

The Bulletin



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The Bulletin

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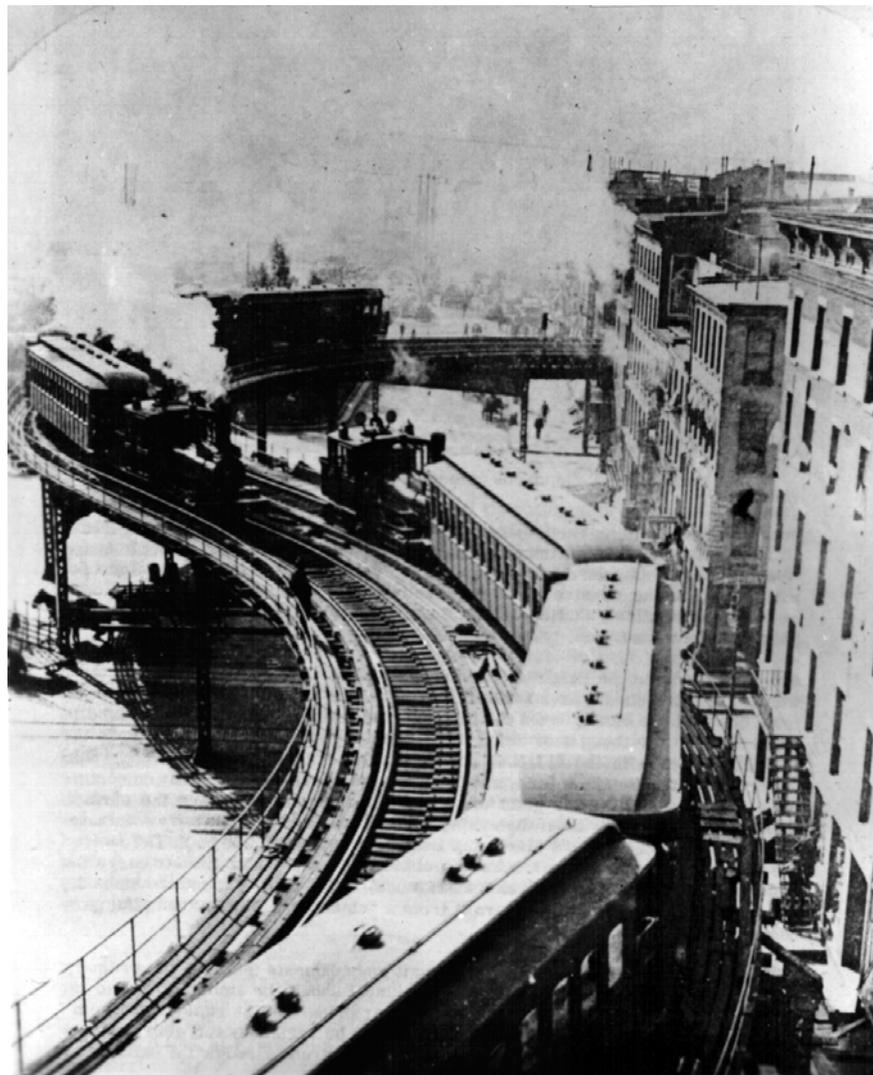
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Amsterdam
Avenues
Line — Track
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SOUTH FERRY BRANCH QUIT 50 YEARS AGO



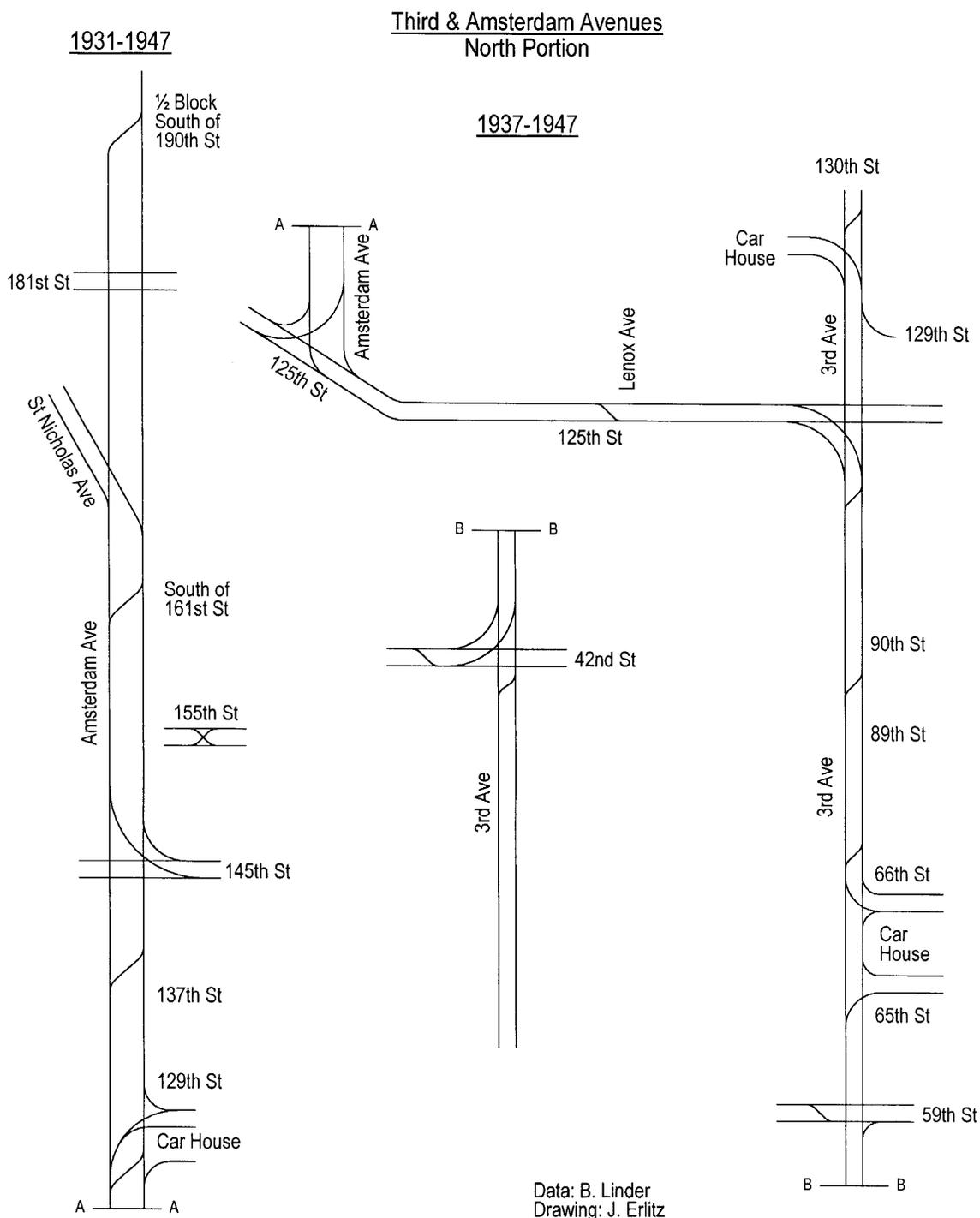
Many years ago, this branch was very busy. Until 1939, Second Avenue locals, Third Avenue locals, Astoria locals, and Willets Point expresses operated on less than a

two-minute headway during rush hours. Riding fell off gradually until service was discontinued on December 22, 1950.

