

# The Bulletin



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

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## **The Bulletin**

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**In This Issue:**  
Sea Beach Line  
and Old IRT  
Schedules  
...Page 2

## **NYC TRANSIT'S REHABILITATION PROGRAM**

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

**DUMPING OF OBSOLETE SUBWAY CARS:** After the new cars are in service, NYC Transit expects to remove, tow, and dump approximately 1,200 obsolete subway cars, probably "Redbirds," at various reef sites situated in local New York and New Jersey coastal waters. The contractor must also scrap 2,400 trucks from the cars to be dumped. These cars will suffer the same fate as PATH's Class K/MP-51 cars.

**STATION REHABILITATION:** NYC Transit would like to rehabilitate the 77<sup>th</sup> Street, 86<sup>th</sup> Street, and 116<sup>th</sup> Street stations on the Lexington Avenue Line and the Queens Plaza station on the Queens Boulevard Line. Work includes repairing the structural deficiencies throughout each station, incorporating progressive accessibility requirements as mandated by the Americans with Disabilities Act (ADA), upgrading communications and the lighting system, and enhancing lighting and signage. New fully-equipped agent's booths will be installed, visual clutter will be eliminated, and artwork will be installed.

Design work for the rehabilitation of the 183<sup>rd</sup> Street station, Jerome Avenue Line, may begin soon. The scope of work is similar to the work described above.

The scope of work at the DeKalb Avenue station, Fourth Avenue Line, is extensive. In addition to the work described above, the contractor will build two stairways from a mezzanine to the platforms and rehabilitate existing stairs at the street, within private building structures, platforms, and mezzanines. Three new ADA-compliant elevators

will be installed. The contractor will provide new concrete topping and porcelain ceramic wall tile at mezzanines and platforms, and will also install mezzanine and track wall tile.

**NEW SIGNAL SYSTEM — CONCOURSE LINE:** The contract provides for furnishing and installing a new, modern fixed-block signal system on approximately 19 track miles from 145<sup>th</sup> Street to 205<sup>th</sup> Street on the Concourse Line. Work includes reverse signaling on the middle track, construction of several enclosures, and the construction of a new Master Tower at the Bedford Park Boulevard station.

**REHABILITATE BERGEN STREET INTERLOCKING:** The contract provides for the rehabilitation of the Bergen Street Interlocking on the G line by installing a new state-of-the-art solid-state interlocking (SSI). This is a pilot installation for the SSI technology and includes testing the compatibility of the new technology with the existing system. Work includes rewiring the interlocking machine, which was damaged by a fire, and transferring controls to the Jay Street signal tower. Signals, switch machines, stop machines, and cables will be replaced.

**REHABILITATE BRIGHTON ELEVATED STRUCTURE:** NYC Transit expects to rehabilitate 1.5 miles of the Brighton elevated structure from south of the Sheepshead Bay station to the W. 8<sup>th</sup> Street station. Work includes rehabilitating the expansion joints and longitudinal girders where necessary, replacing deficient top and bottom flange angles, gusset plates, and cover plates, and repairing column bases.

**PAINT ASTORIA LINE ELEVATED STRUCTURE:** This contract provides for abating lead-based paint and painting 2.2 miles of the Astoria

*(Continued on page 17)*

# SEA BEACH LINE SCHEDULE CHANGES

by Bernard Linder

In the previous issue, we compiled a complete list of schedule changes from September 15, 1949 to August 28, 1977, but we were unable to finish this article because of the lack of space. In this article, we will describe the schedule changes from August 28, 1977 to the present time.

Effective November 26, 1984, evening rush hour trains no longer terminated at Kings Highway. All trains ran to Coney Island.

When the northerly pair of Manhattan Bridge tracks were taken out of service on April 26, 1986, the schedules were revised again. Trains operated via bridge on weekday evenings and all day Saturday and Sunday, making express stops in Brooklyn and Manhattan. Southbound late evening trains ran local in Brooklyn every day. At other times, trains making all local stops were routed via tunnel. Six rush hour trains were short-lined between Continental Avenue and Whitehall Street southbound in the AM rush and Canal Street northbound in the PM rush.

On May 24, 1987, N and R trains swapped their north terminals. N trains operated to Astoria while R trains were routed to Continental Avenue. Non-revenue mileage was reduced because it was only a short run to Jamaica Yard and Inspection Shop, much closer than the circuitous route the R trains formerly followed to Coney Island Yard and Inspection Shop. Of course, the N trains are still inspected at Coney Island Shop.

During the intervening years, routes and schedules were changed frequently because of repairs to the Manhattan Bridge.

As of May 24, 1987, trains ran via bridge midnights every day and all day weekends, while others ran via tunnel. All trains were local in Manhattan. They ran express in Brooklyn weekday evenings and all day weekends. AM rush hour put-ins made their first stop at 86<sup>th</sup> Street.

Starting December 11, 1988, all trains operated via tunnel and local in Manhattan. They ran express in Brooklyn weekends and southbound weekday evenings. AM rush hour put-ins made their first stop at 86<sup>th</sup> Street. Rush hour short-turns ran between Astoria and Canal Street or Whitehall Street. PM rush hour put-ins from Queensborough Plaza were discontinued on June 11, 1990.

From June 10, 1990 to July 25, 1992, trains were single-tracked through the 60<sup>th</sup> Street Tunnel during the midnight hours because of construction work. Trains operated from Coney Island to 57<sup>th</sup> Street and from Astoria to Canal Street.

The southerly pair of Manhattan Bridge tracks, which

were out of service since December 11, 1988, were in service again for a brief period, September 30, 1990 to January, 1991. Bridge trains made express stops between Canal Street and 34<sup>th</sup> Street, while tunnel trains made all local stops. Trains were routed via bridge from about 5 AM to 10 PM every day and via tunnel at other times. They made express stops in Brooklyn from early morning to early evening every day. Southbound expresses continued running until late Saturday evening, but did not run Sunday morning. Trains bypassed DeKalb Avenue from early morning to early evening. AM rush hour put-ins from Coney Island Yard made their first stop at 86<sup>th</sup> Street and several post-AM rush hour train discharged passengers at Kings Highway, then ran light to Coney Island Yard.

There were several Astoria-to-Canal Street short-turns on weekdays as well as weekends.

From January, 1991 until the present time, all trains operate via tunnel and make all local stops. Effective May 31, 1994, trains operate express in Brooklyn during weekday rush hours and midday. At the present time, put-ins from Coney Island Yard make their first stop at 86<sup>th</sup> Street during the morning rush and before the evening rush. Several rush hour trains are short-lined between Astoria and Canal Street.

## UNUSUAL RUNS

Interlining on the transit system is rare. However, we were able to find a few unusual runs.

April 28, 1986 to May 23, 1987 — An N train leaving Coney Island for Continental Avenue at 3:25 PM returned as a B train, arriving at Coney Island at 6:50 PM. A Q train leaving Brighton Beach for Continental Avenue at 7:05 AM returned as an N train, arriving at Coney Island at 10:18 AM.

November 23, 1987 to May 13, 1988 — A D train leaving Coney Island for Astoria at 7:12 AM returned as an N train, arriving at Coney Island at 9:59 AM.

## SUNNY SUMMER SUNDAY SERVICE

Starting May 10, 1924, additional service to Coney Island was provided on sunny summer Sundays. Trains operated from Franklin Avenue via the Brighton express tracks to Coney Island, then via the Sea Beach and Fourth Avenue express tracks to Chambers Street, bypassing DeKalb Avenue and Myrtle Avenue. This service started operating early in May in the 1920s, early in June in the 1930s, and late June by 1950. Service was discontinued after Labor Day. In 1949 and 1950 the first train departed from Chambers Street at 10 AM and the last train left Coney Island at 1:24 AM Monday. 1952 was the last summer this service was operated.

*(Continued on page 3)*

**NEW YORK DIVISION BULLETIN - APRIL, 2001**

**Sea Beach Line Schedule Changes**

*(Continued from page 2)*

**WEEKDAY HEADWAYS**

DATE	MIDNIGHT	AM RUSH		MIDDAY	PM RUSH		EVENING
		Brooklyn	Queens		Brooklyn	Queens	
September 15, 1949	20	6	—	8	6	—	8, 10
November 29, 1951	20	6	—	10, 8	6	—	10, 12
December 10, 1953	30	6	—	12, 10, 8	6	—	10, 12, 15
May 2, 1957	20	6	—	12, 10, 8	6	—	10, 12, 15 (A)
November 27, 1967	20	6	—	10	6	—	10, 12
April 15, 1968	20	4	—	10	4	—	10, 12
August 30, 1976	20	5	5	10	5	5	10, 12 (B)
May 7, 1979	20	5	5	10	5	4	12
December 20, 1982	20	5	4	10	5, 6	4	12
May 26, 1987	20	6	8	10	6, 7	10	10, 12 (C)
November 23, 1987	20	7, 8	7	10	8	10	10, 12
June 11, 1990	20	7½	5	10	7½	5, 6	10, 12
October 26, 1992	20	8	5	10	8, 10	6	12
November 6, 2000	20	8	5, 4	10	8	6	10, 12

(A) Extended to 57<sup>th</sup> Street      (B) Extended to Continental Avenue      (C) Extended to Astoria

