudson and Harlem Lines. The train started at Grand Central Terminal, operated to Poughkeepsie, and returned to Grand Central Terminal. After lunch, the train ran to the new terminus at Wassaic and returned to Grand Central Terminal.

The day was picture-perfect, with a nearly cloudless sky and temperatures in the upper 60s/low 70s, and photo opportunities abounded. Here, the train, led by FL-9s 2006 and 2004, pauses at Scarborough on the Hudson Line for those assembled to take pictures.

David Ross photograph



Commuter Notes

by Randy Glucksman

MTA-Metro-North Railroad (East)

By September, work was complete on a project to install over 1,800 speakers around Grand Central Terminal. These speakers, of 10 different types and placed at 12-foot intervals, utilize 21st Century technology to overcome many of the problems that would normally occur in a building the type and size of Grand Central. Announcements are easily understandable throughout the terminal, on platforms, and in corridors. Interestingly, studies found that using more speakers with a lower volume actually works better than fewer speakers at a high volume. The next time you are at Grand Central, look around and see if you can find the four, 18-foot "super" speakers that were installed in the Main Concourse (next to the Met Life escalators) and in Vanderbilt Hall.

Metro-North is on track to set another new ridership record this year. Through the first six months, total ridership has risen by 4.9%, and by the end of this year could top 70 million, which would be an increase of three million rides over last year. There were increases in all markets and on all major line segments, with the largest occurring in these categories: Intermediate, Weekday Off-peak, and Reverse. Ridership gains were also reported for West of Hudson.

One of my co-workers reported that since September 5, the last night-shuttle to Wassaic has been canceled, and through September 29, a "courtesy" van was operated. The reasons given were that it was done to "reduce noise" at Wassaic, and due to low/no ridership. With the October 29 timetable change, the train is no longer listed. Service to Wassaic only began on July 9.

New timetables under General Order No. 106 went into effect at 2:01 AM October 29, with the return to Eastern Standard Time. Among the changes are new weekday peak express service between outer New Haven Line stations and Stamford and Grand Central Terminal, in support of a Connecticut Department of Transportation initiative to reduce automobile traffic on I-95 and to take advantage of the new 950-space garage at Bridgeport. New Haven Line schedules have also been adjusted to accommodate the start-up of *Acela* service. All told, nearly a dozen new trains have been added to the schedules.

There is an earlier morning train from Brewster North that departs at 4:42 AM, makes stops to White Plains, and then runs via express to Grand Central Terminal, arriving there at 6:03 AM. There have also been adjustments to weekend service. Train #691, which connects to Train #991, now departs five minutes earlier so that the shuttle's arrival time in Wassaic is 11:59 PM. The following train, which had terminated at Wassaic at 2:04

AM, now ends its run in Dover Plains (please see above).

Again this year, special schedules will be issued for the Thanksgiving, Christmas, and New Year's holidays. The New Haven schedules have an extra bit of color this time. The "Shoppers' Specials" on the Saturdays after Thanksgiving appear in yellow. For the first time, the Harlem Line will also have extra trains (#4620/4627) on Saturdays, from November 14-December 30. Added this year, due to customer demand, are an additional six "Shoppers' Specials" from outer New Haven Line stations.

Approval has been given by the MTA Board's Metro-North Committee to permanently waive the \$2 surcharge at Ossining for purchasing tickets on board trains for passengers who ride the new Haverstraw-Ossining ferry. This because there is insufficient time to buy tickets in the station, and there are no outlets in Rockland County that sell Metro-North tickets.

With improvements in technology, a host of opportunities have appeared on the Internet, and are available to all. One enterprising individual sought to use the eBay website to sell 15 of the original light fixtures from Grand Central Terminal. This story began three years ago during the reconstruction, when these ceiling fixtures with handsome brass rosettes of oak leaves and acorns disappeared from the lower level. Replicas had to be made at a cost of \$15,000. When the following listing, "Original N.Y. Grand Central Station Ceiling Lamp - the lamps were given to one of the electricians in charge of the recent renovations", appeared on eBay, one of the associates with Beyer Blinder Belle, architects of the Grand Central renovation, knew something was awry. Checking into the contract, they found that it stated: "Artifacts, remains, structural features, and domestic and archaeological objects found within the construction area shall remain the property of the owner," not an electrical contractor." MTA Legal was informed and they in turn notified the MTA Police, who visited an antique shop in Orange County that had two of the fixtures on consignment. After a further investigation, and armed with a search warrant, the home of an electrical contractor was visited and the man was arrested. In the near future as many of the original fixtures as possible will be reinstalled, in essence replacing their replacements. Thanks to member Josh Weis for the report.

Metro-North held its annual Open House at Croton-Harmon Shops on October 21. Like NJ Transit's Hoboken Festival in September, other rail events were scheduled on the same day, including the New York Division's FL-9 trip over the Hudson and Harlem Lines

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Commuter Notes*(Continued from page 6)*

and one by the Danbury Railway Museum on the Beacon (former Maybrook) Line. Look for reports on some of these next month.

MTA Metro-North Railroad (West)

After one month, Metro-North reports that an average of 80 riders per day are using the Haverstraw-Ossining ferry. Wednesdays seem to be a bit higher, as informal surveys have found that riders are using the service to have lunch and take in a Broadway matinee.

With the time change, new timetables were issued. On the Port Jervis Line, the first inbound Sunday train (#80) has had its time moved up by 33 minutes to run on the same schedule as Saturday Train #70. Trains #71, 81, and 84 now operate between 10 and 13 minutes later, so that passengers can benefit from direct service from the World Trade Center, by not having to change PATH trains at Grove Street.

Connecticut Department of Transportation

Reconstruction of the Stamford station has been going on for a while. Member Rodney Swain passed by the station on September 11 and reports: "the first part of the work is to build the Westbound center platform, the Westbound local platform, and extend the old stub track, Track #5, through the station and make a new local through track. This work appears to be approaching completion. The track is installed and ballasted, the catenary installation looks complete, and the work on the platforms seems to be down to finishing the details. They have removed the long-term temporary access bridges and installed easily removed, lightweight portable bridges. New escalators, elevator, and overhead canopies for the new center platform are in place and all the heavy work looks to be done. In addition to the westbound side work, there is some progress on the new eastbound local platform. Most of the foundations for the precast platform sections are installed, and so is a large conduit bank that will be under the platform. It appears that quite a lot of the heavy electrical wiring for power supply and signaling continuity through the station has been completed. Intensive work on the Eastbound platforms is now scheduled to start as soon as the Westbound platforms and tracks are in service, and will take about a year and a half."