Photograph Bernard Linder collection

THIRD & AMSTERDAM AVENUES LINE TRACK PLANS

by Bernard Linder and Jeffrey B. Erlitz

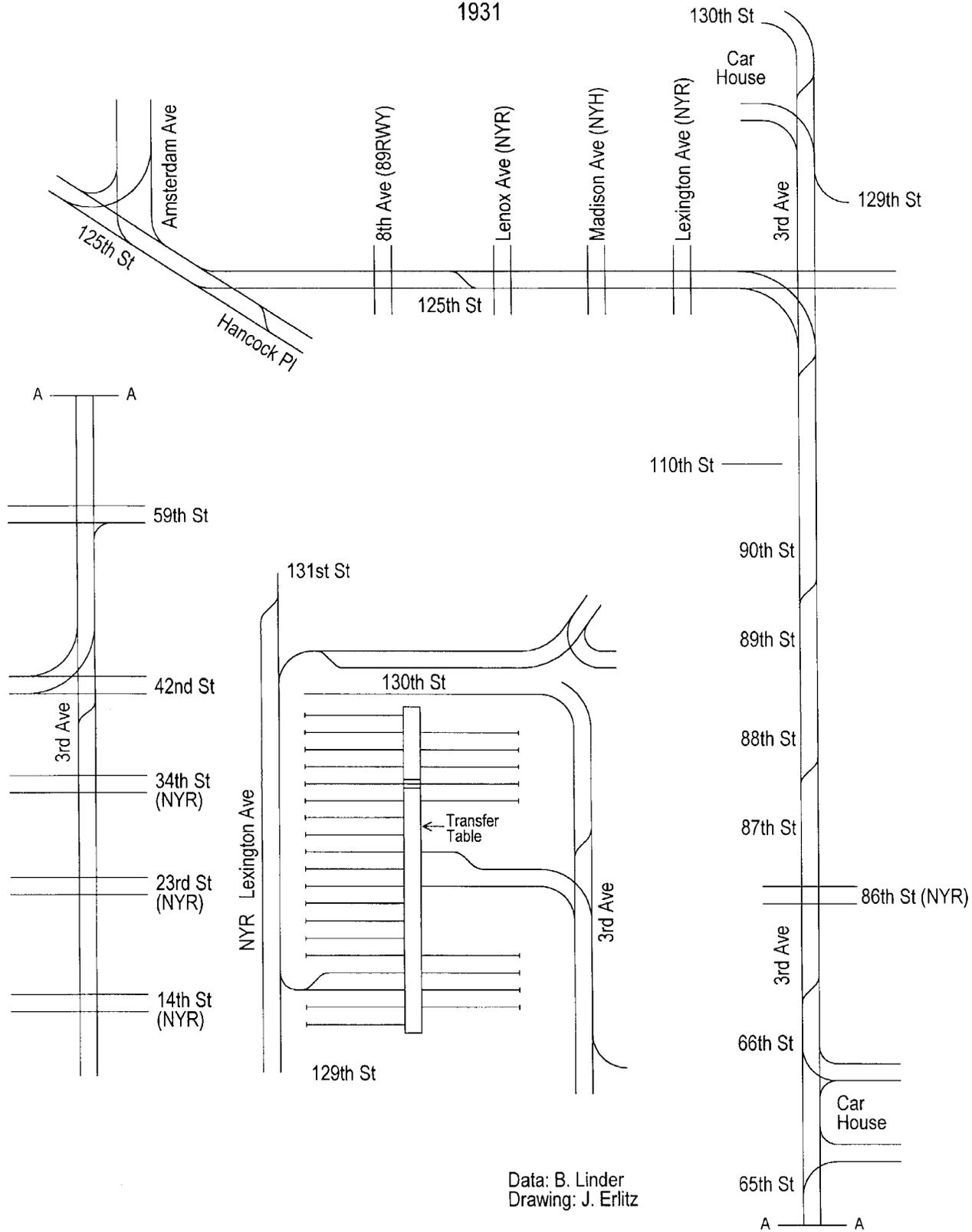


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Third & Amsterdam Avenues Line Track Plans

(Continued from page 2)

**Third & Amsterdam Avenues
Center Portion
1931**



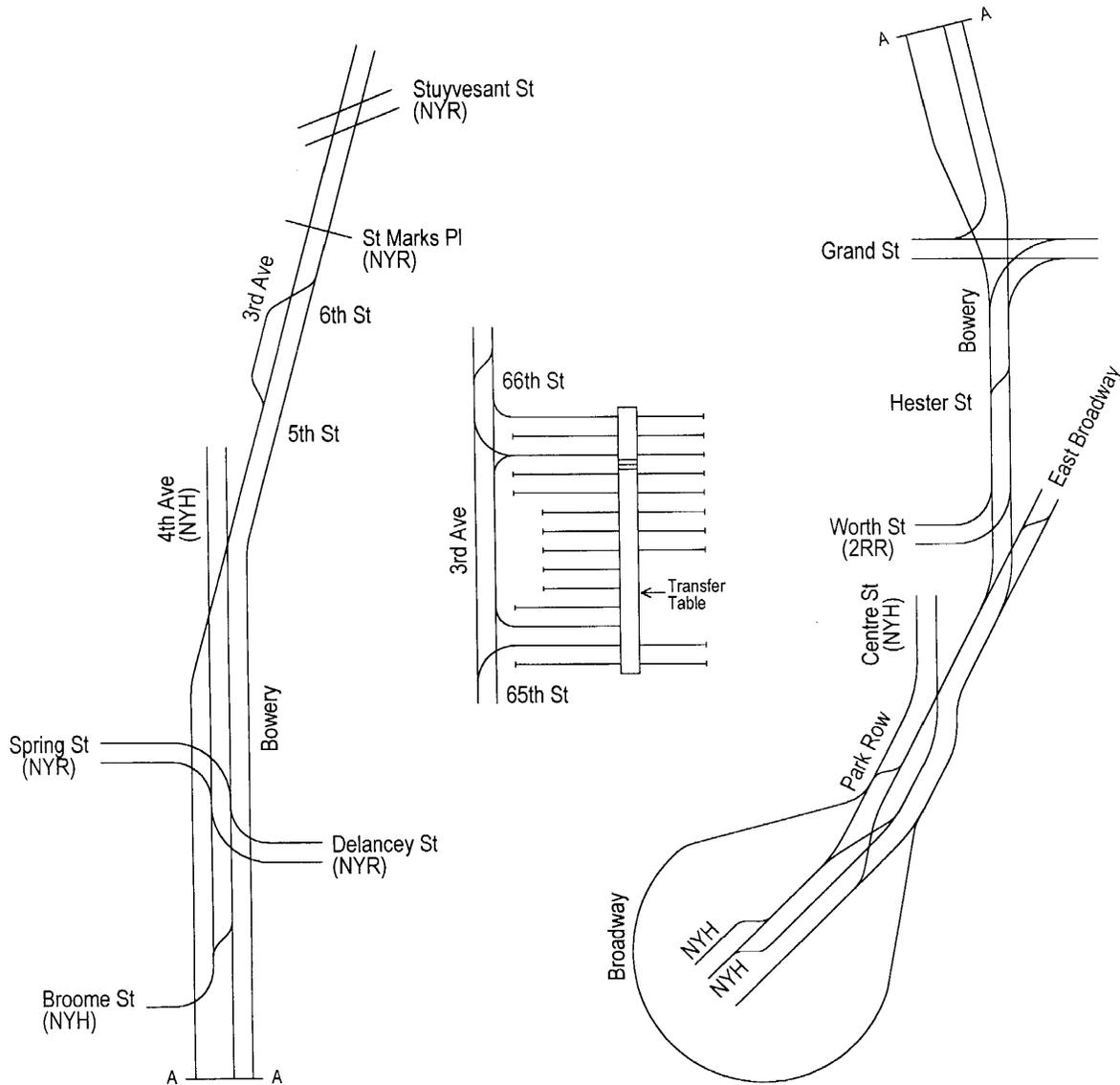
Data: B. Linder
Drawing: J. Erlitz

(Continued on page 4)

Third & Amsterdam Avenues Line Track Plans

(Continued from page 3)

Third & Amsterdam Avenues
South Portion
1931



Key

- NYR - New York Railways Corp.
- NYH - New York & Harlem Railroad Co.
- 2RR - 2nd Avenue Railroad Co.
- 89RWY - 8th & 9th Avenues Railway Co.

Data: B. Linder
Drawing: J. Erlitz

In the July, 2000 *Bulletin*, we stated that we did not know when through service started operating between the Post Office loop and Fort George. When we

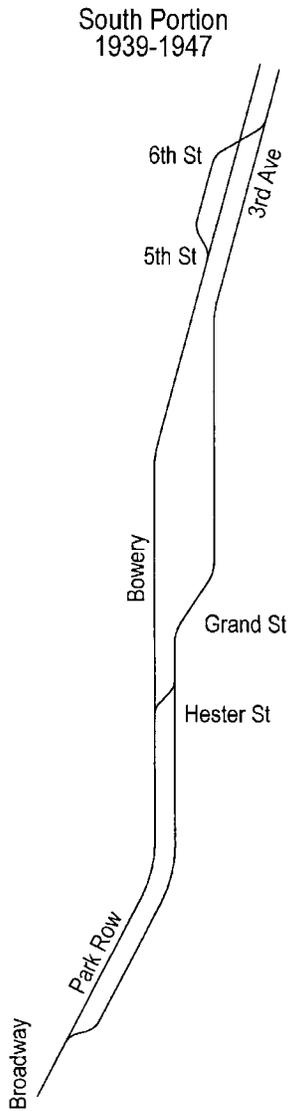
checked the *Eagle Almanac*, we found that through service began in 1905.

(Continued on page 5)

Third & Amsterdam Avenues Line Track Plans

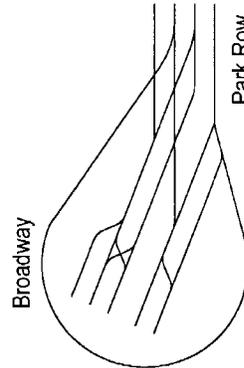
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Third & Amsterdam Avenues

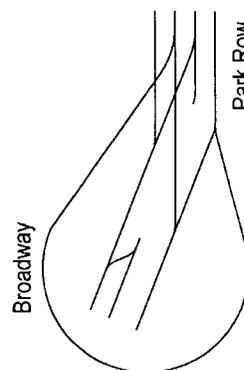


Post Office Loop

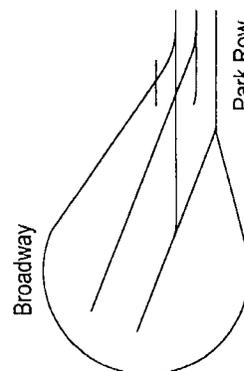
May 2, 1913



Sept. 1935



July 1938



Third & Amsterdam Avenue cars were the only cars that operated on the loop track.