**SATURDAY HEADWAYS**

DATE	MORN-ING	AFTER-NOON	EVE-NING
September 17, 1949	8	8	8, 10
December 1, 1951	10 (D)	10	10, 12
December 12, 1953	12	12	12
December 2, 1967	8	8	8, 12
November 6, 1971	10	10	12
November 18, 1995	8	8	12
November 11, 2000	8	8	12

(D) 8 minutes in AM rush

**SUNDAY HEADWAYS**

DATE	MORN-ING	AFTER-NOON	EVE-NING
September 18, 1949	10	8	8, 10
December 2, 1951	10	10	10, 12
December 13, 1953 (E)	12	12	12, 15
November 26, 1967	12, 10	10	10
October 31, 1971	12	12	12
November 11, 1973	15, 12	12	12
May 12, 1989	15, 12	10, 8	12
November 12, 1995	15, 12	10, 8	12
November 5, 2000	15, 12	10, 8	12

(E) Winter schedules

*(Continued on page 4)*

**NEW YORK DIVISION BULLETIN - APRIL, 2001**

**Sea Beach Line Schedule Changes**

*(Continued from page 3)*

**SUNDAY FRANKLIN-CHAMBERS EXPRESS**

DATE	MORNING	AFTERNOON	EVENING
1949	6	8, 6	8, 10
June 25, 1950 July 1, 1951	10, 8	8	8, 10
June 29, 1952	10	10	10, 12
1953	Not operated		

**SUNDAY SUMMER SCHEDULES**

DATE	MORNING	AFTERNOON	EVENING
June 29, 1952 June 28, 1953	10	8	8, 10, 12
July 4, 1954 July 3, 1955	10, 8	8	12
May 30, 1961 May 30, 1962 June 16, 1963 June 16, 1964	10, 8	10, 8	10, 12

# OLD IRT SCHEDULES

Checking the files, we found details of the service operated in the 1920s.

LINE	RUSH HOUR	WEEKDAY MIDDAY
<b>OBSERVED DECEMBER 29 AND 30, 1919</b>		
Lexington Avenue Express	E. 180 <sup>th</sup> Street to Atlantic Avenue	E. 180 <sup>th</sup> Street to Atlantic Avenue
Lexington Avenue Express	167 <sup>th</sup> Street or Kingsbridge Road to Atlantic Avenue	167 <sup>th</sup> Street to South Ferry
Broadway-Seventh Avenue Express	242 <sup>nd</sup> Street or 215 <sup>th</sup> Street to Atlantic Avenue	242 <sup>nd</sup> Street to Atlantic Avenue
Seventh Avenue Express	180 <sup>th</sup> Street-Bronx Park to Atlantic Avenue or South Ferry	180 <sup>th</sup> Street-Bronx Park to South Ferry
<b>OBSERVED APRIL 9, 1923 (A)</b>		
Broadway-Seventh Avenue Express	242 <sup>nd</sup> Street or 215 <sup>th</sup> Street to Flatbush Avenue or Pennsylvania Avenue	
Seventh Avenue Express	180 <sup>th</sup> Street-Bronx Park to South Ferry or Utica Avenue	

(A) Morning rush

*(Continued on page 15)*

# TECH TALK

by Jeffrey Erlitz

Two new contracts were advertised to potential bidders during the last week of February and first week of March. The first is contract C-34572 and involves the reconfiguration of the Nassau Street Line from Canal Street to Essex Street. The second is contract S-32349 and involves the rehabilitation of the Bergen Street Interlocking on the Prospect Park Line.

The Nassau Street Line work includes the re-routing of Queens-bound trains from the current local track (Track J-1) to what would be thought of today as the

before the Chrystie Street Connection was built. Bids for this project are scheduled to be opened on March 28.

A new relay room, containing a Maintainer's control panel, will be built at Canal Street. This room is planned to be constructed on the space of Track J-3 about one hundred feet north of the existing bumping block. If the lower end of the planned Second Avenue Subway makes use of the Nassau Street Line, this room will have to be moved to make this track space available again. The existing central instrument room at Canal

Street (24 CIR) will be removed. The existing Maintainer's indication panel in Chambers Street Relay Room will be modified to show the new layout at Canal Street. The Maintainer's indication panels inside 46 CIR and 50 CIR at Bowery will be completely replaced with new ones. Needless to say,

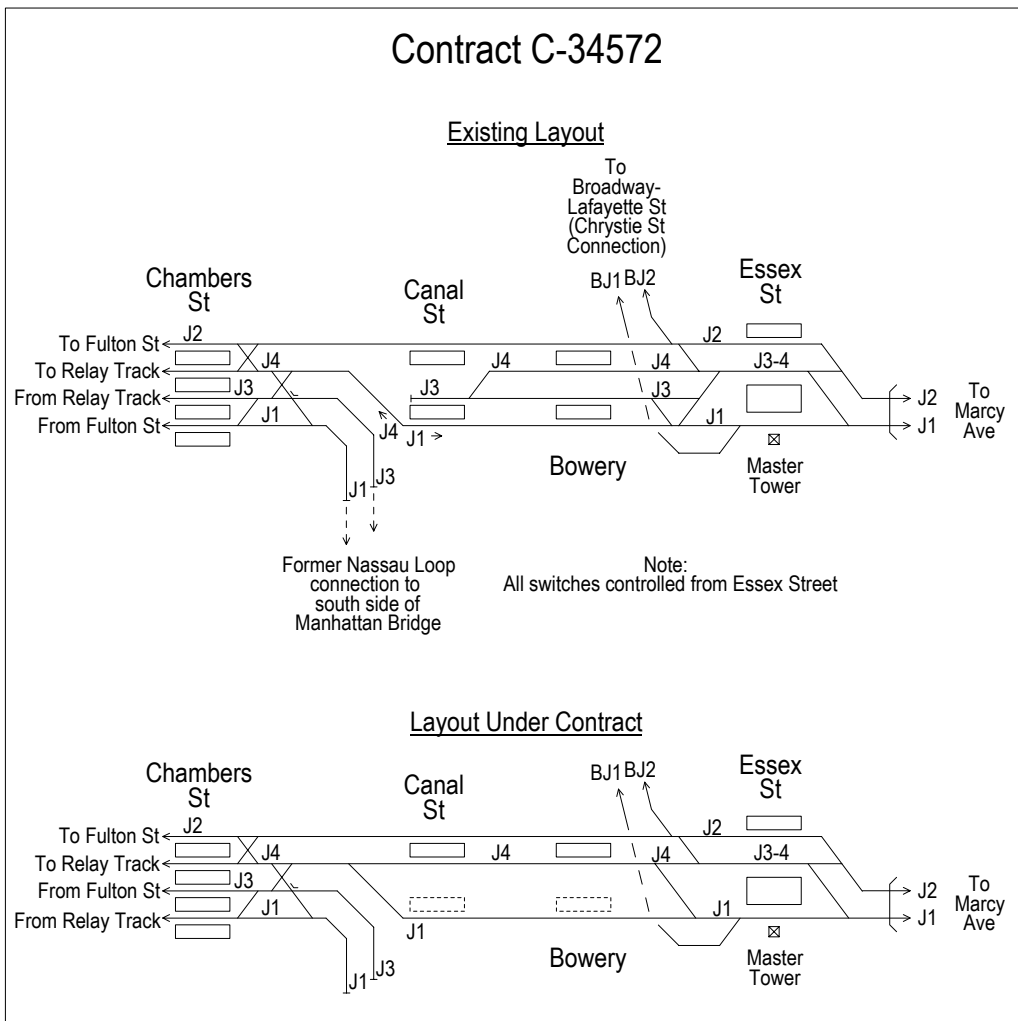
Manhattan-bound express track (Track J-4). This will be accomplished by reconnecting the broken piece of Track J-4 at the south end of the Canal Street station. The third rail quarters that is in the way today will be moved to another location. The Queens-bound express track (Track J-3), which is normally not used, will be removed. Track J-1 will be kept for non-

revenue moves and the Queens-bound platforms at Canal Street and Bowery will be removed from service. During the Canal Street station complex rehabilitation project, this platform was *not* done; this is why. A new crossover will be installed from Track J-4 to Track J-1 south of Essex Street utilizing spaces where there are no columns. There had previously been switches here

some sections of the Essex Street Master Control Panel will be replaced, as well.

The Bergen Street job is the pilot project for a solid-state interlocking. The Capital Program was originally going to do the Solid State Interlocking Pilot at Nassau Avenue on the Crosstown Line. After the fire at Bergen

(Continued on page 6)



**Tech Talk***(Continued from page 5)*

Street it was decided to move this project (see April, 1999 *Bulletin*). A new control panel will be installed at Jay Street Tower to control this interlocking. A new relay room will be built at Bergen Street behind the token booth on the southbound platform. As usual, there will be a Maintainer's control panel inside this relay room. The Dispatcher's indication panel located in the recently built Dispatcher's office at the north end of the northbound platform at Jay Street will be completely replaced. I believe this dispatcher panel was the first one installed anywhere on the subway system built using the now-ubiquitous mosaic tiles. According to the contract drawings, Heckler Electric Company, *not* Mauell Corporation, built this panel. As regular readers of this column no doubt know, Mauell has built all of the most recently constructed control and indication panels that use mosaic tiles elsewhere around the subway system. The current Dispatcher panel *does* look a little different than the standard Mauell panels in that it uses very dark gray mosaics rather than light gray ones. There may be other mosaic-style Dispatcher panels not made by Mauell around town but I have not seen them yet.