A new "super station" to be located between New Haven and Milford has been given approval by the South Central Regional Council of Governments' Transportation Committee, according to a report from the New Haven *Register*. The choice has been whittled down from 11 sites to 2, one in Orange, the other in West Haven. In both communities, about 1,000 parking spaces would be available. The next step is to secure approval from CDOT.

What was billed as a "Transportation Summit" was held in West Hartford on September 21. Although the

primary focus was on highways, specifically the "nightmare" situation on I-95, rail transportation also was discussed. For example, there is a \$1.5 billion plan for a rail line along the I-91 corridor in Hartford. Thanks to member David A. Cohen for these two reports.

According to member Glenn Rowe, CDOT ran an inspection train (#848/849) between New Haven and Hartford on October 13.

MTA Long Island Rail Road

Fortunately for commuters, the events of the first two days of the week that began September 18 did not continue for the balance of the week. On Monday morning, work had not been completed on a bridge over the Long Island Expressway, and rail service was suspended between Roslyn and Mineola, with bus service being provided. The following evening, a fire broke out in one of the four East River Tunnels, forcing a two-hour suspension of service beginning at 5:40 PM. An investigation found that the fire had started in a conduit housing third rail cables.

For the Fall Meet at Belmont Park, a timetable was issued effective September 8 through October 22. Also getting a new timetable was the Montauk Branch, for the period October 16-November 12, which removed the added "Summer" service, some of which operated through October 15. A construction timetable was issued for the Far Rockaway Branch for the weekends of October 15 and 21-22. Bus service was provided between Jamaica and Valley Stream to enable unspecified (neither the timetable nor the LIRR website indicated the type) work being performed on the Atlantic Branch during the hours of midnight to 8 AM.

Extra service was operated on the Port Washington Line for the National League Championship Series between the Mets and Cardinals from October 14-16. On weekends, trains run hourly, but for this weekend, half-hourly service was provided to Great Neck, from 12:46-4:46 PM. After the end of the game, additional service was also operated.

New timetables were issued under General Order No. 704, as of 12:01 AM November 13, and not with the time change. The first thing that I checked was to see if any additional service using the dual-modes to Penn Station had been scheduled – there was none.

Somehow overlooked was that as of May 5, Kenneth Bauer was named to be acting President of the Long Island Rail Road. He replaced Thomas Prendergast, who resigned to accept a position with a company in London.

Member Joe Gagne sent several articles from *Newsday* reporting about noise complaints emanating from the Port Jefferson rail yard, and a proposed 16-track yard in Greenlawn. Six other sites in Suffolk County are under consideration, and they are located in Riverhead, Yaphank (2), Ronkonkoma (existing yard to be expanded), West Islip/Babylon border, and the grounds of

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Commuter Notes*(Continued from page 7)*

Pilgrim State Hospital. Long Island Rail Road officials maintain that additional storage space is necessary to expand service and in the future when the East Side Access Project is complete and LIRR trains are running into Grand Central Terminal.

Several former Long Island GP-38s have been rebuilt. Member George Chiasson forwarded a report from the Conrail Technical Society that the first few have had their upgrades completed at Transcona Shops. Now classified as GP-38-3s, LLPX 2234-2240 (ex-265, 263, 262, 254, 255, 251, and 252) have had dynamic brakes installed and are awaiting a lessor at CNIC's Woodcrest Shops.

NJ Transit

As was reported last month, NJ Transit returned the Hoboken Festival to September, and on this September 16, the weather was typical of an early fall day, complete with abundant sunshine. The crowds were there, including many Division members, but what were in short supply were vendors selling railroadiana. It seems that a model train show was also going on at Liberty State Park. There were the usual displays of rail equipment – NJ Transit provided a pair of Comet-IV's (5025 and 5258), ALP-44 4421, diesel-electrics 4113, 4145, and 4200, and some maintenance of way equipment. PCC 11 was on display in the plaza, and new and restored buses could be seen in the usual spot. Recently delivered West-of-Hudson 4191 (without a logo on its nose) was joined by Comet Ia 5199. Several of the historical and technical societies also displayed some of their restored equipment. I had hoped to see one of the overhauled Comet IIs, but was told that the first car was not due back until this month. PATH sent L-1, its dual-mode switching locomotive, and PA-4 861. Billed as a *highlight* of the festival was an appearance of the U.S. Postal Service's CELEBRATE THE CENTURY EXPRESS.

Speaking with a representative of the Mechanical Department, I learned that the first of the new electrics, to be classified as ALP-46s, should be on the property by next November, and will be numbered starting at 4600.

At its September meeting, besides approving the FY 2001 Operating Budget, the Board of Directors authorized a \$22.5 million project to double-track a 1.7-mile section of the Main Line between Paterson (XW) and Clifton Junction. This unusual section of the Main Line was created after 1966 with parts of the former Erie Newark and Greenwood Lake Branches. Two new single-track through girder bridges will be constructed along with retaining walls and extensive drainage improvements to the right-of-way. Project completion date is June, 2002, coinciding with the opening of Secaucus Transfer.

In order to be in compliance with a Federal Railway Administration requirement, a \$1.3 million contract was

awarded to Daimler Chrysler Rail Systems to purchase equipment to install manual override devices in the vestibules of 381 cars (230 Arrow II, 52 Comet III, and 99 Comet IV). NJ Transit currently operates 745 rail cars. Of the remaining cars, 181 Comet IIs will receive this equipment during their overhaul, and the intent is to retire 183 Comet Is.

Beginning next spring, rehabilitation work will commence in the North tube of the Bergen Tunnels, which lead to/from Hoboken, with completion by June, 2002. At that time, the work will shift to the South Tube and continue until January, 2005. During these times, NJ Transit has said that they will maintain rail service through these tubes.

The Secaucus Transfer Station will be named for Senator Frank R. Lautenberg. *Jersey Central News* reports that this is in consolation for a failed proposal to rename Newark International Airport in his honor. Senator Lautenberg is credited with securing much of the funding for the station. As of the end of August, work on the station was said to be 73% complete. Among the contracts that have been completed are the Access & Road Embankment, 138kv Pole Line, Foundation, and Superstructure contracts. On October 12, Executive Director Jeffrey Warsh led the tour of the four-level, 312,000-square-foot Secaucus Transfer station. When it opens, it is anticipated that as many as 32,000 riders will utilize the station each day, and each could save up to 15 minutes of commuting time. The 32,000 daily boardings are compared with 25,321 at Newark's Penn Station and 47,195 NJ Transit boardings at New York's Penn Station. It was also announced that as of now, the sources of the \$85 million to build the "Bergen Connector" had not been identified, and that if necessary, a temporary platform would have to be constructed on the Bergen Line. That would satisfy Bergen County and Pascack Valley Line riders, but what about those who ride the Main Line?