Data: B. Linder
Drawing: J. Erlitz

TECH TALK

by Jeffrey B. Erlitz

In the September, 2000 *Bulletin* I mentioned that I believed that the Canarsie Line was going to be the first line to have its stationing numbers recalculated. Had I thought about this a little more, I would have realized that a line re-stationing had indeed already occurred on the subway system. The Culver Line was resignalled in anticipation of IND operation in the early 1950s. All of the new signals from Ditmas Avenue to south of Avenue X received numbers that continued the IND Prospect Park Line stationing south of Church Avenue. Thanks to reader Roger Hughes for reminding me of this.

Over at the 63rd Street Connection, we are now in the home stretch. The new tunnel lighting is now on along Tracks T-1 and T-2 from the north end of the 21st Street station all the way to 36th Street Interlocking. The old (1987?!) fluorescent tunnel lighting has been removed from 21st Street to the location of the original bulkhead underneath the 29th Street Ventilation Complex. The fire and track lubrication lines are done and the radio antenna has been installed. Yet to be installed are the signs along the tunnel walls indicating the stationing numbers every 50 feet.

And now for the big news: over the course of six weeks, 36th Street Interlocking is being placed in service, as follows:

DATE	TRACK(S)	SWITCH(ES)
October 27-30	D-3	545A/B
November 3-6	D-2	535A/B
November 10-13	D-4	543
November 17-20	D-1	547
November 20-December 11	T-1 and T-2	

Refer to the track diagram of 36th Street Interlocking in the December, 1999 issue for track and switch number details. Switches #517 and #537A/B will not be put in service until the new Queens Plaza Interlocking cut-over, sometime next year. As I mentioned in an earlier column, this interlocking is being controlled from Queensborough Plaza Master Tower upstairs on the Astoria Line. If you get a chance to ride through this area looking out the front window, you may be surprised to see how bright these new signals shine. I will try to remember to ask the signal engineers about this the next time I see them.

When the signal cut-in is completed on December 11, the contractor is scheduled to hand over Tracks T-1 and T-2 to Rapid Transit Operations. On that same date the third rails are scheduled to be energized. At that point, RTO plans to start instructing Train Operators over this new segment of railroad for about a month. Sometime in January, then, you *may* be able to ride a revenue

train in service over the connection during a midnight or weekend General Order operation.

There are now some new signal heads installed south and north of Queens Plaza station, especially on Tracks D-2 and GD-2. The bases for junction boxes are finally being installed along the trackways in the Queens Plaza station.

I mentioned in the September *Bulletin* that bids were opened on August 8 for contract C-33226, the Reconfiguration of Atlantic Avenue Interlocking on the BMT Canarsie Line. The contract was awarded on October 27 (IRT Anniversary Day!) to Gottlieb, Skanska. Phase I began on Sunday, November 12 when southbound moves into Track K-1 south of the station were removed from service. This track has been out of service for a few years now due to a track condition, but this kind of makes it official. The track will be removed (perhaps soon) and steelwork on this section will be altered to match the grade of the southbound Track P-1. As shown in the diagram in the September, 2000 *Bulletin*, this track will eventually become northbound Track P-2.

In traveling around the subway system recently I was reminded of some of our more unusual interlocking configurations. Throughout the years, interlockings supplied by General Railway Signal (GRS) have been composed of electric switch machines and all-electric train stops. Union Switch & Signal (US&S) usually supplied electro-pneumatic switch machines and pneumatic train stops. This made sense since if you are going to provide air lines to help power the switches you may as well operate the train stops in the same fashion. Starting in the 1970s, however, US&S started supplying all-electric train stops for signal contracts but kept supplying electro-pneumatic switch machines (the ever-popular Model A-10). In the mid-1970s and early 1980s things got really strange. In at least two different signal contracts, S-158 and Z-32262, the signals and all-electric train stops were supplied by GRS but all of the switch machines were US&S A-10 electro-pneumatic. I suppose if there were such a thing as oxymoronic interlockings, these would qualify! By the way, contract S-158 was on the IRT Jerome Avenue Line from north of 170th Street to south of Kingsbridge Road. Contract Z-32262, the first "Zone Contract," resignalled the IRT Eastern Parkway Line from south of Atlantic Avenue to south of Utica Avenue and the entire Nostrand Avenue Line.

Finally, after many months of searching, I found my copy of the BMT Instructions for Towermen, dated 1924. This instruction book contains a listing of every BMT interlocking in place at that time along with the manufacturer and type of interlocking plant. The only thing missing, unfortunately, is the number of levers on

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Tech Talk

(Continued from page 6)

each machine. By 1924, the BMT was not quite at its greatest extent, which I guess was between 1931 and 1940. Yet to open were the Fourth Avenue Line to 95th Street (10/31/25), the 14th Street-Canarsie Line from

Montrose Avenue to Broadway Junction (7/14/28), the Nassau Street Line from Chambers Street to Nassau Cut, south of Broad Street (5/30/31), and the 14th Street-Canarsie Line from Sixth Avenue to Eighth Avenue (also on 5/30/31). In any case, here is the list of BMT interlockings as of 1924.

LINE	LOCATION	MAKE	TYPE	LINE	LOCATION	MAKE	TYPE	
Broadway	57 th Street	GRS	Electric	Nassau Street	Canal Street	GRS	Electric	
	Times Square	GRS	Electric		Essex Street	FS	Electric	
	34 th Street	GRS	Electric	Jamaica	Broadway Ferry	US&S	Mechanical	
	Union Square	GRS	Electric		Marcy Avenue	US&S	Electro-Pneumatic	
Brighton	Canal Street	GRS	Electric		Myrtle Avenue	HSS	Electric	
	Gold Street (Myrtle Avenue)	GRS	Electric		Gates Avenue	GRS	Electric	
	DeKalb Avenue	GRS	Electric		East New York-Tower 2	GRS	Electric	
	Prospect Park	GRS	Electric		East New York-Tower 1	GRS	Electric	
	Kings Highway	US&S	Electro-Pneumatic		Crescent Street	US&S	Mechanical	
	Brighton Beach	GRS	Electric		Greenwood Avenue (111 th Street)	GRS	Electric	
	Ocean Parkway	GRS	Electric		160 th Street	US&S	Mechanical	
	W. 8 th Street	GRS	Electric		168 th Street	FS	Electric	
	Stillwell Avenue	GRS	Electric	Fulton Street	Fulton Ferry	US&S	Mechanical	
	City Hall	GRS	Electric		Kings County Terminal	US&S	Mechanical	
Broadway	Whitehall Street	GRS	Electric		Tillary Street	US&S	Mechanical	
	Lawrence Street	GRS	Electric		Nostrand Avenue	US&S	Mechanical	
	Kings Highway	GRS	Electric		Grant Avenue	US&S	Mechanical	
Culver	Kings Highway	GRS	Electric		Lefferts Avenue (Boulevard)	GRS	Electric	
	West End	Fifth Avenue-38 th Street	GRS	Electric	Myrtle Avenue	Park Row ¹	US&S	Electro-Pneumatic
		Eighth Avenue-35 th Street	GRS	Electric		High Street Loop	US&S	Mechanical
		62 nd Street	GRS	Electric		Sands Street	US&S	Electro-Pneumatic
Sea Beach	Bay Parkway	GRS	Electric		Bridge Yard	US&S	Electro-Pneumatic	
	Tower D-Bay 50 th Street	GRS	Electric		Adams Street Cut	US&S	Mechanical	
	Sixth Avenue	GRS	Electric		Navy Street	US&S	Electro-Pneumatic	
	Kings Highway	GRS	Electric		Grand Avenue ¹	US&S	Electro-Pneumatic	
	Coney Island Yard Tower A	GRS	Electric		Wyckoff Avenue	US&S	Electro-Pneumatic	
	Coney Island Yard Tower B	GRS	Electric		Metropolitan Avenue	US&S	Electro-Pneumatic	
	Coney Island Creek	GRS	Electric		Fifth Avenue	36 th Street	US	Electric
Hubbards Creek	US&S	Mechanical			65 th Street ¹	US&S	Mechanical	
Fourth Avenue	Pacific Street	GRS	Electric		Franklin Avenue Shuttle	Franklin Avenue ¹	US&S	Electro-Pneumatic
	36 th Street	GRS	Electric	Franklin Avenue Shuttle	Canarsie	Atlantic Avenue-Tower 3	GRS	Electric
	59 th Street	GRS	Electric			E. 105 th Street	S&F ²	Mechanical
	86 th Street	GRS	Electric			Rockaway Parkway	S&F ²	Mechanical
Astoria	Lexington Avenue	GRS	Electric		14 th Street-Canarsie	Sixth Avenue	GRS	Electric
	Queens Plaza West	GRS	Electric			Third Avenue	GRS	Electric
	Queens Plaza East	GRS	Electric			Bedford Avenue	GRS	Electric
Nassau Street	Chambers Street	FS	Electric			Montrose Avenue ¹	GRS?	