The wheel detector system that was installed on Track B-2 at Bergen Street under contract S-32392 (and was completely removed some time after the fire) will not be put back. Unfortunately (in my opinion) there *will* be a sequence of grade time signals coming into the station on Track B-2, most of the way down from Carroll Street. This contract is scheduled to have its bid opening on April 26.

The northbound platforms at the Prince, 8<sup>th</sup>, 23<sup>rd</sup> and 28<sup>th</sup> Street stations on the Broadway Line were placed back in service on Monday, March 19. At the same time, the respective southbound platforms were removed from service to enable the start of construction on that side. These will be returned to service in about ten weeks, before train service resumes on the south side of the Manhattan Bridge. Work is far from complete on the northbound platforms. Basically, only the platform tiles, platform edges, and new fare control areas were completed. Most importantly from an architectural standpoint, all of the 1970 tile blocks were removed, revealing the original Dual Contracts tilework and mosaics.

Construction of the test track (Track F-5) on the Rockaway Line is almost complete, though it will probably not be placed in service until May or so. Crews were making adjustments to the new crossover at the south end of this track over the weekend of March 10-11. The mosaic tiles on the Maintainer's control panel inside the Broad Channel Relay Room have already been modified to show this track. Much electrical work still needs to be done, however. The Mauell Maintainer's control panel replaced the original control panel made by Safe-

tran during the winter of 1998-99 when the turnback track (Track F-6) was constructed.

In the January *Bulletin* I forgot to mention that the new tunnel lighting on Tracks D-3 (southbound express) and D-5 (lay-up) was turned on between 36<sup>th</sup> Street and Queens Plaza back in December, 2000. In January most of the new lighting was activated on Track D-4 (northbound express) between those same locations. The new tunnel lighting has now been turned on along Track D-2 (northbound local). There is now quite a bit of new signal equipment installed all around the Queens Plaza area, including signal heads (bagged, of course), train stops, track cases, and even route request pushbutton boxes. Oddly, the route request pushbuttons still have not been installed (let alone placed in service) at Roosevelt Avenue to make southbound selections at 36<sup>th</sup> Street Interlocking. So far, all of the service diversions that have used the 63<sup>rd</sup> Street Connection have been operated with the interlocking on manual control.

The new Mauell Dispatcher's indication panel has been installed in the existing Queens Plaza Tower. It is suspended from the ceiling directly in back of the existing interlocking machine's track indication panel. This tower will become a Dispatcher-only office when the interlocking is made remote from Queensborough Plaza later this year.

Speaking of Queens Plaza, I found out something interesting in my continuing signal system research. On August 19, 1933, when the Queens Boulevard Line opened from Manhattan to Roosevelt Avenue, the station at 23<sup>rd</sup> Street-Ely Avenue did not open. It opened for service on August 28, 1939, almost exactly six years later. Interestingly, the station *is* shown on the contract drawings for Route 107-Section 13, or at least the shell of the station. Apparently, the double crossover south of the station was not part of the original (contract S-2) signal system, either. Because of this, there was no ability to easily single-track in the 53<sup>rd</sup> Street Tubes. Two signal contracts were let in 1938 or early 1939 to modify the signal system for the station and to install the diamond crossover. Contract S-30 was for the furnishing and delivery of the new signal equipment while contract S-31 provided for the installation of this equipment. (It was very common for signal contracts to be split into two pieces, as was done here, from the time the original IND was completed to the early 1950s). The original GRS Model 5-Form E interlocking machine at Queens Plaza had 44 levers, not enough for this new extension to the interlocking. This contract provided 12 levers that were added to the existing machine. These new levers were assigned as follows:

- Signals-47, 48, 53, 54, 55, 56
- Switches-49, 50
- Traffic-51, 52
- Spare spaces-45, 46

*(Continued on page 16)*

## Commuter Notes

by Randy Glucksman

### MTA Metro-North Railroad (East)

As was reported last month, the year 2000 produced a new ridership record for Metro-North, as revenues increased to \$333 million, which was 5.5% higher than 1999 (also a record year). This made ridership the highest it has been in over 50 years, which just proves that if you run an excellent service, commuters will find you. Trains ran on-time 96.7% of the time, but fell 0.3% short of the goal, which was 97%. By line, the figures were Harlem, 97.1%; New Haven, 96.6%; and Hudson, 96.3%. When the AM and PM peak periods are compared, the PM beat the AM 97.0% to 96.4%. The year 2001 got off to a rough start as the railroad struggled to overcome the effects of the December 30, 2000 Nor'easter and the several other snowstorms. Metro-North reported that because of the December 30 storm, 696 of the 4,564 scheduled trains were either late, terminated, or annulled. This resulted in an OTP of 84.8%. Things got worse, because in the period January 2-5, 475 of the 2,328 trains were late, terminated, or annulled, for an OTP of 79.6%.

On March 1, upon expiration of their contract, Liberty Line and Bee Line bus drivers walked off their jobs, leaving 55,000 daily riders without bus transportation in Westchester County and the Bronx. Selected Hudson Line trains (including the one I ride) made stops at either Riverdale or Spuyten Duyvil. Workers returned to work the following day with promises that negotiations would resume. They did – and a tentative agreement was reached on Saturday, March 3.

Work at the Croton-Harmon, Mt. Vernon East, and Spring Valley stations was complete by the end of 2000, and the second of the two switchers was also delivered in December.

Contracts were awarded for the design and construction of Highbridge Yard to a joint venture, Slattery/Skanska and Edwards & Kelcey Engineering. This yard will be used for train storage when Long Island Rail Road service operates into Grand Central Terminal under the East Side Access Project. The contract is worth \$76,377,000. Another contract for Resident Engineering and Inspection services was awarded to Raytheon Infrastructure, Inc.

Member Josh Weis sent a list of upcoming contracts that Metro-North is seeking bidders for:

- Rehabilitate & Upgrade Croton-Harmon Yard
- Purchase Turnouts Yards/Sidings for Mt. Vernon West & BN (north of University Heights) Yards
- Mid-Harlem Third Track - Purchase Various Cables, Signal Material, Turnouts; Construct Third Track
- Station improvements (New platforms, shelters,

benches, kiosks and trash receptacles), ADA accessible ramps and the historic preservation of stations designated by the New York State Office of Historic Preservation at Morris Heights, University Heights, Marble Hill, Spuyten Duyvil, Riverdale, Ludlow, Glenwood, and Greystone

With the hours of daylight increasing, as well as warmer temperatures helping the snow melt, I checked out the "missing" third leg of the wye track (March **Bulletin**) as my train passed Spuyten Duyvil. I found that a small section of a now-abandoned track still exists, although it is not connected to any in-service track.

Metro-North's latest timetables went into effect on April 1, and will continue through July 8. Construction activities that are planned for this period on the Hudson Line include rehabilitation of the Wappinger Creek Bridge and switch replacement north of Beacon. There will be single-track operation for the former. On the Harlem, three projects will be undertaken: the bridge at MP 11.90, which carries trains over the Bronx River, north of Woodlawn, will be replaced (one track at a time will be removed from service, requiring changes to some Harlem and New Haven trains); platform rehabilitation work will occur at Goldens Bridge and Purdy's, to extend platforms two carlengths to accommodate 8-car trains; and repair work will take place at Brewster and Croton Falls (this work will also require single-track off-peak and weekends). Substitute bus service will operate on the Wassaic Branch from Wassaic to Brewster North, also during the off-peak and weekends, due to unspecified construction work. On all three lines, a few trains were added and the stopping patterns of some others were changed to balance passenger loads and improve equipment utilization.

Over the past two years, Saturday ridership has increased by 21% on the Stamford/Grand Central Terminal portion of the line, and sixteen locals have been added. With the latest addition of four, there is half-hourly service between 6 AM and 7 PM. A Friday-only summer getaway express train to New Haven, also stopping at Westport, Fairfield, and all stops from Bridgeport to New Haven, will operate from Grand Central at 3 PM. This train will operate from May 25 to August 31, and Tuesday July 3.

### MTA Metro-North Railroad (West)

Cab car 5174, which was transferred from East-of-Hudson service three years ago, now has NJ Transit-style numbers on the middle of the car sides and new Metro-North logos. However, its West-of-Hudson name, *Harriman*, has been removed.

There was more off-peak busing for an approximately

(Continued on page 8)

**Commuter Notes***(Continued from page 7)*

one-month period that began on March 5 between Port Jervis and Otisville Mondays through Fridays for continuing work in the Otisville Tunnel, affecting the 9 AM train from Hoboken and the 12:36 PM train from Port Jervis.

More fallout from the defeat of the Transportation Bond Issue last November: according to an article in the **Journal News**, Metro-North is not sure where the money will come from to pay for the 43 new coaches that were piggybacked onto NJ Transit's Alstom contract.

According to Metro-North, the current schedules will remain in effect on the West-of-Hudson lines, as well as the rest of NJ Transit, through May or June. They will change when rehabilitation work begins on the Bergen Tunnels.

**Connecticut Department of Transportation**

An advisory board has recommended that the State of Connecticut spend \$50 million this year and another \$150 million on long-term transportation projects. Included is a proposal to extend Shore Line East service to Stamford. (Ed. note: Member David A. Cohen, who sent this report from the **New Haven Register**, also sent a copy of a letter to the Editor, which was written by someone else, suggesting that instead, Metro-North service be extended to New London, so it can now take advantage of the electrification.) Other recommendations include the addition of commuter service between Springfield and New Haven, a new rail station in either Orange or West Haven, and closure of up to seven exits on I-95 from Greenwich to Milford during rush hours. Drivers will certainly not like that idea.