Not everyone will be happy when the Montclair Connection is in service. Member Bruce Russell sent an article from the *Star-Ledger*, which reported that Kearny's mayor is displeased that service will end at the Arlington station. On an effort to find justification, an NJ Transit spokeswoman reported that only 138 passengers board there each day.

Another "set-back" for speedier Hudson-Bergen LRT service occurred in mid-August, when it was announced that due to complaints about "noisy" air horns at grade crossings, trains no longer have to sound them at Halladay Street and Pacific Avenue. But to do that, speeds have been reduced to 15 mph. The only hope on speeding things up will be if and when traffic signal preemption is employed. Maybe it is my luck, but the last time I rode, it seemed that we missed every light and waited for the signal to change. At most intersections no vehicles passed through!

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Commuter Notes*(Continued from page 8)*

When HBLRT service is extended north from Exchange Place on November 18 (coinciding with the Division's trip) to serve three new stations (Harborside, Har-simus Cove, and Newport), unfortunately it will only be via a single track. The second track is not expected to be in service until 2001.

Port Authority Trans-Hudson Corporation

For the first six months of this year, ridership set a new record, with 36.1 million riders. This equates to a 10% increase over last year, and is the largest increase in six months since PATH took over responsibility for operating the line in 1962.

Port Authority of New York and New Jersey

According to a report in the September 17 *New York Times*, *Airtrain's* first test runs were to begin last month over a 3.3-mile section between the airport and the Howard Beach subway station. Work is still continuing on the 1.8-mile airport loop.

When operations begin in 2002, *MetroCard* will be used to collect fares, providing a "seamless" common ticketing with New York's buses and subways. Cubic Transportation Systems has developed software that includes farecard distribution and settlement between the different transit agencies. Thanks to member David Ross for the report.

Metropolitan Area

One generally does not find transit-related news in a Real Estate section, but there was an article in the October 1 edition of *The New York Times*, with the headline "Location, Location, Commutation." It went on to report that the price of houses along the Morris & Essex Line because of *Midtown Direct* service, had increased 15-20%, and for the recently opened Hudson-Bergen Light Rail Line, which has only been in operation for six months, the price of real estate had gone up 10%. It is too soon for any data from the extension to Wassaic.

Miscellaneous

This Election Day, voters in New York are being asked to approve a \$3.8 billion transportation bond issue. The Empire State Passengers Association in its September newsletter reported that their sources have reported that just 2.8% of the total will be allocated to ports and both passenger and freight rail projects, and assuming an equal distribution, passenger rail might receive 1% of the total. In the 1974 Rail Bond Act, about \$150 million was directed to passenger rail improvements. Adjusting for inflation, they feel that there is every reason to believe that this new bond issue should have \$300-400 million for rail. Even then that would only be about 10% of total. They also believe that the state does not have a good track record with regard to spending money on rail, because the 1974 and 1979 bond issues set these running time goals: NYC-Albany - 1:55 (2:30 currently) and NYC-Buffalo - 5:45-6:30 (7:50 cur-

rently). As you can see, those goals have not been achieved.

Robert R. Kiley, who was the sixth Chairman of the MTA (1983-90), has accepted a position titled "Commissioner" with an agency called Transport for London. The 65-year old Kiley will be paid slightly more than \$360,000 a year, according a story in *The New York Times*, but can earn bonuses up to \$2.9 million if he is able to improve bus and subway service in the British capital.

Amtrak

This summer Amtrak has set new ridership records, and some of our members have helped. First, here's a report from member Todd Glickman, who wrote the following from the Business Class car of *Acela* Regional Train #135, the 1:00 departure from Boston to Washington, D.C.: "I am only going as far as NYC, and boarded the train at Route 128, scheduled for 1:20 PM. Arriving at the station at 1:05, and by 1:15, could see the headlights in the distance. However, a few minutes later, the headlights stopped flashing and apparent motion stopped. About 10 minutes later, I could see other lights in the distance. The station announcer said that the MBTA South Attleboro local would arrive first, and for Amtrak passengers to 'stand by.' The commuter train came and went; finally #135 arrived at 1:50, 30 minutes late. On-board, I asked the Conductor what the problem was. He responded that two children had been able to gain access to the electric substation just north of Route 128, and were shocked with 25000v AC -- last he heard they were being taken to a hospital. We proceeded southbound, and in a few minutes, were passed by an *Acela* Express heading northbound on a test run. We switched to Track #2 (northbound track) for a while, to pass the MBTA service, then returned to Track #1 for the run through Connecticut. I also asked the Conductor about the *Acela* Express service. He has already been trained and qualified on the equipment. He said that the expected start-up date is October 29, for one trip per day in each direction. He says the ride is fantastic, and that the tilting system takes all sense of motion out of the ride."

"Epilogue: We arrived 25 minutes late, which is interesting, since we arrived at New Haven 45 minutes late! Somehow, we made up 20 minutes enroute from New Haven to Penn! Business class service is about \$20 more each way than coach, and provides roomier seats, electric outlets, free newspapers, and free non-alcoholic beverages. Checking out some of the coach cars, I found a lot of families with children running up and down the aisle. On the return trip the train arrived six minutes early into Route 128."

Member Steve Erlitz also rode the "Corridor" to Boston in September. He emailed: "Took Amtrak #130, with engine 654, in service just over two weeks. It had problems with wheel slippage in the rain that morning. We

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Commuter Notes*(Continued from page 9)*

were 16 minutes late into NY. The engine pulled very rough, and I almost lost my laptop more than once when the engineer braked. Product Line Manager for Acela happened to be on board from 30th Street (Philadelphia) to NY and I heard him call the road foreman of engines about the problem, but it was not resolved. We left NY on time but were delayed for other reasons enroute and arrived 24 late. Came back the next evening on #163. Used business class both ways but was not impressed with the *Capstone* business class cars, as there is less seat room and as many seats as in a coach. The train had an ex-club car that was rebuilt NE Direct and was a lot more comfortable. We were 20 minutes early into NY (50 minute layover) and 2 minutes early into BWI."

The final report is from Joe Gagne, who took the *Silver Meteor*. His northward trip was a smooth ride and arrival in New York was on time. However, the return *Meteor* lost 10 minutes leaving Washington, D.C., and due to CSX track work, meets with freights and northbound Amtrak trains, he arrived in Ft. Lauderdale over two hours late.