Manufacturers:

FS - Federal Signal Company
 GRS - General Railway Signal Company
 HSS - Hall Switch & Signal Company
 S&F - Saxby & Farmer
 US - Union Switch Company
 US&S - Union Switch & Signal Company

Notes:

¹ Automatic interlocking

² US&S was the licensee in the United States for Saxby & Farmer

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Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

As was reported in the September *Bulletin*, the days are numbered for Metro-North's cab units. With an order for nine additional Genesis units having already been placed, I thought that it would be a good time to check the status of the fleet. Ten FL-9s are owned by CDOT and appear in the "McGinnis" scheme of red/black and white. With the exception of 2007 and 2012, the remaining units are in the traditional Metro-North colors of blue/red/gray, and as of November, there are 3 F-10s, 6 FL-9ACs, and 6 FL-9s in service. At 54 years of age, the F-10s are the oldest cab units in service, having been built in 1946 and 1947. Sixty FL-9s (2000-2059) were ordered by the New Haven between 1957 and 1960 – all passed into Penn-Central ownership. Many were later to be found on the rosters of Amtrak, Conrail, and Metro-North.

Below is a listing of Metro-North's FL-9s and F-10s. Thanks to member Josh Weis for help in compiling the roster.

NUMBER	COLOR SCHEME	STATUS	NOTES
2002	New Haven	Active	
2003	Blue/Red/Grey	Active	
2005	Blue/Red/Grey	Active	
2006	New Haven	Active	
2007	Silver/Blue Stripe	O/S Croton	
2008	Blue/Red/Grey	Active	
2010	Blue/Red/Grey	O/S Croton	
2011	New Haven	Active	
2012	New York Central	Active	
2013	New York Central	Off-Property	Danbury Railway Museum
2014	New Haven	Active	
2016	New Haven	Active	
2017	Blue/Red/Grey	Active	
2018	Blue/Red/Grey	O/S Croton	
2019	New Haven	Active	
2020	Blue/Red/Grey	O/S Croton	
2021	Blue/Red/Grey	Active	
2022	Blue/Red/Grey	O/S Croton	
2023	New Haven	Active	
2024	New Haven	Active	

NUMBER	COLOR SCHEME	STATUS	NOTES
2026	New Haven	Active	
2027	New Haven	Active	
2028	Blue/Red/Gray	O/S Croton	
2029	Blue/Red/Gray	O/S Croton	
2030	Blue/Red/Gray	O/S Croton	
2031	Blue/Red/Gray	O/S Croton	
2033	Blue/Red/Gray	O/S Croton	New Haven 2059 – Final FL-9
2040	Blue/Red/Gray	Active	
2041	Blue/Red/Gray	Active	
2042	Blue/Red/Gray	Active	
2043	Blue/Red/Gray	Active	
2044	Blue/Red/Gray	Active	
2045	Blue/Red/Gray	Active	
2046	Blue/Red/Gray	O/S Croton	
300	Blue/Red/Gray	O/S Croton	Ex-Long Island Rail Road, New Haven 2000 – First FL-9
301	Blue/Red/Gray	O/S Croton	Ex-Long Island Rail Road
302	Blue/Red/Gray	O/S Croton	Ex-Long Island Rail Road
410	Blue/Red/Gray	Active	Ex-MBTA
411	Blue/Red/Gray	Active	Ex-MBTA
412	Blue/Red/Gray	O/S Croton	Ex-MBTA
413	Blue/Red/Gray	Active	Ex-MBTA

Under the 2000-2004 Capital Program, for East-of-Hudson service Metro-North intends to purchase 180 M-7 cars with the Long Island Rail Road (not all options have been exercised yet) and remanufacture 242 M-2 cars with CDOT. The costs for these two projects are put at \$371.2 and \$43.5 million, respectively. At least there is a major transit agency in the metropolitan area that still values the use of electrically-powered MU cars over a system that is moving towards a heavy reliability on push/pull equipment.

Other expenditures: \$20 million for construction of a station at Yankee Stadium, contingent on a lease

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Commuter Notes*(Continued from page 8)*

agreement between the ball team and the City of New York. \$129 million will be spent to replace platforms on the Hudson Line between Morris Heights and Ossining; for rehabilitation work at selected Harlem and New Haven and West-of-Hudson stations and improvements at Brewster North, including a platform extension and a new overpass at the north end. There will also be continuing work at Grand Central Terminal including leak-proofing, trainshed ventilation, Life Safety, and Emergency Power installation. \$6.4 million will be spent to rehabilitate 1,000-1,500 parking spaces and between 1,400 and 1,700 new spaces will be created at a cost of \$23.4 million; Track and Structures work involving revitalization of tracks, replacement of turnouts, GCT switch renewal, third rail renewal and electrical switchgear replacement. Capital funds will also go to maintaining rights-of-way, bridges, communications and new ticket-selling equipment.

Attendance at the Croton-Harmon Open House topped 6,400, setting a new record. With the gorgeous weather and all of the usual activities the only other place to be that day was on the Division's FL-9 trip.

Metro-North was prepared to operate up to ten additional trains following the World Series games that were played in Yankee Stadium, and one per line for games at Shea Stadium.

When the current timetables were issued (October 29), the panel that lists the fares was changed, and carried a "revised" date coinciding with the timetable. Knowing that fares were not being increased for the foreseeable future, it had to be something else, and that was the removal of the fares for 10-trip tickets, peak and off-peak. When I inquired about this at the Croton-Harmon Open House, I was told that this was temporary and was due to space considerations, i.e. the extra holiday services. The listing of the mileages was also removed. NJ Transit did this as well as late as October, 1999.

For the New York City Marathon® held on Sunday, November 5, a special timetable was issued showing the earliest two or three trains arriving in Grand Central Terminal. The format was as has been used in previous years.

Signs displaying the time that the train is scheduled to arrive at 125th Street and the destination are now in service at that station.

The first of two switch engines, 404, has arrived from the manufacturer Brookville Locomotive. Each unit weighs 70 tons and has diesel-electric engines, which are rated at 600 hp. An article about this locomotive appeared in the October issue of *Railway Age*. Member Karl Groh sent a copy of the article and commented on the number of axles, just two, and wrote that the E-10Bs had four axles, while the "S" motors had 8 axles!

Sperry Rail Service 149 was seen on the Hudson Line during the second week of November.

In this day it is not often that one finds railcars in Grand Central Terminal other than ACMUs, M-1 to M-4 and M-6-type cars, or push/pull equipment. During the latter part of the second week in November, Track #34 hosted two heavyweight railroad cars: Georgia Railroad 300 and Northern Sky Charters *Northern Dream*.

MTA Metro-North Railroad (West)

From November 13-22, November 27-December 20, and January 2 (2001) to completion, replacement bus service is operated between Otisville and Port Jervis to enable an outside contractor to replace the Otisville Tunnel liner. NS crews had previously worked under traffic to remove the old tunnel liner over a several month period, however the nature of this work requires an absence of train traffic. This operation affects Trains #51 and #60.

Connecticut Department of Transportation

Speed limits have been lowered to 90 mph for CDOT Control Cars 1001, 1671, 1673, and 1675, and Coaches 1621-1633 (odd only). At one time, they were permitted 110 mph.

TT-36, the sixth timetable issued this calendar year, has an effective date of October 30. Minor adjustments were made due to changes with connecting Metro-North and Amtrak trains. This edition has a tree with falling leaves as its symbol. Thanks to member David A. Cohen for sending copies.

Apparently you can't please all of the commuters all of the time. Prior to the current Metro-North timetables going into effect, approximately 40 commuters complained about some of the changes under which several intra-state trains have been eliminated in favor of faster service from New York City to points east of Bridgeport. Now a number of them now have to change trains en-route, which they did not do under the previous schedules. Metro-North believes that about 100 commuters were affected. Thanks to David A. Cohen for sending the article from the New Haven *Register*.

MTA Long Island Rail Road

Commuters have given the Long Island an improved rating in 38 of 46 areas that are surveyed. A good sign is that grades did not fall this time, and the overall grade went from a C to a C+. The most significant improvements were in air conditioning, heating, morning on-time performance, and morning seating availability. No doubt the new bi-level cars are responsible. More than 2,000 responded to the survey, which has been going on for 14 years.

A special Shea Stadium timetable was issued for the World (subway) Series games between the Yankees and Mets, with effective dates of October 24, 25 & 26* (if necessary). The 26th was necessary, but, as mentioned in the previous *Bulletin*, the Yankees took the series 4 games to 1, going on to win their 26th World

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Commuter Notes*(Continued from page 9)*

Series.

The timetables that went into effect on November 13 and will be in use through March 18, 2001, have a slightly different look, as the "MTA (logo) Long Island Rail Road" has been moved from the bottom to the top and enlarged slightly. Lines that operate "Extra Holiday Service" have that symbol on the cover.