**MTA Long Island Rail Road**

Track work that had been planned on the Port Jefferson Branch for the weekend of February 23-24 was postponed until the first two weekends of March, due to bad weather.

New schedules were issued under General Order No. 705, which went into effect on March 19 and will remain in effect through June 17. New to the timetable are two new rush hour trains, one in the morning and one in the evening, on the Ronkonkoma Branch. There is also new evening rush hour service on the Port Washington Branch and one additional morning rush hour train on the Far Rockaway Branch. Schedule adjustments will also be made on some Hempstead, Long Beach, Montauk, and Port Jefferson rush hour trains in response to customer requests. Midday and weekend service on some trains on several branches through Jamaica and on the Main Line and Far Rockaway Branches were changed to accommodate various track work programs.

**NJ Transit**

During February I rode the Boonton Line to see what was going on, and also to ride the portion of the line

(Hoboken to Rowe Street) that will no longer have passenger service when the Montclair Connection opens this summer. Passing Bay Street (where the connection will be), there was no evidence of track work; however, the walls of the cut were completed. All catenary poles have been installed, and it appeared that a truck was beginning to string wire near Bay Street. Once the train arrived on the section that will be retained, gone was the familiar "clickety-clack," because here, continuously welded rail has been installed. The Benson Street station houses the Erie-Lackawanna Railway Museum, and at Boonton, there are approximately eight (what appear to be mostly former Long Island Rail Road) coaches, which have been vandalized and contain much graffiti. The out-of-service Arrow IIs that had been stored at Boonton are no longer there, having been sold.

Beginning February 20, riders who purchase tickets from TVMs at Woodbridge, South Amboy, Aberdeen-Matawan, Hazlet, Middletown, Red Bank, Little Silver and Long Branch, find that they are now printed on a new and different type of ticket stock. Tickets are the way they were described in the January, 1999 **Bulletin**: credit card-sized, horizontal for monthly and vertical for weekly. Ten-trip tickets are in fact ten separate tickets, numbered 1 of 10, etc. Weekly and monthly tickets are printed on blue stock, while all of the other types are pink. Reportedly, if one attempts to photocopy these tickets on most color copiers, the word "VOID" will appear. NJ Transit estimates that it will take about one year to completely phase in these new tickets on all lines. During that transition period, the old tickets will continue to be accepted. For tickets involving a "Junction," for example New York to Bay Head via Newark or Long Branch, train crews have a place for punching inbound or outbound, and where a transfer took place.

Portions of the Concourse at Penn Station, New York were closed for one week at a time during late January and mid-February to enable construction to take place.

February 21 saw the NJ Transit Board of Directors approved its largest Capital Program budget ever, \$1.13 billion, a 23% increase over last year. There will be infrastructure improvements for rail yards, tracks, bridges, and signal systems. Other rail projects that are funded include:

- Overhaul of electric locomotives and Comet IIB rail cars (by AAI)
- New single-level rail (Alstom) cars and locomotives
- A train management and control system to support increased service on the rail system
- Continued installation of Automatic Train Control and Positive Train Stop systems
- Completion of the Montclair Connection, Secau-

*(Continued on page 9)*



**Commuter Notes***(Continued from page 8)*

cus Transfer, and Newark Airport stations, and Penn Station, New York East End Concourse projects

- Construction of a new rail yard in Morrisville (Pennsylvania) and expanded storage in Hoboken and Woodbine (New York) Yards
- Parking expansion
- Continued construction of the Hudson-Bergen and Southern New Jersey Light Rail Systems
- Construction of the first phase of the Newark-Elizabeth Rail Link

The five-year NJ Transit Capital Program also envisions the procurement of bi-level rail cars.

On several occasions in February and March I passed the Secaucus Transfer Station. It appears that most of the facing has been installed; however, the steel dome remains bare. The view one gets from a train shows a different picture, as the side facing Hoboken has had very little of this work done to it.

When I read the following in the December, 2000 NJ-ARP **Newsletter**, it came as a surprise that NJ Transit is "reviewing numerous plans to expand catenary electrification over much of its existing system." Some of the lines that are being considered are the Bergen/Main, Boonton, North Jersey Coast, and Pascack Valley Lines. The projected cost is about \$500 million. NJ-ARP supports the electrification review itself and electrifying the following portions of the railroad: Long Branch to Bay Head (North Jersey Coast) and Great Notch to Denville (Boonton). It would prefer to see DMUs used on some of the other territories.

A brochure about the Newark City Subway issued by NJ Transit states that the new fleet would be running in the spring of 2000. (The cars were on the property at that time.) *The following is very tentative and is likely to be changed.* The PCCs have gotten another, this time two-week, reprieve. As the March **Bulletin** reported, it had been intended that their last runs would occur on April 27, with "retirement" ceremonies being held on May 5. Now comes word that the last day of PCC operation will be Friday, May 11 - the weekend service would still be replaced by buses, and the LRVs would be running with the return of trolley service on Monday morning. In conjunction with this, ceremonies are to be held on Saturday, May 19, with the line closed, but PCCs will be operating non-stop between Franklin Avenue and Penn Station for the last time. Member Glenn Rowe forwarded a report that PCC 6 has been repainted into the original Public Service Coordinated Transport gray/cream/blue color scheme for these ceremonies. There is a possibility that one or two other cars could be repainted, perhaps one into the Bicentennial colors used by Transport of New Jersey in the 1970s.

The May 5 and 19 dates represent a date change, as a number of railfans notified NJ Transit that a previously scheduled event sponsored by the East Penn Traction Club threatened to reduce attendance at both events, and they asked that NJ Transit reschedule its event. Apparently it worked. Thanks to members George Chiason, Joe Saitta, and Steve Lofthouse for the news.

I receive many interesting emails, and in recent one that came from member Phil Craig, he wrote that, "Parsons Brinckerhoff were the Engineers for the City of Newark, and it was never intended that the Newark City Subway was to end at Franklin Avenue. The plan was to follow the Morris Canal bed through Belleville, Bloomfield, and Clifton to Paterson. In essence, the Newark City Subway would have become a fully grade-separated interurban, perhaps with the exception of an on-street entry to downtown Paterson. Newark City Subway also was designed to be able to accommodate railroad gauge rolling stock everywhere other than for the Pennsylvania Station loop. This would have provided for the technology used to evolve from streetcars or interurbans to high-platform rapid transit trains or electrified commuter railroad trains a la the just-electrified Delaware, Lackawanna & Western Railroad's lines." If you ever wondered why there is an at-grade street crossing at Orange Street over the DL&W/NJ Transit tracks, Phil has the answer. "This was intended to be only a 'temporary' arrangement inspired by the need to cut back on cost during the Great Depression. The plans developed by PB provided for the City Subway to return to tunnel at a portal located between Central and Sussex Avenues, then pass under Orange Street to a transfer station with the DL&W that would have replaced the now-abandoned Roseville Avenue station of NJ Transit's M&E. The line would then have risen to grade by the time Park Avenue was reached."

Phil concluded, "when it opened, the Newark City Subway was served by 7/City Subway, 21/Orange (both West Market Street and Orange Street routings), 23/Central, and 29/Bloomfield lines. For a brief time, there was a track connection to the lower level of the Public Service Terminal and thence to the Cedar Street Subway that was used for only a few months by the 13/Broad (rush hour trippers) 17/Paterson, 31/South Orange, and 43/Jersey City lines."

Riding in and out of Hoboken, I noticed a short section of elevated structure that eventually will carry HBLRT cars. The old buildings on the south side of Hoboken Yard have been demolished, rails have been removed, and construction equipment was leveling out the terrain.

**Port Authority Trans-Hudson Corporation**

As an infrequent PATH rider, the only group of cars that I had previously observed as receiving metal frames around their door glasses (like NYC Transit) were the PA-4s, and this generally occurred when they got the red LED destination signs, but not all of them

*(Continued on page 10)*

**Commuter Notes**

*(Continued from page 9)*

got both treatments. I was surprised to see that a few older PAs (127,140, 617, 702, and 723) now sport these metal frames.

With the new fare structure having been placed into effect on March 25, information racks now carry applications for PATH Senior Fare Cards. Riders over 65 years of age pay \$1 at all times by placing their card into the cash accepting machines which will allow passage, when the fare is paid. Applicants must enclose two photos (signed on the back), enclose a copy of a birth certificate, driver's license or Medicare card, and have the form notarized. These cards will be good for two years.

**Port Authority of New York and New Jersey**

My mid-February visits to Newark Airport found the monorail still not running, although there were plenty of signs to inform passengers that it would be returning soon. Test trains were operating during the afternoon and evening that I was there. The New York *Times* of March 2 reported that new problems had arisen (this time, fuses were constantly being blown by the cars), and that the Port Authority would no longer predict when the 1.9-mile long, \$354 million system would reopen. In the meantime, 100 customer representatives would still have jobs, and the 60-bus fleet was to continue operating for the foreseeable future at a cost of \$1 million per month. The manufacturer, Adtranz, paid those costs. The monorail reopened on March 10.