In the second week of September, Amtrak withdrew its new HHP-8AC electrics from service, due to one of the locomotives (#655) not successfully switching between different catenary voltages, as is automatically supposed to happen. The incident in question, which happened a week earlier, shorted out the line between the Hell Gate Bridge and the East River Tunnels.

In early October, the Federal Railway Administration certified the *Acela* trainsets for revenue operation. Included in this certification is authority to run at a top speed of 150 mph. The certification also permits a cant deficiency (tilt ability) of 7 inches on sections of the North East Corridor between New Haven and Boston, and up to 6 inches on sections between Washington, D. C. and New York. On October 17 Amtrak officials, with an *Acela* train as a backdrop, held a press conference at Washington's Union Station to announce that *Acela* high-speed service would begin on December 11 between Washington, D.C. and Boston.

Amtrak trains are being equipped with automated external defibrillators (AED) devices under a pilot program. These devices, which analyze heart rhythm and can deliver an electrical shock to return the heartbeat to normal, are being installed aboard airliners. The Virginia Railway Express installed them on its trains this past May.

The *Friends of Amtrak* newsletter reports that when service begins next April 13 between Boston and Portland, Maine, plans are to run four round trips each day. Running time over the 114-mile route is planned to take 2½ hours. One-way fares will be about \$20.

Other Transit Systems*Albany, New York*

Member Bob Kingman emailed that at the new Albany-Rensselaer station construction is progressing, with most of the external glass in place. The copper roof and multi-tier parking garage are almost completed. Noticeably absent, though, is any sign of track work, and without the tracks getting realigned, high level platforms built, and a bridge to the tracks, trains cannot stop there. This could get very interesting - a completed station with no access to the trains. Bob also reported that on September 24, a pair of Caltrans bi-levels (3813 and 3823) passed through enroute to an overhaul.

Boston, Massachusetts

Another phase of work has started at North Station, according to Todd Glickman. Tracks #8 & 9 are back in service, and now #6 & 7 are out of service for more "Big Dig" activities.

Todd supplied answers to two of last month's questions. The MBTA did issue a set of new (blue) timetables that include the new fare structure. Thus, the September 2 editions for the Plymouth & Middleborough Lines had a 16-day lifetime. But no new subway schedule was issued. What MBTA did was to issue a new publication (same size and style as schedules, but with cyan ink), "MBTA FARES." It is a comprehensive guide to all MBTA fares, including bus fares by route, zone boundaries, various terms, conditions, and exceptions, passes, etc.

George Chiasson also wrote that when the "T" issued its new commuter timetables on September 18, it was the first "general reissue" since the spring of 1999. In the interim, lines received replacements when changes were made or supplies were exhausted. Although the Fairmount Line had a September 18 date, it was not available until one week later.

For those who are interested in the "T's" wrapped cars, George sent the following report:

3495 - MBTA Subway Centennial
3517 - Citizens' Bank
3646 - Health.com (?)
3647 - Washington Mutual
3654 - Hallmark
3659 - Yahoo.com
3660 - Amtrak Acela
3664 - kozmo.com (orange)

As of the end of September, the Type 8s had still not returned to service. George wrote that he would be surprised if they returned before 2001. Possibly in connection with that, Todd Glickman sent a copy of a notice that reported the suspension of Green Line service between Riverside and Kenmore Square Stations over the last two weekends in October. From the start of service until 7 PM, on those days, shuttle buses were operated so that high-speed testing of service Green Line vehicles could be performed.

On October 12, the MBTA board approved the issu-

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Commuter Notes

(Continued from page 10)

ance of free transfers as of December 1. Also approved was the sale of a new weekly pass at a cost \$12.50 compared with the \$57 monthly subway/bus combo passes. These passes will be valid for unlimited travel on all local bus and trackless trolley routes and at all subway stations except for the Quincy Adams and Braintree stations.

Philadelphia, Pennsylvania

From *Cinders*: As of August 22, 157 GE *Silverliner* IVs had received the new striping. Ex-Reading 9015 was the first of 26 Budd cars to receive this treatment. New SEPTA schedules went into effect on the Regional Rail lines as of August 20, and most of the Bombardier push/pull fleet has been assigned to the "Reading" side of the system. Weekday service on the R-7 (Trenton/Philadelphia) has been improved so that there are now 30 round trips. Seven of the 15 HHP locomotives that have been delivered are stored in the Penn Coach Yard, but as of mid-August, only 665 was in revenue service.

According to George Chiasson, SEPTA proposes to establish a PCC rebuilding program for 10-12 of its cars (*Railpace* says as many as 18), to include air conditioning. This would provide a cushion for the tight fleet requirements, yielding sufficient equipment with which to restore service to Route 15 and send Route 10 back to Callowhill. There are said to be 21 candidates for the program, and so it looks like Boston may have to share its claim on the longest, continuous North American service using PCC cars. (Ed. note – but the "T" did not have a "break in service" for its PCCs.)

Gregory Campolo always keeps me up to date with the latest SEPTA timetables. There is also a Consolidated Schedule for the Subway-Surface Lines which has a map on one side and a table showing the headways on the other. Here is what is current in Philadelphia's electric lines:

June 4 - R5, R6

August 20 - R1, R2, R3, R7, R8

September 3 - Market-Frankford, Broad Street, ETB 29, 59, 66, 75, 79

September 4 - Norristown (100), Media (101), Sharon Hill (102)

September 10 - Subway-Surface 10, 11, 13, 34 36

Pittsburgh, Pennsylvania

On August 11, the Port Authority of Allegheny County approved the first major expansion of Pittsburgh's light rail system with approval of the Gateway alignment of the "North Shore Connector." Five new stations (Convention Center, a new inbound Gateway Subway Station with an entrance on Stanwix Street, a station west of PNC Park, an at-grade station at Steeler Way, and a station in the proposed Intermodal Transportation Center (ITC)) are to be constructed. Gateway Alterna-

tive extends from the Gateway station, travels beneath the Allegheny River, and emerges from the subway to an at-grade alignment just west of PNC Park. It then continues west past the new Steelers stadium, rises to an elevated structure over Allegheny Avenue, continues west to a proposed ITC, where it descends to an at-grade alignment terminating near the West End Bridge.

"North Shore Connector" is a part of future light rail extension plans to other parts of Allegheny County, such as the airport corridor, North Hills, Strip District, Oakland, and points farther east.

CAF, a Spanish company, has been awarded a contract to build 28 LRVs. Delivery is expected by 2003. The company also has contracts to build 54 LRVs for Sacramento and 92 subway cars for WMATA.