James McGinty reported the most recent shoe beam fire on a DM-30, this on 503. Previously 516 and 518 suffered similar damage. He added: "Contrary to many rumors, these have not been serious fires and the 503 was not heavily damaged in the fire at Huntington. The LIRR is currently doing modifications to the fleet of DM-30ACs to prevent this problem from happening again. This modification centers around the third rail shoe beam area and that is where these fires have been happening. Also, the LIRR is adding extensions to the rain gutters over the Engineer's cab door and cab window on the entire fleet of DE- and DM-30s. Each unit cost \$3.7 million."

A 16-track rail yard that was to be constructed in Greenlawn will not be built due to community opposition. The MTA announced this on October 23. The Broadway station (Port Washington Line) will receive a \$1.7 million renovation. Built in 1913, the station's waiting room will be air-conditioned, ticket windows will be installed, and the restrooms will be made accessible. The Auburndale station is presently undergoing a \$5 million reconstruction. Thanks to member Joe Gagne for the reports from the New York *Daily News*.

Career opportunities abound at the Long Island Rail Road in various departments, including Assistant Conductors. Send resumes, including salary history and position applying for, to MTA Long Island Rail Road, Human Resources, Mail Code 1155 SR-SD-10-00, Jamaica Station, Jamaica, New York 11435.

NJ Transit

All NJ Transit rail lines got new timetables with the return to Eastern Standard Time. With the exception of the Atlantic City Line, which went was effective November, 2000, all went into effect on October 29. The lines that operate service on Martin L. King Day and Presidents Day have had a panel or notes added to indicate which trains will run on those days. On many of the lines there were changes to the departure/arrival times.

A Customer Notice was issued to passengers who ride Train #3224, and specifically in Commuter Club Car 5759, to inform them that for the week of October 9-13 that car would be replaced by another car so that 5759 could be thoroughly cleaned. NJ Transit advised that cars are removed from service every 90 days to wash down the walls, ceiling, vestibules, floors, seats, and windows. This Club Car has to be one of the few, if any, remaining in commuter service across the nation.

For those traveling to the baseball World Series, Governor Whitman announced that those producing tickets to the game would be provided with a free transportation on NJ Transit.

An underground station, once part of Newark's trolley subway, which was sealed and forgotten for more than 60 years, was "re-discovered" on October 17. Accompanied by a slew of reporters, NJ Transit Executive Director Jeffrey A. Warsh showed off these "abandoned" tunnels and a station, which formerly led to Kresge's, a department store. (Kresge descended into today's K-Mart.) Located below Raymond Boulevard, there are plans to utilize two of the tunnels (about 1,000 feet) for the Newark-Elizabeth Rail Link, which will shave some \$80 million from the cost of the project, and about a year off the construction timetable. It was reported that at one time 2,000 streetcars used these tunnels each day. At present there are no plans for the other tunnels. Non-railfans were also treated to views of two of the Subway's work cars, 1912 Line Car 5221 and a snow plow, which NJ Transit officials reported no longer works. An article appeared in the New York *Times* (October 18) and I also caught the story on the Channel 4 evening local news.

Member Glenn Rowe forwarded a report that the Branch Brook Park Station opened on October 30. On the same day, the nearby Franklin Avenue station was closed and subsequently demolished.

To find out the details of timetable changes sometimes requires having them in hand. The news item which appeared in the November *Bulletin* was taken from NJ Transit's website. After looking at a the "real thing" we learn that the Bayonne service was extended only as far as Harborside, while the West Side Line now runs to Newport Center. The map shows the future extensions to 22nd Street in Bayonne and to Hoboken, which will be served by both lines. As the cover indicates, trips are a little bit quicker, two minutes less from Bayonne to Exchange Place and one minute less on the West Side Branch. Inside, the format has been changed. Instead of listing each departure and the stops made, a more consolidated format, similar to how PATH presents its service is used. This is HBLRT's third timetable.

Port Authority Trans-Hudson Corporation

After a two-year run, the three morning Newark/World Trade Center expresses have been eliminated. This occurred with the issuance of the Fall-Winter timetables, which carry an October 29 date but went into effect on November 5. This was necessitated by increased ridership (up 11% in the past few years) and the need to have all trains stop at all stations. Service from Newark to World Trade Center has been increased slightly (2 trips) without any additional trainsets and three trips have been added to the Journal Square/33rd Street Line, requiring one additional trainset in both the AM

(Continued on page 11)

Commuter Notes*(Continued from page 10)*

and PM.

Amtrak

Amtrak issued the Fall, 2000/Winter, 2001 edition of the North East Corridor (Form T-3) timetable, effective October 29. The second copy that I received had an additional paper stapled to the cover which stated that the timetable was effective October 29–December 10. (The next day *Acela Express* service is set to commence.) Although the cover, which features several views of *Acela* trains, states that it includes listings for *Acela Express* and *Acela Regional* services, there are no *Acela Express* trains listed. The National timetable (Form T-2) was also issued with an effective date of October 29. Although the *Skyline Connection* (Trains #45/46), providing service between Philadelphia and Chicago are listed, the following note was placed in the column: "Service to commence on a date to be announced."

AEM-7s that are painted in the *Acela* scheme as of August 1 included AEM-7ACs 901, 905, 916, 918 and 924 and unrebuilt AEM-7s 904, 907, 912, 914 and 934. Being converted to AEM-7ACs at Wilmington Shops: 908, 919, 920 and 927. Thanks to member George Chiasson for the report.

The locomotive situation is about to change drastically for the remaining F-40s. Although 20 of the best are being reconditioned, on November 2, Amtrak took ownership of the first of an order of 85 P-42s, with Amtrak's new logo. Delivery is expected within the next 12 months. One of our members questioned the price that Amtrak is paying, just \$2.35 million per engine (the contract is valued at \$200 million). This seems like a real bargain when compared to the \$4.5 million that Metro-North and CDOT will be paying for each of their P-32-DMs. Several questions arise. Does adding the dual-mode feature to a locomotive really nearly double its cost? Also, is there any affect on the delivery schedule for Metro-North and CDOT, whose dual-modes are due this spring?

Always looking for new markets, according to **Travel Weekly**, "sometime next year" Amtrak will be offering non-stop service between New York and Washington, D.C., with a running time of 2 hours 28 minutes. Under the present schedules, the fastest *Metroliner* makes the trip in 3 hours 4 minutes.

Extra holiday service was operated again during Thanksgiving, and special timetables were to be issued, as has been done in recent years. With an early publication date there are no details to report, so that will have to wait until next month. Our readers are encouraged to forward reports of leased commuter equipment running in Amtrak service during this time, which is Amtrak's busiest, to the email address at the end of this column.

Museums

During the "Autumn in New York" celebration, which was held on October 7 and 8 at the Shore Line Trolley Museum (Branford), for the first time ever, a three-car subway train was operated. The consist: 3662-5466 ran all day, but for one trip each day, IND 1689 was spliced between these two IRT cars.

Metropolitan Area

On Election Day, voters in New York and New Jersey were asked to decide on measures to fund public transportation. New York voters turned down a \$3.8 billion bond issue, 53-47%, while in New Jersey, voters approved Public Question #1. In the latter, there was no new borrowing or new taxes, but approval to allow the state to dedicate up to \$400 million per year from existing transportation tax revenues to fund transportation improvement projects.

Other Transit Systems**Boston, Massachusetts**

George Chiasson emailed that "cramped Old Colony riders" got some relief starting October 17, as the MBTA reassigned three additional Kawasaki bi-level coaches (754, 755, and 756) to the "automatic door" fleet. These have permitted three trainsets to utilize three bi-level cars each, and on weekdays they are supposed to be used on the heaviest rush hour trips. Some equipment notes: GP40MC 1135 joined 1123, inactive behind the Boston Engine Terminal during September after a serious failure. Overhauled F-40-PH-2 1010 was on its way back to the active fleet having received ACSES cab signal equipment in early October.

With a direct rail connection between North and South Stations apparently not something that will happen anytime soon, a proposal has surfaced that a monorail be constructed between these two terminals. The State Transportation Secretary has directed the MBTA to do a study on this subject. According to the article from the Boston **Globe**, the monorail proposal is separate and apart from a 1.1-mile long rail tunnel between North and South Stations. Thanks to member Todd Glickman for the report.

Philadelphia, Pennsylvania

From *Cinders*: All 231 Silverliner cars were expected to have the red/blue/white striping installed by October 20. New computerized train arrival signs are in service on the platforms at 30th Street Station. Colorful easy-to-read train monitors have also been installed at this and the Market East stations. The Communications-Based Train Control system is being installed in the subway-surface tunnel by SEPTA forces. This requires diverting the five subway-surface lines to 40th & Market Streets weekday and certain weekend evenings. Adtranz is funding a portion of this project under terms of an agreement as compensation for the late delivery of the M-4 Market-Frankford cars. There is updated information to what appeared in the October **Bulletin**, concerning the cars Amtrak was temporarily leasing from

(Continued on page 12)

Commuter Notes*(Continued from page 11)*

MARC. In addition to 141, 148 and 161, add 163, 164, and 168.