**Amtrak**

At long last, the Turboliner that was released from Super Steel last fall finally got a chance to show off as it was tested between Rensselaer and Hudson, a distance of about 27 miles. With a waiver from the FRA, the train ran at 125 mph so that the quality of the ride, etc., could be checked out. It was expected that this train would enter service sometime this spring, slicing about 20 minutes off the schedule of conventional trains, which have a top speed of 110 mph, thereby reducing the running time between Albany and New York City to just two hours.

New timetables were issued on March 5 as Amtrak added a second *Acela* Express to its schedule. The covers are the same as the ones that were issued on October 29 and December 11, 2000. These second trains come with a twist, by which I mean that the trains begin either in Boston or in Washington, D.C., and layover in New York for between six and nine hours before returning, as can be seen below. The afternoon runs to/from Washington, DC are labeled as "Super Express."

TRAIN	DEPARTURE	ARRIVAL
2153	6:12 AM – Boston	9:40 AM – NY
2183	3:50 PM – NY	6:18 PM – D.C.
2180	6:50 AM – D.C.	9:18 AM – NY
2170	6:00 PM – NY	9:28 PM – Boston

Future schedule changes are anticipated to occur on April 29, and again in June.

I was in Philadelphia on the last day of February, and the two gates serving the platforms that *Acela* trains use have been upgraded with new digital signs. The design looked very European.

That same day, Train #189 (5:09 PM New York/ Washington, D.C.) passed through Harrison, and its last four cars were MARC 7700-series.

Boston-Portland service, which was supposed to start this month, has been delayed yet again, this time over a dispute between Amtrak and Guilford (owner of the trackage) about maximum speeds. Amtrak wants to operate trains at 79 mph, Guilford 59 mph. Previously the Federal Railway Administration authorized the higher speed limit if the tracks were upgraded, and there is a difference of opinion as to whether or not this has been done. Guilford does not believe that the crushed granite being installed now meets the standards for the higher speeds. One local elected official believes that the tracks exceed safety standards used on some other Amtrak lines and that Guilford is just looking for excuses not to operate the passenger trains or to make the service successful. If this matter can not be resolved, it could take until some time next year for service to begin, and the loss of another summer tourist season.

Additional cell-phone free cars were added to select *Metroliners* on March 1.

**Miscellaneous**

Each year, *Metro* Magazine publishes a listing entitled PASSENGER CAR REVIEW AND OUTLOOK. In 2000, manufacturers delivered 1,014 cars to commuter and transit agencies in North America. However, there remained a backlog of 3,921 cars. New car deliveries that were included in this total were:

COMMUTER/ INTERCITY	LIGHT RAIL CARS	SUBWAY CARS
Amtrak – 72 <i>Acela</i> cars	Calgary – 2	MARTA – 14-20
Caltrain – 19 bi-levels	Dallas (DART) – 30	NYCT – 160
MARC – 45 bi-levels	Denver RTD – 14	San Juan (Tren Urbano) – 4
NICTD – 8 EMUs	Los Angeles – 13	TTC – 78
Mexico City – 30	NJ Transit - ±12	WMATA – 26
Seattle – 22 bi-levels	Portland (Tri-Met) – 3	
Vancouver – 9 bi-levels	San Francisco Muni – 21	
VRE 13 – bi-levels	St. Louis - 10	

BART, CTA, METRA, NICTD, SEPTA, and the Vermont Agency for Transportation received cars that were overhauled either in-house or by outside vendors.

*(Continued on page 11)*

**Commuter Notes**

*(Continued from page 10)*

It is anticipated that the following would be ordering cars this year: Caltrain, CTA, METRA, GCRTA (Cleveland), Metro-North, NCTD (Oceanside, California), SEPTA, San Diego, Valley Transit Authority (San Jose), SF Muni, Metrolink (Los Angeles), and WMATA. This year, Hiawatha Line (Minneapolis-please see below), and PAT have already signed contracts for new LRVs, and in PAT's case also for the overhaul of the existing 55-car fleet. For those interested in when something will occur with the PATH PA-5s, again, there is an expectation that this order will materialize between 2002-2006, for between 245 and 275 cars.

Although the number of cars delivered last year is at the highest level for the years shown, orders for new cars have also increased, thereby adding to the backlog. The table below indicates the status since 1995.

YEAR	DELIVERIES	BACKLOG
1995	575	2,183
1996	719	2,317
1997	496	1,894
1998	542	2,791
1999	816	3,121
2000	1,014	3,745
2001	-	3,921

**Other Transit Systems**

*Albany, New York*

From the outside, the station building appears to be fairly complete, but member Bob Kingman sent an article from the **Albany Times Union** reporting that complications have arisen about the track work, which could further delay the opening of the new station. The groundbreaking ceremony was held in June, 1999, with completion (at the time) planned for the end of this year. Next April is the new date. Meanwhile, costs have escalated from \$43 million to \$52.2 million. The nearly \$9 million additional costs are attributed to: installation of escalators (\$600,000), widening the walkway from the station to the platform (\$1 million), redesign of the parking lot to meet federal guidelines (\$3 million), and "reserve and additional work" (\$4.6 million).

Bob also sent an article from the same newspaper, in which U.S. Rep. John Sweeney criticized the Capital District Transportation Authority for mismanagement in jeopardizing plans for daily commuter rail service to Albany, and for failing to get commuter service running from Saratoga Springs. In 1998, \$5.3 million in federal funding was obtained for this project and Rep. Sweeney questioned whether the project would ever get started. A pair of Sounder bi-levels was in Albany for a demonstration that never occurred. For details please see the

October, 2000 **Bulletin**.

*Boston, Massachusetts*

This month there is another goof-up to report following on last month's report about the "flipped" timetables. It seems that the company that prints the 250,000 monthly passes used a computerized "global change" to convert the month of January to February. In the process the name of the Lieutenant Governor, Jane M. Swift, was changed to "Febe M. Swift." Thanks to member Todd Glickman for this humorous report from the **Boston Globe**.

Complaints about "T" service appeared as a full-page cover story of the February 18 **Sun Chronicle**, which is published for the Attleboro-North Attleboro area. The reporter found many commuters who were unhappy about over-crowded conditions, lateness of trains, and a lack of adequate parking spaces at stations. Many commuters leave for work earlier than necessary so that they can get a parking spot and a seat on the train. All of this is in the face of 25-38% fare increases that went into effect in September. Some had hoped with this new revenue that service would improve, but the report told of cars so crowded that train crews cannot collect tickets. MBTA officials say that they have added personnel to insure that all revenues are collected, and this spring, 15 new double-decker cars are to be delivered. They also attribute many of these concerns to ridership that has been increasing faster than parking and additional rolling stock can be added.

The MBTA announced that by the end of this year, electronic signs would be installed at all 82 stations to provide commuters with real-time information on delays, cancellations and other problems with the service. This project will cost \$537,000. Presently, 52 of the "T"'s 121 stations have some sort of system to relay delay information, but at times it has been unreliable, and the source of many complaints by commuters. Equipment at those stations will be upgraded. Thanks to Todd Glickman for these two reports.

With background music playing the 1950s Kingston Trio song about Charlie riding on the MTA, the CBS Sunday Morning program with Charles Osgood on February 25 reported a story about the free ride guarantee that went into effect on the MBTA during February. The deal is that if a train, trolley, bus, etc. is more than thirty minutes late, the passenger will receive a voucher good for a free ride. This has been published as a "Customer Bill of Rights", and there are five rights:

- Right to on-time service
- Right to safe service
- Right to courteous, clean, accessible and dependable service
- Right to be notified of significant service delays
- Right to be heard

To that end, posters have gone up in cars and on sta-

*(Continued on page 12)*

**Commuter Notes***(Continued from page 11)*

tions giving the telephone numbers, email addresses, and photos of the top MBTA officials. Answers are promised in ten days. Requests for refunds must be made within thirty days of the delay.

A meeting was held on February 28 to examine the feasibility of restoring trolley service to the Arborway Line.

The Aquarium station (Blue Line) was closed in November and will remain so for one year. By doing this, the contractor will complete the work by 2003 instead of 2004. Trains are bypassing the station, and a temporary bus service has been set up between State and Aquarium, running every 10 minutes during peak hours and 15 minutes off-peak, daily from 6 AM-11 PM.

*Philadelphia, Pennsylvania*

New schedules went into effect on February 11 on the Market and Broad Street Lines, and the following day on Routes 100/101/102. On Route 100/Norristown Line, outbound trips were added leaving 69<sup>th</sup> Street Terminal for Norristown at 5:36 AM and to Bryn Mawr at 9:12 AM. Scheduled operating times were changed after 7 PM.

SEPTA's MU fleet looks sharp, with its blue and red striping around the windows. What stands out, though, is the dashed line that outlines the emergency access window.

In the original plan for route numberings, "R-4" was intentionally skipped. According to the book ***Trains, Trolleys & Transit – A Guide to Philadelphia Area Rail Transit***, which was written by the late G. Gerrish Williams, long range plans called for this designation to be assigned to a line that would have served Bryn Mawr, in conjunction with a restructuring of Paoli operations. Since that has not happened, and there are no current plans for it, SEPTA has assigned this number to a non-timetable, a flyer entitled "Transit Museum Store Local." In it you will find photos of items (including the aforementioned book) which can be purchased at the store, located at 1234 Market Street.