Washington, D.C. area

In August, MARC issued a 2000 edition of its Train Service Guide, similar to the one issued last year. Thanks to Steve Erlitz for sending copies.

With the addition of cars leased from MARC (October *Bulletin*), Virginia Railway Express has increased its fleet from 52 to 57. These cars add seating capacity until the ex-Metra bi-levels, which are currently being overhauled, arrive on the property next spring. However, this must be a first, putting the charts (below) on the Internet which show each train's consist. They can be found at www.vre.org/service/consist.html. The reason for the changeover to bi-level cars is to be able to add seating with the constraint of limited storage in yards. VRE reports that it is working to increase the track storage at Crossroads, its Fredericksburg storage facility. The new

FREDERICKSBURG LINE

Train Pair	Total # of Seats	Current Midweek Ridership	1	2	3	4	5	6
300/309	536	430/380	MC	M	M	M	M	
302/307	567	500/475	KC	K	K	K		
304/305	785	550/550	KC	K	K	K	M	M
306/303	567	360/400	KC	K	K	K		
308/301	536	220/350	MC	M	M	M	M	
310/311	427	210/210	MC	M	M	M		

MANASSAS LINE

322/321/ 332/333	525	260/2/290/400	MC	H	H	H	H	H
324/335	440	380/275	MC	H	H	H	H	
326/334/ 325/331	645	470/50/75/275	MC	M	M	M	M	M
328/327/ 338/337	645	450/340/3/170	MC	M	M	M	M	M
330/329	645	440/510	MC	M	M	M	M	M

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Increased Subway Service

(Continued from page 1)

passengers continued riding the L line. Because of the changed riding pattern, J, M, and Z rush hour service was reduced slightly and L service was increased. One train from the J/Z line and one train from the M line were transferred to the L line. Headway changes were as follows:

L LINE HEADWAYS

Date	WEEKDAY		SATURDAY		SUNDAY		
	AM, PM Rush	Early Evening	Morning, After-noon	Early Evening	Morning	After-noon	Evening
April 30, 2000	5, 4½	8	8	10, 12	12	10	12
November 5, 2000	4½, 4	6	6	7, 8, 10	12, 10	8	9, 10, 12

Q trains start running earlier in the morning and continue running later in the evening. The 57th Street-Sixth Avenue station will be closed when Q trains are not operating.

HOURS OF OPERATION—WEEKDAYS

Date	Leave Brighton Beach	Leave 21 st Street-Queensbridge
May 1, 2000	6:00 AM—8:10 PM	6:58 AM—9:15 PM
November 5, 2000	5:01 AM—9:20 PM	5:18 AM—9:43 PM

When the Q does not run, shuttles shown on the B timetable operate on a 20-minute headway between 21st Street-Queensbridge and 34th Street-Broadway (BMT). The last two Q trains, arriving at 21st Street at 9:49 and 10:10 PM, operate as shuttles until they arrive at 21st Street at 5:12 and 5:32 AM, where they are turned and enter Q service again. Shuttles run continuously from Friday evening until Monday morning.

Line #7 (Flushing) service has been increased slightly before and after the AM rush. It was also increased slightly before the PM rush and appreciably after the PM rush as shown in the table below. The last express departs from Times Square at 10:07 PM, more than an hour later than previously.

42nd Street Shuttle service was also increased after the evening rush.

WEEKDAY HEADWAYS

#7 LEAVING TIMES SQUARE					42 nd STREET SHUTTLE	
Date	6-7 PM	7-8 PM	8-9 PM	9-10 PM	6-7 PM	7-8 PM
May 1, 2000	3½	4	5	6	5	5
November 5, 2000	3	3½	4	5	2⅔	4

Commuter Notes

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EQUIPMENT	CODE	CAPACITY
Mafersa Cab	MC	100
Mafersa Coach	M	109
Kawasaki Cab	KC	135
Kawasaki Coach	K	144
Heritage Coach	H	85

consists went into effect on September 27.

New timetables were issued for both lines as of October 29. However, there were only changes to the Fredericksburg Line, where the times of one VRE train in each direction were changed slightly. Most Amtrak trains that holders of TLC (Transit Link Card - a joint-use fare card that allows unlimited travel on VRE and Metrorail for one calendar month), ten-trip, and monthly tickets can use found changes to those schedules.

Florida

Member Karl Groh emailed an update to last month's Tri-Rail report. "There is no half-hourly service nor will there be until the double-track project is completed, but there are just as many trains running now as there were before the timetable change. The difference is that the service is more convenient and bus connections are much more reliable. There is a big midday gap so that more trains can be run in the busier hours. They are well-patronized so that some are 4 cars long as before and there are now two 5-car trains (for the first time in more than two years) to eliminate standees. Further, the gap is designed to enable track construction to take place unimpeded middays. There was a good possibility that weekend service would not run so as to speed up work but that is not a sure thing yet. On September 11, work began on the widening of I-95 between Deerfield and PGA Boulevard so commuters who can were urged to ride Tri-Rail. Also, the 6 cars that are out on lease are due to be returned at the end of October but Tri-Rail wants them back sooner, if possible, so that the project of "wrapping", not painting, can begin. It takes 10 days to 2 weeks for said cars to make the transcontinental

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Commuter Notes*(Continued from page 12)*

journey so things could get a bit tight. It looks like the worm has turned and when the 2 tracks are in end-to-end, watch out. Passenger loadings are up nearly 10% compared to last August." Karl also sent a copy of the new train schedule and system information booklet.

For a change, Tri-Rail did not have to look very far to find a new Executive Director to replace Linda Bohlinger, who resigned in July. The board of directors awarded a one-year contract to its Deputy Director, Joseph Giuletti, a 30-year rail veteran who worked his way up from a Penn-Central Conductor to a management position with Metro-North. He came to Tri-Rail in 1998 and has announced that customer service will be his first priority.

As expected, the Ybor City streetcar, using "vintage" cars, will not be running in time for the Super Bowl this January. According to a report in the *Miami Herald*, service is set to begin at the end of 2001. Thanks to Joe Gagne for sending the report.

Fort Worth, Texas

Karl Groh forwarded a report about the expansion of the Trinity Railway Express to Richland Hills, just east of downtown Fort Worth on September 18. The first train departed from the CentrePort Station near DFW Airport at 5:46 AM, and by 9:30 AM, an estimated 1,700 people had taken advantage of this new service. Previously, TRE carried about 2,400 riders in a full day. With this 17-mile extension, Trinity Railway Express now operates 27 miles. Trains should be running to Fort Worth by next fall. Until a rail link is constructed to the DFW Airport (planned for 2005), buses are being used to take riders to each of the airport's four terminals.