Washington, D.C. area

New MARC Penn Line timetables went into effect on October 29, while the Brunswick and Camden (former B&O) Lines are still using the ones dated May, 1999. Thanks to member Steve Erlitz for sending copies.

On Wednesday, November 22, VRE operated its first ever "Early Bird Turkey Train." Similar to the Manassas line's mid-day train, the Early Bird Turkey Train was a train, as opposed to an early bus. It departed from Union Station at 1:15 PM and made stops at all Fredericksburg Line stations.

Florida

Several of our Florida members had mailed articles, pro and con, about "Referendum No. 1, Constitutional Amendment Article X, Section 19, Florida Transportation Initiative for statewide high speed monorail, fixed guideway or magnetic levitation system." It was approved by 54% to 46%, so according the amendment construction is to commence by November 1, 2003.

Austin, Texas

The **American Statesman** reported that light rail will not be built in this Central Texas city after voters narrowly defeated (1,800 votes) Capital Metro's proposed 52-mile system. Capital Metro proposed a \$1.9 billion rail line from Leander to Slaughter Lane, Martin Luther King Jr. Boulevard, and Austin-Bergstrom International Airport, with the possibility of a future spur to the former Robert Mueller Municipal Airport. The system would have started with a 20-mile rail line from Howard Lane to Ben White Boulevard and MLK, estimated at \$919 million. Thanks to member Karl Groh for the report.

San Francisco, California

To facilitate work on the SFO Airport Extension, Caltrain did not operate between Hillsdale and the San Francisco terminal during the weekends of November 4 and 11. The partial shutdown of the railroad was needed to accommodate extensive construction in San Mateo, Burlingame, Millbrae, and South San Francisco. During the shutdown, Caltrain service operated between Hillsdale and the Diridon and Tamien stations in San Jose. Passengers north of San Mateo were advised to use SamTrans buses.

On November 9, a community meeting was held to discuss the feasibility of a BART station and train storage track at 30th and Mission Streets. Thanks to member Phil Hom for these reports.

London, United Kingdom

London Underground set a new weekly ridership record this year, and it was possible that this record could be broken again this year. In mid-July, more than 20 million were carried during a one-week period.

In the aftermath of a train accident that killed four and injured 34 on October 17, the West Coast mainline between Glasgow and Carlisle was closed for 72 hours to allow engineers to scan the track inch by inch for cracks with ultrasonic equipment. Notification was given to ScotRail with just three hours' notice. The cause of the accident was attributed to the condition of the rails. Thanks to member Dennis Zaccardi for the report.

From the History Files

This month there are two items about electric rail service that occurred a half a century apart. As we are about to enter the 21st Century, both are still going strong.

70 Years Ago: On December 18, 1930, electric service began on the Delaware, Lackawanna & Western's Morris & Essex Lines when EMU trains began running to Morristown. The 3000v dc service was replaced by a 25kv ac system in 1984, and many of the venerable MUs were dispersed to tourist railroads and museums across the country. Within a few years, the Arrow IIIs which were ordered for this service wound up on the North East Corridor and North Jersey Coast Lines, replaced by older Arrow IIs. Today, Arrow IIIs and push/pull cars powered by ALP-44s are used.

20 Years Ago: On December 1, 1980, the Brewster North station, located ½-mile north of Brewster, was opened. Upon completion of the electrification project on April 30, 1984, it became the terminus of the Harlem Line's electric service and served as the transfer point for Upper Harlem Line trains to Dover Plains (and, since July 9, to Wassaic). The station is served by several large parking lots, which are to be expanded over the next few years to meet the increased demands for rail service.

News items and comments about this column concerning commuter operations may be emailed to NYD-newseditor@aol.com.

Tech Talk*(Continued from page 7)*

Lastly, I forgot to mention last month my telephone number for anyone who may know the whereabouts of

the Henry Wilhelm collection (or Henry himself!). It is 718-694-4284.

You can still help Jeff Erlitz and Henry Wilhelm get connected again. He may be contacted via e-mail at jerlitz@pipeline.com.

CURRENT ROSTER OF NJ TRANSIT LOCOMOTIVES

NUMBERS	BUILDER/ REBUILDER	MODEL	HORSE- POWER	BUILT/ REBUILT	NOTES
500	EMD	SW-1500	1500	1970	1,3
501-503	EMD	SW-1500	1500	1972	1,4
4100-4112	Conrail*	GP-40-PH2	3000	1991-92*	2
4113-4129	Conrail*	F-40-PH2	3000	1997-98*	
4130-4139	Morrison-Knudsen*	GP-40-FH2	3000	1987-88*	5
4140-4144	Morrison-Knudsen*	GP-40-FH2	3000	1989*	6
4145-4147	Morrison-Knudsen*	GP-40-PH2	3000	1993*	7
4149-4150	Morrison-Knudsen*	GP-40-PH2	3000	1993*	8
4200-4218	Conrail*	GP-40-PH2B	3000	1993-94*	9
4219	Conrail*	GP-40-PH2B	3000	1997*	10
4300-4303	Conrail*	GP-40-2	3000	1995*	1,11
4400-4412	ABB	ALP-44	7000	1990	12
4413-4414	ABB	ALP-44	7000	1991	12
4415-4419	ABB	ALP-44	7000	1995	12
4420-4421	ABB	ALP-44	7000	1996	12
4422-4428	ABB	ALP-44	7000	1996	12
4429-4431	ABB	ALP-44	7000	1997-98	12
4600-4619	Adtranz	ALP-46	7100	2001-02	12

Notes:

4100-4150, 4200-4219, and 4300-4303 built by EMD

1. Used in non-revenue service

2. Originally CNJ, then Conrail. Numbers scrambled after rebuilding

3. P&LE 1570

4. P&LE 1547, 1546, SP 2675

5. Conrail 3058, 3061, 3064, 3067, 3068, 3070, 3071, and 3078; RI 384 and 389

6. Mo Pac 606, UP 646, Milw 2055, RI 361, and UP 614

7. CSX 6607 and 6836, and KCS 4751

8. KCS 762 and 763

9. Conrail 3206, 3053, 3006, 3222, 3262, 3263, 3220, 3005, 3191, 3223, 3182, 3192, 3272, 3274, 3265, 3009, 3204, 3219, and 3199

10. Ex-NJ Transit 4148, ex-ex-CSX 6822

11. Conrail 3189, 3196, and 3197

12. Electric Locomotives

AMTRAK'S NEW ALBANY-RENSSELAER STATION NEARS COMPLETION by Bruce J. Russell

By next January, passengers arriving at Albany-Rensselaer on Amtrak's New York State "Empire Corridor" will benefit from a magnificent new station that is now nearing completion. No longer will those waiting for trains be forced to endure cramped, inadequate facilities built at a time when nobody was 100% certain Amtrak had a future. Instead they will benefit from a large waiting room, newsstands, restaurants, gift shops, and ample parking. Furthermore, they will be able to make convenient connections with local buses and long-distance ones operated by Greyhound and Adirondack Trailways. This is because the facility, while primarily a railroad station, is also designed to be an intermodal center. As matters presently stand, those wishing to transfer from trains to long-distance motor coaches must proceed from Rensselaer across the Hudson River to downtown Albany, where the bus station is presently situated beneath a freeway overpass.

Until 1967 the New York State capital had a large passenger station located along the riverfront, adjacent to the business district and a short walk from various state offices. Built in the early years of the 20th Century, it featured stone construction and a high-ceilinged waiting room. There were two levels. On the upper one trains of the New York Central Railroad arrived and departed. Along this "Water Level Route" long trains with such illustrious names as the *20th Century Limited*, the *Empire State Express*, and others, raced by at frequent intervals. Many were "all-Pullman," and their rear ends consisted of open platform observation cars. On the lower level trains of the West Shore route from Weehawken, New Jersey and the Delaware & Hudson Railroad were handled. In short, Albany Union Station was a very busy place in the period before the development of aviation and the building of modern highways.

Following World War II, a long decline set in. Although the New York Central's magnificent Hudson-type steam locomotives, not to mention the newer Niagara class, gave way to diesels by 1953, this modernization could not stem the erosion of the passenger business. Within three years following the opening of the New York State Thruway in 1954, the railroad had lost over 50% of its passenger business within New York State. Fewer and fewer long-distance trains arrived and departed, and the vestigial commuter service operated by the D&H to Saratoga likewise vanished. Maintenance of the station was curtailed, and by the 1960s it looked shabby. When this reporter visited it in 1966 the extent of the deterioration was appalling. Pigeons inhabited the main waiting room, all of the windows were covered with grime, and the bathrooms were filthy. Along the sides of the waiting room, steam escaped from leaky radiators. Furthermore, all of the walls had peeling paint. In short, it was a mess and a symbol of the decline of American passen-

ger railroading.