From ***Cinders***: Norfolk-Southern agreed to give its Norristown-Reading Main Line to SEPTA for the proposed MetroRail service, but there is a catch – SEPTA must pay to rebuild the Enola Branch between Parkesburg and Creswell. That would raise the price of the MetroRail project from \$1.4 to \$2.2 billion. The car requirements for this project (expected to open by 2007, if built) could add another 75 cars to the proposed Silverliner V contract. Already under consideration are up to 100 MUs, 70 to replacing aging Silverliner IIs and IIIs, and the balance for service expansion. Interestingly, SEPTA is also considering purchasing some of NJ Transit's retired Arrow IIs, which are compatible with its Silverliner IVs. Ex-Long Island FA 615, which was purchased last year for the "gel train," actually operated as a control car. Several unnamed firms submitted bids to

rebuild 18 retired PCCs for the Girard Light Rail Line. At an expected cost of \$1.5 million, these seem like a bargain, given that brand-new cars would cost many times that amount, and unless off-the-shelf cars could be obtained, it is questionable if any manufacturer would tool up for such a small order.

*Pittsburgh, Pennsylvania*

On January 25, officials gathered at the Adtranz West Mifflin facility to mark the start of a \$151.3 million contract to purchase 28 new LRVs and overhaul the existing 55 cars. Adtranz is working with CAF and AAI on this contract. There is an option for up to 15 LRVs if the North Side Extension is ever built. Thanks to member Harold Geissenheimer for the news.

When the thirty-year-old Three Rivers Stadium was imploded to carry the anticipated crowds on February 4, PAT operated additional rail and service, plus the Monongahela and Duquesne Inclines started running at 5 AM. New baseball and football stadiums are already under construction nearby.

On April 1, 2001, Port Authority's five-zone system was shrunk to three, with the Zone One cash fare increasing from \$1.25 to \$1.60. Pass and ticket prices were also raised, but at a lesser rate. Customers can save money by purchasing semi-annual and annual passes. This is the first fare increase in Pittsburgh in ten years. PAT officials cited the fare increase as being necessary to offset rising costs, especially in diesel fuel, which has risen from \$.59 to \$1.00 per gallon in one year. Other factors are higher health care and utilities costs and reduced state funding.

Two major contracts for the Stage II Light Rail Transit have been awarded for the reconstruction of the last of three segments that will rebuild the Overbrook Line. A&L, Incorporated will reconstruct the two-mile segment from Glenbury Street in the Overbrook section of Pittsburgh to Willow Street in the Borough of Castle Shannon. This same contractor also is reconstructing 1.3 miles of the Overbrook Line from Denise Street to Glenbury Street in Overbrook, which was the first segment to begin construction last April. Contracts for all three segments have been awarded, and the Port Authority expects the Overbrook Line to reopen in late 2003. In the second contract, Union Switch & Signal was awarded a \$43.8 million contract for system-wide signals and communications. US&S will design, manufacture, install, test, and commission the new signal system from South Hills Junction to South Hills Village via the rebuilt Overbrook Line and a communication system on the Overbrook and Beechview Lines and in Pittsburgh's Central Business District. Thanks to Glenn Rowe for the report.

*Washington, D.C. area*

Member Steve Erlitz reported that ridership on the recently extended Green Line to Branch Avenue has been way above expectations, so much so that two additional cars had to be added to the four-car trains. Estimates

*(Continued on page 13)*

**Commuter Notes***(Continued from page 12)*

were that ridership would be 22,000 per day within six months after Branch Ave opened; however, it is now up to 30,000 plus per day. The new CAF-built cars were to have been in service by the end of February to help alleviate any car shortages.

It is not only voting machines that have a problem with "punching." VRE reported that in December and early January, commuters experienced problems with the ticket validators. After an investigation, it was found that these validators, which date from 1992, had exceeded their useful life, and a new fare collection system will not come on line until next year. In the interim, a modification was developed for the current validators that solved many of the problems (including double punching and no punching). That required removing up to 10 of these machines at a time and sending them for repair. The program was completed on February 14.

VRE issued new Fredericksburg Line timetable on March 5, due to Amtrak's train changes for trains that VRE riders are allowed to use.

**South Florida**

Ridership has really turned around. After two years of declines, on February 2 Tri-Rail carried 10,015 passengers, the first time it has done that since December, 1997. Factors that are cited as contributing to this rise are the rising cost of gasoline; hourly "clock-face" schedules, and better coordination with the connecting feeder bus lines. Between April, 1998 and February, 1999, ridership fell by 205,000, due to enactment of a get-tough policy with regard to riders who were traveling without tickets. Roving fare inspectors issued \$50 summonses, and then ejected those passengers. Horror stories about those (many were elderly or teenagers) who were thrown off the trains made for dramatic newspaper headlines. Tri-Rail officials estimated that they were losing about a half-million dollars a year because of this. About a year ago, this policy was relaxed, and first-time violators are now given warnings, and in the past six months, ridership has grown by 15%. Thanks to member Joe Gagne for the report from the **South Florida Sun Sentinel**.

**Minneapolis, Minnesota**

Bombardier was awarded a \$56 million contract on January 23, for 18 low-floor LRVs for the 12.2-mile-long Hiawatha Line. There will be 15 stations. This contract comes with options for 24 cars. Manufacturing of the car shells will take place in Bombardier's plant in Sahagun, Mexico, while the Barre, Vermont facility will be involved in the final assembly and static testing of the cars. Dynamic testing and commissioning will be done in Minneapolis. Twin City Rapid Transit operated its last streetcars on June 19, 1954, when it abandoned two lines: Como-Harriet-Hopkins and the Intercampus Shuttle.

**Chicago, Illinois**

In the waning days of the Clinton administration, the Chicago Transit Authority received \$320 million from the Federal Transit Administration to fund a complete reconstruction of the approximate 6.6-mile, 102-year old Douglas Branch of CTA's Blue Line. The Douglas Branch, which extends from just west of downtown Chicago to the suburb of Cicero, serves one of the most economically distressed areas of Chicago.

METRA reported that because it got favorable terms when the order for 250 Sumitomo bi-level cars was placed, an order for 25 replacement cars for the nearly 30-year-old Highliners is expected to be let this year.

Service will be expanded on the North Central Line when installation of the second track is completed somewhere between 2004 and 2005. Twelve additional trains will be operated and stations added at Grayslake, Rosemont, Franklin Park, and Schiller Park. There will also be a transfer facility in Des Plaines where the NCL intersects the Union Pacific Northwest route.

METRA riders, like their Metro-North counterparts, can also purchase tickets via METRA's website.

**Chesterton, Indiana**

South Shore service could be expanding if sufficient funding can be obtained. Plans have been approved by the Northern Indiana Commuter Transit District to extend service to Valparaiso, in northwestern Indiana. As proposed, this new electrified line, sharing CP trackage, would serve Munster, Highland, Griffith, Merrillville, Hobart, and Valparaiso. The consultant also recommended a second phase utilizing CSX tracks to reach Lowell via Dyer and St. John. The cost for both projects was put at \$250 million and \$87 million, respectively.

**St. Louis, Missouri**

I spent President's Day weekend with family in St. Louis, but there was time to visit old haunts like the National Museum of Transport, where I made a pilgrimage to visit an old friend to many of our members: BRT/BMT elevated car 1365. This car, which was built in 1905, ran in New York until 1958, when the Transit Authority donated it to the museum. Its location on a middle track of an open shed affords some protection from the elements. Recent additions (since my last visit in 1995) include CTA 44 and MARC (ex-METRA) E-8s 64 and 66.

Metrolink is accepting more cars that will be needed when the 17.4-mile extension to Belleville, Illinois opens in May. One operator I spoke with told me that she and several others had taken a few cars onto the new extension a week earlier to "test out the systems." I did see the recently delivered 3007 and 3010 at the yard – there will be 15 in this group. Two-car trains are the rule, and three-color schemes are being used: the original (white with red/orange/yellow stripes), all white, and the latest (white with red and blue striping).

The December 5, 1998 timetables are still being used. This newer edition is an abridged version of another

*(Continued on page 14)*

## NEW BOOK ON THE DUAL SYSTEM CONTRACTS IS PUBLISHED by Subutay Musluoglu

Just published is a new book on the planning, politics, and impact of the Dual System of Rapid Transit, titled ***Tunneling To The Future – The Story Of The Great Subway Expansion That Saved New York***, written by Peter Derrick. The book explains the process of how the City of New York, the Interborough Rapid Transit Company, the Brooklyn Rapid Transit Company, and the Public Service Commission of the State of New York collaborated and agreed to the Dual System Contracts, initiating the greatest period of expansion of the New York City subway system.

Through exhaustive research and great detail, Mr. Derrick recounts the city's precarious condition in the early years of the 20<sup>th</sup> Century, threatened by population growth and density and coping with inadequate transportation. He describes the difficult political and private wrangling over costs and routes, which eventually produced the subway lines of the Dual System. The

building of the Dual System led to the development of the outer boroughs and assured the evolution of New York City into today's preeminent global center.

Peter Derrick is the Archivist for the Bronx County Historical Society and was formerly a planner with the Metropolitan Transportation Authority. New York University Press has published the book, which contains 441 pages, several maps and over two dozen black and white photographs. Its ISBN number is 0-8147-1910-4, and its price is \$34.95.