Trains depart from Dallas at 6:26 and 7:44 AM and 4:27, 5:16, and 6:13 PM. Service from Richland Hills to Dallas: 6:13, 6:41, and 7:31 AM and 4:42 and 5:31 PM, with a running time of about 45 minutes. TRE took this opportunity to introduce the rebuilt bi-levels and diesel-electric locomotives that were purchased from GO Transit in 1997. The F-59s retain their original numbers (565-568). At this time, it is not known what numbers have been assigned to the coaches.

Riding this line has to be one of the biggest bargains. For now, there are two zones: East, which includes the three original stations (Irving to Dallas), and Central (Richland Hills to CentrePort). Any trip crossing the zones costs \$2. For remaining within a zone the fare is \$1. Monthly tickets sell for \$30 or \$60, and reduced fares are fifty cents. No fares were charged through the end of September.

Seattle, Washington

Seattle's commuter rail system is up and running! First day (also on September 18 – see above) ridership was about 650, less than hoped for, according to a report from Karl Groh. Eventually, service is to be ex-

panded to 18 trips a day, with morning trains originating in Seattle also. Presently there are but two round trips. The Kent station is expected to open this month, Puyallup's in February and Tukwila's next September. Service is to be extended south to Lakewood and north to Everett within two years.

Western Transit reports that in response to I-695, which removed a tax for funding transportation, three counties in western Washington State have approved 0.3 percent sales taxes to replace the lost revenue.

San Francisco, California

BART keeps setting new ridership records. On two consecutive days, October 3 and 4, there were 366,800 followed by 375,000 riders. They exceeded the previous high that occurred following the Loma Prieta earthquake, when 357,000 were carried. Both records can be attributed to baseball games. The Oakland Athletics were playing the Yankees Tuesday and the Giants and Mets were idle. However, when both teams played on Wednesday, BART added 8,200 passengers to its 1-day-old record. The usual ridership is more than 330,000 passenger trips each weekday and another quarter-million-plus each weekend.

Caltrain also operated additional local service to San Jose following the two Division playoff games between the Mets and the Giants. The teams split this series, which led to the Mets winning the pennant. Thanks to member Phil Hom for the reports.

Los Angeles, California

Transit workers went on strike on September 16, shutting down trolley, subway, and bus service in a 1,400 square mile area. There were several bargaining sessions in the first week, but none ended with any agreements. News reports told of the hardships that faced those who were now deprived of their regular transit service, mainly the poor and elderly. The strike was settled on October 17.

Israel

Member David Klepper writes that Prime Minister Ehud Barak announced that rail service between Tel Aviv and Jerusalem will be restored within 18 months. New tilting trains are on order.

Korea

Several months after an historic face-to-face meeting between the Presidents of the two Koreas, work has begun to restore a rail line that was severed over 55 years ago. Work should be complete by next fall on this rail line and a parallel four-lane highway linking the two capitals.

From the History Files

115 Years Ago: In November, 1885, the Baltimore & Ohio Railroad took control of the Staten Island Railway.

5 Years Ago: On November 1, 1995, commuter service serving Vancouver and operated by West Coast Express began.

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

NYC TRANSIT'S NEW RAIL CONTROL CENTER

Construction of the \$45 million NYC Transit Rail Control Center in Manhattan, which is slated to replace the current Control Center located in NYC Transit's headquarters at 370 Jay Street in Brooklyn, is well under way.

At any given time, NYC Transit's current Control Center has four people staffing desks for each passenger train subdivision (A, which was formerly called IRT, B-1, which was known as BMT, and B-2, formerly the IND), plus a supervisor for each division. Their principal duty is to receive information from the field (towers, train crews, etc.) about problems with train service and devise solutions. This is accomplished primarily via radio communication. By and large, the Control Center does not know "which train is where" unless this information is provided by someone in the field. Moreover, the recommendations of the Control Center must be carried out by personnel on the road, rather than by the Desk Superintendent. Thus, the present Control Center is reactive, rather than proactive.

The new RCC will rely on state-of-the-art electronics to provide its personnel with continuous information as to train identity and location. RCC personnel will be able to identify and react instantly to service problems, rather than waiting for someone to report them, thereby reducing both the severity of the problem and the amount of time it takes to correct it. Moreover, RCC personnel will be able to clear signals and throw switches by remote control, thus providing a true "hands-on" environment. The role of the towers, which are in the process of being converted to master towers covering a wider area of a given line or lines, will be reduced to that of backup for the RCC.

In order for this to work, a great deal of computer hardware, software, and networking capability will be required. Some examples:

- Automatic Train Supervision (ATS) will permit automated monitoring of trains through an equipped area
- An Integrated Scheduling System will permit automated routing and dispatching of trains, including non-revenue moves (such as refuse collectors)
- Closed-Circuit Television, consisting of more than 10,000 cameras in the field along with video

switches and displays, will allow RCC personnel to actually see what is happening in a given area of the system

- An Incident Management System is an extension and modernization of the existing "6-Wire" communications system that allows the Control Center to communicate with other operating divisions
- A General Orders Management System will allow automatic electronic transfer of General Order (GO) data to the ATS system, including a graphical representation of the area involved, the type of work being done, speed limits, diversions, and more
- A Transportation Control System interface will automate the entry of train crew (Train Operator and Conductor) identity into ATS
- A Universal Timekeeping System will receive automatically computed information as to actual hours of service from ATS, based on train register reports
- An interface will add several features to the existing Fire Safety System, including the ability to control ventilation plants

ATS is also designed to work with the new Communication-Based Train Control (CBTC) system now being installed on the Canarsie Line. If CBTC works as planned, eventually it will be installed throughout the subway. As our readers know, CBTC is intended to provide faster, safer train operation by having full communication between trains and the right-of-way, so that every train "knows" where it is in relation to the other trains on the line.

Before one even enters the facility, one is struck by its location. How could a public agency afford to build a major facility in midtown Manhattan? The answer is surprisingly simple: the building is on the site of NYC Transit's former 54th Street Bus Depot, which began life as a trolley barn around 1909. The depot closed in 1991 and

its routes were transferred to other garages. Since the land was owned by New York City and by law could only be used by the Manhattan & Bronx Surface Transit Operating Authority (for bus-related purposes), title had to be transferred to the New York City Transit Authority (which does business as MTA



A bus pulls out of 54th Street Depot on the garage's last full day of operation, November 7, 1992.