Mercifully, the station was finally closed in late 1967. The unabashedly anti-passenger management of the New York Central, then in merger talks with the Pennsylvania Railroad, built a minuscule facility across the Hudson River in Rensselaer for use by whomever still desired to travel by train. It was the expectation that within a couple of years, all remaining services would be withdrawn. The new facility was situated on the freight belt line that bypasses Albany proper. Once this was done, the railroad was not only able to close the Albany station, but could also eliminate trackage leading to and from it. This included a bridge across the Hudson River. Fortunately, the station building itself was saved from demolition by historic preservationists and now serves as an office building.

I first saw the "new" station in 1970 and was shocked by its tiny dimensions. To me it appeared to be designed with the idea that once the few surviving passenger trains disappeared, it could be recycled into a tool shed for section gangs. Its basic construction material was cheap cinder blocks topped by a roof of corrugated tin. In essence, it was an early "Amshack."

In 1971 Amtrak was created, and passenger services began to show minor improvements. New York State began to underwrite some of the costs associated with running passenger trains from Grand Central Terminal to Albany, Utica, Syracuse, Rochester, and Buffalo. Gradually business started to pick up, especially along the New York City-Albany segment. A major jump in ridership occurred after 1976 when a fleet of turbo trains built by the Rohr Company entered service. A total of seven trainsets, originally planned for use between New York and Boston, were diverted to the Empire Corridor. Their large windows and smooth riding qualities were a big hit with people, and much traffic lost to buses was regained. The turbos' only drawback was their excessive fuel consumption. They burned kerosene rather than diesel fuel.

About 1980 New York State underwrote the cost for a replacement station at Albany-Rensselaer. It was approximately 2½ times the size of the 1967 structure, and for a number of years was adequate to handle the crowds. By this time service to Montreal had been restored, and many more trains were running between Albany and Grand Central Terminal. By the mid-1990s the New York State route, referred to by Amtrak as the Empire Corridor, was the third busiest in the nation, just below Los Angeles/San Diego. By 1997 carryings exceeded 110,000 per month versus about 140,000 on the California line. Furthermore, the railroad had captured a great deal of the bus business. Likewise, many people who previously drove were now parking their

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Amtrak's New Albany-Rensselaer Station Nears Completion

(Continued from page 14)

cars and taking the train. In general, trains ran on schedule.

By 1998 it was determined that a new, much larger station was needed to meet the requirements of the Empire Corridor into the mid-21st Century. By this time nobody thought train service along this route lacked a future. Instead, more and more riders were anticipated, as well as frequencies of at least every hour.

Ground for the new facility was broken in late 1999, and progress has been rapid. The building is about 80% complete. Without doubt, it is the largest passenger rail station built in the United States in almost half a century. In fact, its size approximates that of the World War I-era structure that ceased being used in 1967. In addition, its architectural style is pleasing. Rather than being a glass and steel box, it has six gables on its roof, which will also be topped with a tall clock tower. The basic construction material is red brick, but around its base is white sandstone. Copper covers its roof, and while it is presently orange it will gradually oxidize to a pleasing green patina. Inside, the structure will encompass not just a high-ceilinged waiting room and ticket office, but also shops, newsstands, and a restaurant. Furthermore, it will have separate boarding areas for trains and buses — both local and inter-city. In short, it will func-

tion as a transport center. To accommodate passengers wishing to leave their cars and take the train, a multi-deck parking garage is included.

The cost of the new station, a genuine showpiece, is being underwritten by Amtrak, the New York State Department of Transportation, and local government. Its official name is the Capital District Intermodal Transportation Facility. For many years, the city fathers of Albany felt that the existing station was undignified for the seat of government of the third most populous state in the nation. Likewise, in the opinion of this reporter, the new station makes a dramatic break from previous thinking at Amtrak, which seemed to favor minimal investment in station except for the largest cities. Albany's population is about 700,000 when its suburbs are included.

Improvements continue to be made along the Empire Corridor. Running times have been reduced, and the fastest train now makes the trip from Penn Station to Albany in slightly less than 2½ hours. In the years to come, this will be further shaved. The beloved turbo trains are also coming back. The first rebuilt set entered service in August, and within two years all seven will be in operation. New York State also plans to double the amount of service west of Albany. A commuter service between Albany and Saratoga is likewise being discussed. The new station now nearing completion will figure prominently in these blueprints for the future. Commodore Vanderbilt, the founder of the old New York Central Railroad, would be pleased!

Around New York's Transit System

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Unlimited-ride accounts are automatically replenished each calendar month with \$31.50 charged to credit card or bank account. Customers paying by check or money order receive a monthly bill. Customers who join this program will find that their old Reduced-Fare *MetroCard* is deactivated within two weeks after receiving the new card. If there is any money left on the old card, it will be refunded. Customers closing their accounts and switching back to the regular Reduced-Fare *MetroCard* will have their balance transferred to the new card. Main & Ride *MetroCards* cannot be refilled at station booths, vending machines, or *MetroCard* vans.

New Signals—Queens Plaza/36th Street Interlocking

New signals from north of Queens Plaza to 36th Street, IND Queens Boulevard Line and the new 63rd Street route, were placed in service at the following times:

10 PM Friday, October 27 to 5 AM Monday October 30, 2000 — Track D-3, 36th Street to north of Queens Plaza, and two signals on Track T-1 near the turnout from D-1 and D-3

10 PM Friday, November 3 to 5 AM Monday,

November 6, 2000 — Track D-2, north of Queens Plaza to 36th Street and two signals on Track T-2 near the turnouts to D-2 and D-4

10 PM Friday, November 10 to 5 AM Monday, November 13, 2000 — Track D-4 from north of Queens Plaza to 36th Street and one signal on Track D-5, which is still out of service

10 PM Friday, November 17 to 5 AM Monday, November 20, 2000 — Track D-1 from 36th Street to north of Queens Plaza and holding lights in the 36th Street station

12:01 AM Saturday, December 2 to 5 AM Monday, December 4, 2000 — Track T-2 from the 21st Street-Queensbridge station to south of the 36th Street station

5:01 AM Monday, December 4 to 5 AM Monday, December 11 — Track T-1 from south of 36th Street to 21st Street-Queensbridge

R-62 Car Stars in Yankee Victory Parade

To celebrate the New York Yankees' victory over the New York Mets in the 2000 (baseball) World Series, the City of New York sponsored a parade on Monday, October 30. Several of the players rode aboard R-62 1415, which was carried along the parade route on a float.

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

by David Erlitz

Season's Greetings to everyone. Well, we made it through another year. I hope it was a productive year for everyone. It was definitely a productive year for New York City Transit. A lot of hard work was accomplished, including the acceptance of the R142s and R-142As, the near-completion of the 63rd Street Connection, and a lot of other projects no matter what size, just as important as the others are. And in case you haven't heard yet, the Transportation Bond Act that would have made \$3.8 million dollars available for transportation was defeated in the November election by about 53% to 47%. This was supposed to have provided a lot of money for the MTA for station rehabilitation, purchase of new subway cars and buses, and study and design of a Second Avenue Subway. Some way, I am sure, the money will be found for all of these projects. I just hope I am around to see them become reality.

There are a lot of new plans for the New Year and beyond that have money already allocated for them from former capital plans, including CBTC for the Canarsie Line, the Manhattan Bridge switch from the A/B tracks to the H tracks, the opening of the 63rd Street Connection, Broadway Line station rehabilitations, and so much

more. I hope you will stay tuned to find out what is going on in the system.

As I told you last month, with the exception of the major projects going on in the system, a lot of the contractors give their employees time off at the end of December, so there is not a lot of work going on. This is also due to a self-imposed moratorium that we institute to prevent a lot of work from being done in areas where there is a lot of shopping for the holidays. So right now we have the West End Line signals, 63rd Street Connection construction, and White Plains Road Line signals. If you are wondering why a lot of the jobs that are listed are for early December, I was asked to submit my article a week early due to the Thanksgiving holiday and the early New York Division meeting, so this prevented me in giving you work that may happen well into December. Before I go, I would just like to take this opportunity to thank everyone for reading my articles and hopefully enjoying them. I would also like to thank those people who e-mailed the many questions I received throughout the year. In closing I would just like to wish everyone a HEALTHY AND HAPPY holiday season and New Year. See you next year.