*Note: The book was released just as this issue of the **Bulletin** was going to press. A full review of the book will be forthcoming in a future issue of the **Bulletin**. However, I have purchased the book and based on what I have read so far, it has been very educational and a pleasure to read. I recommend it to those who are interested in the history of the New York City subway system.*

### Commuter Notes

*(Continued from page 13)*

timetable that I have from the same date. The times and headways have been grouped in the same fashion as the current HBLRT timetable, instead of showing every run. Bi-State Transit, operator of Metrolink (and the most of the buses) charges a base fare of \$1.25, with transfers costing ten cents. Reduced fares are sixty cents and five cents, respectively. Weekdays from 11:30 AM–1:30 PM, there is a free zone between Laclede's Landing and Union Station.

A premium fare of \$3 is charged for rides to Lambert Airport. One of our members reminded me that SEPTA also charges extra to ride its (short) Airport Line. In that case, a Zone 5 (\$5) fare is charged for a ride that is less than ½ hour. Zone 5 fares are in effect for the outer ends of the R-2 (to Newark, Delaware), R-3 (to Yardley), R-5 (Thorndale and Doylestown), and R-7 (to Levittown). It sounds like a good way to soak tourists and business travelers, although this fare is lower than other modes.

The magnificently restored Union Station, which was built in 1894, has several plaques that honor its history. It was declared a National Historic Landmark by the National Parks Service (1972), National Historic Engineering Landmark by the American Society of Civil Engineers (1981), and a National Historic Railroad Landmark by the National Railway Historical Society (1994). During World War II, the station was a major transfer point for our armed forces personnel. Amtrak moved out in 1978 to an "Amshack" several blocks away, but the city has plans to build a new facility. Behind Union Sta-

tion several tracks have remained, and a number of restored and repainted cars owned by tour operator St. Louis Car Company were to be seen.

### From the History Files

**35 Years Ago:** On April 27, 1966, the Interstate Commerce Commission gave the go-ahead for the merger of the Pennsylvania and New York Central Railroads. Penn-Central began operating as a combined railroad on February 1, 1968. The following January 1, the also bankrupt New Haven joined this marriage. Never considered a successful union, Penn-Central filed for bankruptcy on June 21, 1970, creating at the time, the biggest bankruptcy in U.S. history. Conrail's creation (see next item) ended Penn-Central as an operating railroad, although it exists as another corporation to manage its real estate properties.

**25 Years Ago:** On April 1, 1976, the Consolidated Rail Corporation (Conrail) was formed from the remains of Penn-Central, Jersey Central, Erie-Lackawanna, Lehigh Valley, Lehigh & Hudson River, Reading, and Ann Arbor Railroads, which were bankrupt. After January 1, 1983, when responsibility for its commuter operations was turned over to state and/or city authorities, it was able to focus on its primary mission – freight. Ultimately it became successful at it, so much so that it became a takeover target. In 1999 Conrail was divided up between CSX and Norfolk Southern. The Conrail name exists in what is termed the "Conrail Shared Assets" trackage.

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

**Around New York's Transit System**

*(Continued from page 20)*

the northbound Grand Central and Times Square platforms. White Plains Road and Jerome Avenue riders at Grand Central, and Broadway and 180<sup>th</sup> Street-Bronx Park riders at Times Square, were separated and kept behind chains until passengers left the train. Then the platform man unhooked the appropriate chain and the crowds dashed into the train. We saw these railings in the 1930s, but we do not know when they were installed or removed.

A 1938 newspaper article reveals that the IRT was able to operate a 2-minute headway in the rush hour. During a six-day period, the average number of trains

passing southbound between 8 and 9 AM was as follows:

TIMES SQUARE			GRAND CENTRAL		
	Trains Sched-uled	Trains Passing		Trains Sched-uled	Trains Passing
Express	32	30	Express	34	31.2
Local	30	27.3	Local	33	30

**Old IRT Schedules**

*(Continued from page 4)*

The company's September 15, 1925 tariff furnishes an incomplete description of the service operated. Seventh Avenue express trains from Lenox Avenue and probably 180<sup>th</sup> Street-Bronx Park ran to New Lots Avenue and Utica Avenue during rush hours, to Atlantic Avenue during non-rush hours, and to South Ferry in the late PM. Expresses from upper Broadway operated to Utica Avenue and Flatbush Avenue in rush hours and to New Lots Avenue and Flatbush Avenue in non-rush hours.

Shuttles operated on Lenox Avenue between 96<sup>th</sup> Street and 145<sup>th</sup> Street from 1 AM to 6 AM and between Bowling Green and South Ferry during AM and PM rush hours. The City Hall station was closed from 1 AM to 6 AM because shuttles operated between Pelham Bay Park and 110<sup>th</sup> Street from 12:25 AM to 6:15 AM. Through local service was operated between Pelham Bay Park and Hunts Point Avenue from 9:22 AM to 4:22 PM and 7:27 PM to 12:05 AM. Shuttles also ran from 12:17 AM to 7:23 AM and to E. 180<sup>th</sup> Street at other times. Because shuttle service was extended to 177<sup>th</sup> Street during the midnight hours, the 180<sup>th</sup> Street-Bronx Park station must have been open 24 hours a day. When we first checked the service in the early 1930s, this station was closed during the midnight hours.

Second Avenue locals ran between 129<sup>th</sup> Street and South Ferry from 4:37 AM (weekdays and Saturdays) or 6:21 AM (Sundays) to midnight. There was no service during the midnight hours. Expresses operated between Freeman Street and City Hall, departing from Freeman Street from 6:26 to 8:44 AM and City Hall from 4:48 to 6:45 PM. Expresses making local stops north of 125<sup>th</sup> Street operated between Bronx Park and City Hall, leaving Bronx Park from 7:50 to 8:32 AM and City Hall from 4:51 to 6:21 PM. There was no express service on Sunday. Trains ran from Alburtis Avenue (104<sup>th</sup> Street) and Astoria to South Ferry in rush hours, City Hall during middays, and 57<sup>th</sup> Street before the AM rush and after

the PM rush. There was no service from 12:52 to 4:32 AM.

The following service was operated on Third Avenue:

CLASS	NORTH TER-MINAL	SOUTH TER-MINAL	TIMES
Local	Bronx Park	City Hall	12:06-9:16 and 11:54 AM-11:56 PM
Local	129 <sup>th</sup> Street	South Ferry	5:50 AM-12:20 AM
Shuttle	Canal Street	South Ferry	1:07-6:03 AM
Local-Express (A)	Bronx Park	City Hall	6:04-11:58 AM southbound 12:46-11:30 PM northbound
Through Express (B)	241 <sup>st</sup> Street or Bronx Park	City Hall	Rush hours
Shuttle	241 <sup>st</sup> Street	Fordham Road	24 hours

(A) Local-expresses made all stops north of 125<sup>th</sup> Street

(B) Through expresses made express stops south of Tremont Avenue

Sixth Avenue expresses ran between 167<sup>th</sup> Street and Rector Street during rush hours. Locals operated between 155<sup>th</sup> Street and South Ferry at all times.

During rush hours Ninth Avenue expresses ran between Fordham Road or 155<sup>th</sup> Street. Midday expresses operated between 167<sup>th</sup> Street and Rector Street, leaving 167<sup>th</sup> Street from 9:29 to 11:59 AM and Rector Street from 12:36 to 3:54 PM.

34<sup>th</sup> Street shuttle trains ran from 6:31 AM to 11:58 PM.

**Tech Talk***(Continued from page 6)*

The odd thing about the switch arrangement here is the use of one lever for both ends of the two crossovers. This is typical for Union Switch & Signal interlockings of this vintage but not for General Railway Signal machines. Most GRS electromechanical interlocking machines use consecutive levers for the two ends of a crossover. In fact, the rest of Queens Plaza Interlocking (and probably every other GRS plant) is done in that fashion. I should add that there are *not* two actual lever handles operating independently. The two levers that operate a crossover are strapped together inside the machine and are operated with one lever. Sixteen years after this equipment was placed in service, the two spare spaces (45 and 46) were used for two approach signals on Track GD-2 south of the Queens Plaza station in the 60<sup>th</sup> Street Connection. This work was done under contract S-80 in 1955.

Further north on the Queens Boulevard Line, at 71<sup>st</sup>-Continental Avenue, the walls were put up for the new Dispatcher's office at the north end of the northbound platform, right in front of the existing tower/Dispatcher's office. The new Mauell Dispatcher's indication panel has already been installed, suspended from the ceiling above what will be large picture windows looking out onto the platform. I presume the secondary Dispatcher's office in the middle of the southbound platform will be either removed or put to some other use. The original Dispatcher's indication panel in this office only has track indications for the immediate station area. The new panel, however, will have indications from the north end of Woodhaven Boulevard all the way to Sutphin Boulevard on Hillside Avenue and Jamaica-Van Wyck on the Archer Avenue Line. Upon close inspection, I discovered that the original panel was made by GRS. I find this curious because the signal system on this portion of the Queens Boulevard Line was supplied by US&S under contract S-5 (Roosevelt Avenue to 178<sup>th</sup> Street). I can only presume that this supplemental Dispatcher's office was not included in the original construction. *Maybe* it was added for the 1939 World's Fair. I need to read through the specifications for the signal contract of the World's Fair Railroad to uncover this. Are there any IND experts with *very* long memories out there?