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New NYCT Rail Control Center

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New York City Transit). This was accomplished by trading Metropolitan Transportation Authority-controlled land near the Javits Convention Center to New York City for the parcel on which the RCC is now being constructed.



This atrium is an important architectural feature of the RCC building from a "human factors" point of view.

The project consists of four parts:

- Demolition of the former 54th Street Depot
- Excavation of the site
- Steelwork
- Construction

The building has three levels. The first will contain the entrance, a conference room, facilities for New York Police Department Manhattan Borough Command and Transit Bureau District 1, training areas, a garage where NYC Transit emergency vehicles will be stored, and redundant equipment such as fuel tanks and generators to be used in case of a blackout. It will also contain areas for personnel who will maintain the building. The second will house back-office functions for the operating divisions that will be represented at the facility. Finally, the third will contain the Control Center itself, a 50,000 square foot column-free room that will be staffed by the people who are directly responsible for operating the subway. Each operating station will be equipped with an ATS terminal, and the subway system will be represented on large video screens against one of the walls. Above the Control Center will sit the "War Room," an area where top management can stay during emergencies and (literally) oversee the operations of the RCC. It will be equipped with "read-only" ATS terminals, so senior managers can be kept up-to-date.

The building also has an interesting ergonomic feature: an atrium from the lobby to the roof allows natural light to enter the building. This is important because, for operational reasons, the RCC "operating theatre" must



The Ninth Avenue side of the building. Note the temporary opening on the third level for delivery of equipment.

be windowless. The atrium will allow personnel on breaks to restore their sense of day vs. night.

At this point, the building's shell is complete and is being outfitted with the various rooms that will be needed to contain and support NYC Transit's Rail Control Center and other subway operations. After this part of the job is finished, various contractors will come in and provide the electronics needed to interface with equipment in the field, some of which has already been installed (such as modern signals, which generate codes that the computers at the RCC will be able to read in order to determine whether a given signal block is occupied and what aspect the signal is displaying). For that purpose, an opening has been left in the building, on the Ninth Avenue side. That opening will be sealed once the equipment is delivered into the building. It is expected that personnel will start to be transferred to the RCC in 2002, although ATS will not be on line until 2005. Incidentally, ATS will start with Subdivision A (ex-IRT), the part of the subway system that, in general, has the most up-to-date signals.

We hope to provide more information as this project moves closer to completion.



Second floor mechanical room.

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

by David Erlitz

Howdy, y'all. Just another fun-filled and exciting month in the New York City transit system, and, boy, have we got some news for you!

As mentioned elsewhere in the **Bulletin**, the new pick scheduled to start on November 5 will have the B operating to 145th Street seven days a week except in the midnight hours, when it will remain an OPTO shuttle from Stillwell Avenue to 36th Street. 57th Street-Sixth Avenue will be closed midnights after the last southbound Q leaves and on weekends. The shuttle from 21st Street-Queensbridge to Second Avenue is discontinued. It will now operate from Queensbridge to 34th Street-Broadway.

On the IRT, the Clark Street Tubes fire line job will be taking up a lot of time.

The IND has things quieting down a bit and the BMT will finish up Wilson Avenue, continue with the Jamaica Line station project, and have weekend shutdowns in the Montague Street Tubes. Also, the lower level at City Hall will be closed to layups for waterproofing until some time next year. Expect things to quiet down in all three divisions for the month of December due to a self-imposed moratorium on major work during the Christmas shopping season. Until next month, enjoy, and don't eat too much turkey!

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
10/24 to 12/16	Nights 7dys/wk	#2	Track K-3 S/E Borough Hall to S/O Wall Street	Via Joralemon Street Tube to Bowling Green Relay through loop back to Broadway	Replace fire lines
11/3 to 11/6	Wkend	#1	Track V N/O 72 nd Street to S/O Times Square	S/B express via Track #2 from 72 nd Street to 34 th Street	Asbestos removal at 72 nd Street
10/31 to 11/14	Nights	#2/Bus	Tracks F-2/F-3 S/O 149 th Street-Grand Concourse to N/O 135 th Street	#2 North – 241 st Street to 149 th Street-Grand Concourse #2 South – Flatbush Avenue to 148 th Street Bus – 148 th Street to 149 th Street-Grand Concourse	Install discharge lines
11/6 to 11/10	Nights	#2/#3	Track V-3 N/E Canal Street to S/O 23 rd Street	N/B local via Track #4	Electrical work
11/6 to 11/13	Nights & Wkend	#2/#3	Tracks V-2/V-3 N/O 72 nd Street to S/O Times Square	S/B via Track #1, N/B via Track #4	Roof demolition at W. 41 st Street
11/11 to 11/27	Wkend	#7/Bus	Tracks C-1/C-2 N/O Queensborough Plaza to S/O Grand Central	#7 - Main Street to Queensborough Plaza Bus – Vernon-Jackson to Queensborough Plaza Times Square Shuttle operates all weekend	Install windows at Queensborough Plaza
11/13 to 11/17	Nights	#4	Tracks J-4/L-3 N/O Grand Central To N/E 125 th Street	#4 North - Woodlawn to 125 th Street #4 South – Utica Avenue/New Lots Avenue to 125 th Street	Completion work on Switch #431A & B
11/11 to 11/19	Wkend	#2	Tracks W-2/W-3/WM N/E 241 st Street to S/O 238 th Street	#2 – Flatbush Avenue to Gun Hill Road Bus – Gun Hill Road to 241 st Street	Install structural steel and switch work
10/9 to 12/8	Nights	D	Track C-2 S/E Bedford Park Boulevard to N/O 205 th Street	D – Stillwell Avenue to Bedford Park Boulevard D Shuttle - Bedford Park Boulevard to 205 th Street exclusive via Track C-1	Plate renewal

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Track Construction Forecast for November, 2000

(Continued from page 16)