DATE	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
11/27 to 12/1	Nights	#2	Track K-2 N/E Chambers Street to S/E Fulton Street	S/B via Track #1 S/O Chambers Street to South Ferry, then via Track #3 S/O Bowling Green to Wall Street-Broadway, then s/b via Track #2 to N/O Atlantic Avenue then normal	Chip-out at Park Place
11/27 to 12/1	Nights	#2	Tracks E-1/K-2 N/O Wall Street to S/O Nevins Street	Same as above	Replace fire lines
12/1 to 12/4	Wkend	#2/#3/#4	Tracks E-1/K-2 N/O Chambers Street to S/O Nevins Street	#2 Night – Same as above #2 Day – S/B via Lexington Avenue Exp. 149 th Street-Atlantic Avenue #3 – 148 th Street to Times Square #4 – Woodlawn to New Lots Avenue	Concrete pour
11/28 to 12/7	Nights	#4	Track E-4 S/O Utica Avenue to N/O Nostrand Avenue	N/B single track via Track #1 S/O Junius Street to S/O Utica Avenue, then to Track #4 and normal	Replace worn contact rail
12/2 to 12/17	Wkend s	#2/Bus	Tracks W-2/W-3/WM N/O 238 th Street	#2 – Flatbush Avenue to Gun Hill Road Bus – 241 st Street to Gun Hill Road	Testing of signal equipment and ties
12/9 to 12/18	Wkend Nights	#2	Track F-3 N/O 96 th Street to S/O 110 th Street	N/B single track via Track #2 N/O 96 th Street to S/O 110 th Street	Install tunnel lighting between 96 th Street and 110 th Street
12/8 to 12/11	Wkend	#4/#6	Tracks L-3A/L-4 S/O 125 th Street to N/O 125 th Street	#4/#6 N/B via Track 4-B S/O 125 th Street, then via Track #3 to N/O 125 Street, then normal	Concrete pour at switch #441
11/27 to 12/15	Nights	F	Track B-2 S/O York Street to N/E East Broadway	N/B via Track A-4 n/o Jay Street via A line to Track B-2 s/o W. 4 th Street and normal.	Replace fire lines
11/27 to 12/10	Nights	B/D	Track C-2 S/E 145 th Street to S/O 161 st Street	D – via Track C-3/4 from 145 th Street to s/o 161 st Street B – Discharge on Track A-2 145 th Street upper level & relay light to 168 th Street to Track A-1 at 145 th Street	Survey for upcoming chip-out

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Track Construction Forecast for December, 2000

(Continued from page 16)

DATE	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
12/1 to 12/4	Wkend	E/F	Tracks D-3/D-4 S/E Queens Plaza to N/O Roosevelt Avenue	N/B & S/B E/F local from Roosevelt Avenue to Queens Plaza R – normal	Deliver and install new signal equipment
12/1 to 12/4	Wkend	B Shuttle	Track T-2 S/O Roosevelt Island to N/O 21 st Street-Queensbridge	Single track via Track T-1 between 21 st Street-Queensbridge and Roosevelt Island	In service Track T-2 wayside signal equipment
12/4 to 12/11	24/7	B Shuttle/Q	Track T-1 N/O 21 st Street-Queensbridge to S/O Roosevelt Island	B Shuttle – single track via Track T-2 between 21 st Street-Queensbridge and Roosevelt Island Q – Shortlined to 57 th Street-Sixth Avenue	In service T-1 wayside signal equipment
12/10 to 12/16	Nights	F/G	Track B-1 N/O Bergen Street to S/O Church Avenue	F – S/B via Track B-3 from N/O Bergen Street to N/O Ditmas Avenue. Block & Clamp switch #5 for move to Track B-3 (due to Bergen St. fire) G – Court Square to Bedford-Nostrand G Shuttle – Hoyt-Schermerhorn to Bedford-Nostrand	Correct “B” defects, base corroded contact rail, and worn end approaches
12/15 to 12/17	Wkend	E/F/R	Track D-4 S/O Roosevelt Avenue to N/O 71 st -Continental	E/F – N/B local via Track D-2 Roosevelt Avenue to Continental Avenue R – Extended to 179 th Street	Chop concrete wall in preparation for walkway extension
12/4 to 12/8	Daily	N	Track G-2 N/O Queensborough Plaza to S/O 39 th Avenue	Single track via Track G1 S/O Queensborough Plaza to N/O Queensborough Plaza	Guarded curve renewal
12/8 to 12/11	Wkend	N	Tracks EA/EB, Stillwell Avenue N Platform	N – terminates at 86 th Street B – operates S/B via N line as per another plan	Install plywood shield/barriers for asbestos abatement on platform canopies
12/2 to 12/3	Wkndys	B	Tracks D-1/D-3/DC-1/F-4 S/O 36 th Street to N/O Bay Parkway	S/B B via N line 36 th Street to Stillwell Avenue	Install electrical equipment
12/2 to 12/3	Wkend	B	Track D-1 S/O Bay Parkway to N/O Stillwell Avenue	S/B via N line 36 th Street to Stillwell Avenue	Install electrical equipment
12/8 to 12/11	Wkend	B/R Shuttle	Tracks D-1/D-3/DC-1/F-4 S/O 36 th Street to N/O Bay Parkway	B – S/B via N Line 36 th Street to Stillwell Avenue R Shuttle – Exclusive use Tracks F-2/F-4 95 th Street to 59 th Street	Install signal equipment
12/8 to 12/11	Wkend	J/M	Track J-1 N/E Hewes Street to S/O Chauncey Street	J – N/B via Track J-3/4 N/O Marcy Avenue to N/O Eastern Parkway M – S/B discharge on Track J-2 at Myrtle Avenue & relay to Track J-3/4 at Marcy Avenue to Track J-3/4 Myrtle Avenue	Canopy asbestos abatement
12/1 to 12/4	Wkend	D	Track A-4 N/E Kings Highway to S/O Prospect Park	No effect on service	Lead paint removal and crack repair on ceiling walls
12/2	10 hrs.	D/D Shuttle	Track A-4 N/O Stillwell Avenue to S/O Ocean Parkway	D – 205 th Street to Brighton Beach D Shuttle – Exclusive use via Tracks A1/A3 Stillwell Avenue to Brighton Beach	Pour concrete slab
12/2 to 12/3	Wkend	D	N/B platform at West 8 th Street	N/B D bypasses W. 8 th Street	Curing of poured concrete Works in conjunction with plan above
12/1 to 12/4	Wkend	L	Track Q-1 Eighth Avenue station	Single pocket on Track Q-2 at Eighth Avenue	Station rehabilitation

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

Two Trains on Line #4 Crash in the Bronx

About 7 PM on Wednesday, October 25, 2000, two out-of-service trains of R-62 cars were involved in a crash near the Fordham Road station on the Jerome Avenue Line. One train (consist S-1370-1369-1368-1367-1366/1526-1527-1528-1529-1530-N) struck the other (consist S-1381-1382-1383-1384-1385/1365-1364-1363-1362-1361-N) from behind on Track M (the middle track). Car 1369 was damaged extensively and had to be cut up at the scene. Some of the other cars had varying degrees of damage, and it is not known at this time whether any of them will have to be scrapped, nor was the cause known at press time. Service was restored by the AM rush on Thursday, October 26.

D-Types Roll Again

Another D-type fan trip was scheduled for November 4, 2000. This train followed a route that was similar, but not identical, to the previous fan trip.

Guests boarded the nostalgia train at 12 noon on the unused center platform at 59th Street, Eighth Avenue Line. The train was routed via the Eighth Avenue express track to Hoyt-Schermerhorn Street, and then operated to the Transit Museum. After the train coupled to a BMT train displayed at the museum, the guests walked through it and entered the museum. At about 2 PM, the nostalgia train departed from the museum and operated via the express track to Broadway-East New York. After changing ends, it operated via the express track to Jay Street, changed ends again, and operated express to Coney Island. The guests were allowed two

hours for lunch while the train was laid up in Coney Island Yard. The train returned to 59th Street via the F and A lines and the guests were allowed to detrain at Jay Street or 59th Street.

Reduced-Fare Mail & Ride MetroCard

People who are 65 years of age or older as well as people with qualifying disabilities who do not live near a subway station are having difficulty refilling their MetroCards. To solve this problem, NYC Transit is introducing a Reduced-Fare Mail & Ride MetroCard. With this card, a person pre-pays transit fares by credit card, electronic debit, check, or money order to travel at reduced fare on NYC Transit subway trains and buses as well as most New York City privately-operated buses.

There are several payment options:

	CREDIT CARD	ELECTRONIC DEBIT	CHECK OR MONEY ORDER
Pay-Per-Ride	Credit card charged \$25	\$25 deducted from bank account	\$25 to establish account plus \$25 security
Unlimited Monthly	Credit card charged \$31.50	\$31.50 deducted from bank account	\$31.50 to establish account plus \$25 security

Pay-per-ride and electronic debit customers are charged an initial fee of \$25, which is automatically replenished when the account balance reaches \$7.50.

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CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
October 13 and October 30-November 1, 2000	Q	R-32
October 22, 2000	#6	Two trains of R-33s from line #2 or line #5
October 28 and November 11, 2000	D	R-68A
November 6-8, 2000	A	R-32, consist: N-3464-5, 3834-5, 3895-4, 3424-5, 3876-7-S
November 13-14, 2000	A	R-32, consist: N-3658/3471, 3607-6, 3729-8, 3477-6, 3538-9-S

R-44 cars 288, 315, and 385, which were never given a general overhaul or renumbered, have been scrapped. The following cars will be scrapped: the damaged part of slant R-40 4260 (which may be scrapped as 4461), slant R-40s 4427 and 4428, and R-42s 4664-4685, and 4726.

Member Edward McKernan reports that the following cars were transferred from 207th Street Yard to 38th Street Yard on November 10, 2000, for scrapping: R-30 8483, an unknown R-33, and the R-142 mockup.

East New York slant R-40s 4392-3 were operating on the Q line for a brief period in July, 2000.