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
11/6 to 11/17	Nights	A	Track A-2 N/O Euclid Avenue to S/E Broadway-East New York	N/B express via Track A-4 Euclid Avenue to Broadway-East New York	Rehabilitate pump facilities
11/10 to 11/12	Wkend	A/C	Track A-2 N/O Utica Avenue to S/O Hoyt-Schermerhorn	A/C N/B express via Track A-4 Utica Avenue to Hoyt.-Schermerhorn	Rehabilitate switch #11
11/6 to 11/17	Nights	F	Track B-1 N/E East Broadway to S/E York Street	S/B F via Eighth Avenue from W. 4 th Street to Jay Street	Replace fire lines
11/7 to 11/10	Nights	E	Track D-4 N/O 42 nd Street to S/O Fifth Avenue	N/B E via Sixth Avenue from W. 4 th Street to Fifth Avenue	Install fan plant drains
11/7 to 11/17	Nights	G/ Shuttle	Track E-2 N/O Bergen Street to N/E Bedford-Nostrand	G – Court Square to Bedford-Nostrand G Shuttle – Exclusive use on Track E-1 Hoyt-Schermerhorn to Bedford-Nostrand	Replacing base corroded rail
10/23 to 11/17	Nights	N	Track A-1 N/O 34 th Street to S/O Prince Street	S/B trains express via Track A-3 from 34 th Street to S/O Prince Street	Completion work
10/24 to 12/8	Nights	L/L Shuttle/ Bus	Track Q-1 from S/O Myrtle Avenue to S/E Broadway Junction	L – Eighth Avenue to Myrtle Avenue L Shuttle – Eastern Parkway to Rockaway Parkway Bus – Broadway Junction to Myrtle Avenue	Wilson Avenue chipout
10/31 to 11/12	Nights	N	Track G-1 S/O Queensborough Plaza to S/E Lexington Avenue	S/B single-track via Track G-2 from S/O Queensborough Plaza to S/O Lexington Avenue	Fire line installation
10/30 to 11/17	24/7	L	S/B platform at Broadway Junction	All S/B trains open doors onto N/B platforms	Station rehabilitation
10/16 to 12/31	24/7	N/R	Tracks B-3/B-4/BM at City Hall lower level	Relocate all City Hall layups	Waterproofing
11/11 to 11/20	Wkend	N/R	Tracks B-1/B-2/R-1/R-2 in Montague Street Tubes	N North – Ditmars Boulevard to Canal Street N South – Stillwell Avenue to 57 th Street-Sixth Avenue R North - Continental Avenue to 34 th Street-Broadway R South – 95 th Street to 59 th Street	Asbestos abatement
11/13 to 12/13	24/7	L	N/B platform at Livonia Avenue	N/B trains bypass Livonia Avenue	Replace stairways
11/17 to 12/18	Wkend Nights	L	Track Q-2 from S/O Bedford Avenue to N/O Third Avenue	Single track via Track Q-1 in 14 th Street Tubes	Asbestos abatement
11/19	Sunday	M Shuttle	Tracks M-1/M-2 Metropolitan Avenue to N/O Broadway-Myrtle Avenue	Shuttle bus replaces M Shuttle	Survey at Wyckoff Avenue

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.

Around New York's Transit System

Closed Doors During Layover at Terminals

The following instructions regarding door operation at terminals, which are in effect regardless of weather and temperature, were issued to Train Operators and Conductors:

At the last two stations before the terminal and at the terminal, Conductors inform passengers that they must leave the train. The terminal Dispatcher also makes the same announcement, which must not be made at outdoor stations between 9 PM and 6 AM. When all the passengers have left the train, the doors must be closed. If the layover is more than ten minutes, the doors should not be reopened until two minutes before the scheduled departure time. If the layover time is less than ten minutes, Conductors will close all doors except one door on each Conductor's operating car. Train Operators will key open these doors on put-in trains. When the entrance is near the end of the train, the crew should key open a door near the entrance. When the starting lights are lit, the Conductor must reopen and close all doors. During rush hours, doors may be left open if there is a short layover or heavy traffic. During hot, cold, or bad weather, when a train is standing at a station due to a delay, Conductors must close doors, but should not give the Train Operator side door indication. When the train is ready to proceed, the Conductor should reopen and then close the doors.

NYC Transit is Prepared for Snowstorms

NYC Transit will try to provide uninterrupted service during snowstorms. The snow emergency trains, snow blowers, ballast regulators, and de-icer cars described in the January, 1997, December, 1998, and January, 2000 *Bulletins* will be available.

Rail Adhesion Trains

From October 15 to December 15, 2000, Rail Adhesion Trains will place traction gel on rails that are slippery due to wet leaves. On the BMT or IND, the rail adhesion car will be sandwiched in-between two R-32 or R-38 cars on either end. Because IRT R-33 car 8885 has one operating cab, it must be on the open end when it is coupled to four "Redbirds." These trains should be operated at 15 miles per hour. Their speed must not exceed 20 miles per hour. Car 8885 operates on both tracks of the Dyre Avenue Line, including both

pockets at the terminal. Car 8558 (R-30) runs on both tracks between Liberty Junction and Howard Beach. Car 8429 (R-30) makes a round trip on the local tracks between Kings Highway and Franklin Avenue, after which it makes a round trip on the express tracks between Kings Highway and Prospect Park. After completing work on the Brighton Line and the Franklin Avenue Shuttle, the train will place the gel on both Sea Beach tracks between the portal and Stillwell Avenue.

Ten-Second Delay Signal Key-By Timers

Ten-second delay key-by timers are being installed in signals throughout the system. Therefore, Train Operators attempting to key-by red automatic signals equipped with these timers must wait 10 seconds after bridging the insulated joint before the stop arm goes down. Because there is no differentiation between modified and unmodified signals, Train Operators must wait 10 seconds before they contact the Control Center.

"Wrapped" Trains for World Series

In celebration of the first game of the 2000 (baseball) World Series between the Yankees and Mets, billed as the first "Subway Series" in 44 years, NYC Transit operated a special train on line #4 from Grand Central to 161st Street on the evening of Saturday, October 21, 2000. Consisting of ten brand-new R-142 (Bombardier) cars, the train carried such dignitaries as Governor Pataki, Mayor Giuliani, MTA Chairman Conway, and NYC Transit President Reuter, as well as their families.

The ends of the train were "wrapped" in Yankee pinstripes and the train was equipped with both teams' logos. Digital sign readings announcing the train as a World Series Special were displayed. The automated announcement system was replaced for the trip by the voice of the Conductor. An article in that day's New York *Daily News* profiled the Train Operator, who had been offered the trip as overtime.

During the game, it was announced that no fares would be collected for two hours after each World Series game at the station adjacent to the appropriate stadium (Yankee or Shea).

A train of R-33S/R-36 cars "wrapped" in Mets colors operated on line #7 to Shea Stadium for the third game of the World Series, the first at the Mets' home, Tuesday, October 24.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
October 3, 2000	B	Train of R-32s, consist: 3563-2, 3558/3421, 3927-6, 3450-1, 3948-9
October 6, 2000	C	Train consisting of 6 R-38s and 2 Morrison-Knudsen R-32s
October 12, 2000	Q	Train of R-32s, consist: S-3362-3, 3944-5, 3964-5, 3808-9, 3534-5-N