And yes, folks, I *did* say 178<sup>th</sup> and not 179<sup>th</sup> Street in the sentence above. Contract S-5 shows two local stops past Parsons Boulevard, 169<sup>th</sup> Street and 178<sup>th</sup> Street. *Both* of these stations were to be local stations with temporary wooden platforms over the local tracks. This is precisely what was done at Ralph Avenue and Rockaway Avenue on Fulton Street. The temporary terminal at 178<sup>th</sup> Street was supposed to have a temporary interlocking also. The tower would have been at the south

end of the southbound platform controlling a double crossover just south of the station. This would have been an identical track arrangement to the temporary terminal at Rockaway Avenue. The only difference was that Rockaway Avenue was controlled from Utica Avenue Tower, not locally.

Speaking of contract S-5, the most interesting thing about the drawings for this contract is that they show the existing conditions at Roosevelt Avenue, which was as far as the previous signal contract went (contract S-2). All four tracks extended to almost one train length short of the Elmhurst Avenue station. This enabled almost three trains to be stored on Track D-1 (southbound local) beyond the Roosevelt Avenue station. In addition, two trains could be stored on each of the three other tracks north of the station. If you saw my presentation at the March New York Division meeting, you saw a photograph of what may be the most unusual automatic signal on the entire subway system. This signal, D1-1415, is the first automatic signal on the southbound local track north of the station. It's unusual in that it used to be a home signal and its extra signal head and call-on unit are still attached to this day. Between 1933 and 1936 this signal was home signal 8 and it controlled movements out of the stub-end storage track and into the station.

The other interesting part of the existing conditions at Roosevelt Avenue is the drawing of the track indication panel for the interlocking machine, as built under contract S-2. The model board used to show the upper level station and the connecting tracks to it. According to this drawing, the Manhattan-bound connecting track was going to be Track D-5 and the Queens-bound connecting track was going to be Track D-6. There were even cutouts on the board for the little track indication bulbs on these two connecting tracks. Unfortunately, there were no labels for the signals on the upper level itself so we do not know what these tracks were going to be called. Since, however, the existing interlocking was called Roosevelt Avenue (Lower Level) I can only presume that there was going to be a separate interlocking machine on the upper level. This would have been very typical for the IND. Again, if you saw the March presentation, you saw what was probably going to be the room for the tower at the north end of the single island platform. Unusual for the IND, this platform is only eight cars long. Speculation is that it was going to be used in off-peak periods for connecting local trains, which apparently were never longer than that length. The bulkheads for this proposed line to Winfield turn off Broadway between 78<sup>th</sup> and 79<sup>th</sup> Streets.

Next month, I hope to finally begin a discussion of route request pushbuttons and telephones.

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Subutay Musluoglu's series on the 63<sup>rd</sup> Street Connector will continue next month.



## NEW HUDSON-BERGEN SERVICE PLAN TO GO INTO EFFECT ON APRIL 21 by Flavala Mishoviz, NYD-ERA West Shore Affairs Editor

Hudson-Bergen light rail turns one year old on April 16. During its initial year, the first extension was opened (in November, 2000 to Newport Mall). Now that extension will see double-track operation implemented and a new turnback track on the elevated structure which will ultimately lead to a new northern endpoint beside NJ Transit's Hoboken Terminal.

A new schedule, the system's fourth, goes into effect on Saturday, April 21. Some of the highlights of the schedule are:

- All regular service on both the Bayonne and West Side branches will originate and terminate at Newport Mall
- A sixth Bayonne Flyer will be added to the schedule in both the AM and PM peak periods. The AM trip runs later than the current last trip (leaving 34<sup>th</sup> Street, Bayonne at 8:31 AM, arriving at Harborside at 8:48 AM. In the PM an earlier trip will leave Harborside at 4:40 PM, arriving at 34<sup>th</sup> Street at 4:58 PM. Most Bayonne Flyer trips operate with a healthy standing load
- Normally, Bayonne Flyers will turn back at Morgan Interlocking north of the Harborside station, where they will use the southbound crossover
- The northbound scheduled leaving times have been shifted earlier by about three minutes overall in order to give better clearing times at Yard-North Interlocking, where the two branches join together
- Hours of operation have been adjusted. On weekdays, service will begin at 5 AM instead of the present 5:30 AM. On Saturdays and Sundays service will start at 6 AM, one half-hour later than at present
- Service levels remain as before: 6 minutes during the weekday peaks, 7½ minutes at other times, 10 minutes at night after 10 PM (11 PM on weekends). Service will continue to alternate between the branches, offering half of the service levels noted previously
- Running times have been adjusted slightly to reduce the overall travel time as a result of experi-

ence gained with the elimination of mandatory dwells at intermediate stations

- Nine (9) cars will now be required to operate the base 7½-minute service. This is one more car than at present. Peak requirements call for 14 cars out of the 15 presently budgeted, an increase of two

The main point of interest for most fans will be the non-revenue operation at the north end of the system. Cars will continue to arrive at the Newport station on the northbound track (Track #1). Following discharge of passengers, the car will proceed north about 1,800 feet onto the new elevated structure to a pocket turnback track located in between what will be the service track-  
age when the extension to Hoboken is in operation. The pocket track is long enough to accommodate two cars. In normal circumstances, the gap car will be stored at the back of the pocket track and the regular service car will circulate into and out of the front of the track.

The pocket track "wishbones" into both running tracks, so the service car can exit onto the southbound (Track #2) and return to Newport to pick up passengers for its next trip. Presently, the running track is in place on the structure beyond the switch into the pocket, but is unusable. Track laying is continuing to the junction, which will be named for another historically important interchange, "DeKalb". At that point, cars will ultimately be able to turn either east to Hoboken or west to ultimately gain the West Shore Line of the former New York Central Railroad at Weehawken.

These are exciting times as the tri-state region's own example of state-of-the-art light rail continues to build toward its ultimate 20.5-mile system.

### PCCS IN THE NEWS...AGAIN

Even in the new millennium, the final chapter in the life of the PCC car has yet to be written. Here are three significant events of just the last few days. More details in future issues...

1. SEPTA has rebuilt its first prototype PCC for the 15/Girard Avenue rail upgrade project. The car is at Woodland Shops and features a Ricon wheelchair lift in the rear door

*(Continued on page 19)*

### NYC Transit's Rehabilitation Program

*(Continued from page 1)*

Line elevated structure from 41<sup>st</sup> Avenue and Northern Boulevard to the Ditmars Boulevard station. Work includes painting steel columns, cross girders, longitudinal track girders, platform girders, and miscellaneous steel bracings.

REHABILITATE TUNNEL LIGHTING: NYC Transit would like to rehabilitate the tunnel lighting on the Flushing Line

from Times Square to the portal east of Hunters Point Avenue and from College Point Boulevard to Main Street. Work includes installation of compact fluorescent lighting fixtures at 40-foot intervals, staggered 20 feet on opposite walls, and 20-ampere 120-volt receptacles at 80-foot intervals on inside walls. Blue lights will be installed at each emergency alarm bay and fixtures will be installed at each exit. The contractor will provide lighting for all enclosures, passageways, and stairways. 600-volt equipment will be removed or replaced.

# TRACK CONSTRUCTION FORECAST FOR APRIL, 2001 IN THE NYC TRANSIT SYSTEM

by David Erlitz

Happy Spring! Hope you didn't forget to turn your clocks ahead. Plus, we have the start of a new year of baseball and the possibility of another "Subway Series." As usual, there is so much work going on and not enough time or track to go around. Other than the IRT station rehabilitations on the Broadway line, there are a lot of chip-outs and switch jobs going on and the relay room being built at Main St. for the Flushing signals contract, so as you can see the IRT has enough to hold it over. On the IND, along with the "big one", 63<sup>rd</sup> Street Connector, continuing, the switches on the north end of Second Avenue will be replaced for the future terminal of the V train. On the BMT, along with the continuation

of the installation of CBTC on the Canarsie line and the Atlantic Avenue reconfiguration, we have the Broadway station rehabilitations moving from the northbound side to the southbound side until the Manhattan Bridge switches sides from the H tracks to the AB tracks. Also, on the Jamaica Line, we have a 24 hour/7 day bypass of three stations for renovation. In addition, we have more preparation work and asbestos removal at Stillwell Avenue for the rehabilitation of that terminal. So, as you can see, there is no shortage of work to be done, and I expect to have a job for a long time. Until next month, enjoy the weather and let's hope it makes for good photo opportunities. Take care.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
3/29 to 4/13	Nights	#2	Tracks E-4/K-3 N/O Atlantic Avenue to N/O Wall Street	N/B #2 operates to Bowling Green, then through loop to South Ferry	Completion work
4/7 to 4/9	Wkend	#1/#2 Local	Track B-1 N/E 72 <sup>nd</sup> Street to S/E Times Square	S/B operates via Track #2 from 72 <sup>nd</sup> Street to Times Square	Structural steel work
4/7 to 4/9	Wkend Nights	#2	Track F-2 N/E 149 <sup>th</sup> Street-Grand Concourse to N/O 135 <sup>th</sup> Street	S/B single track via Track #3 N/O 149 <sup>th</sup> Street-Grand Concourse to 142 <sup>nd</sup> Street Junction	Waterproofing ceiling
4/7 to 4/9	Wkndys	#2	Track W-3 S/O Bronx Park East to N/O 241 <sup>st</sup> Street	N/B via Track M N/O E. 180 <sup>th</sup> Street to S/O 241 <sup>st</sup> Street	Asbestos removal
4/2 to 4/9	Nights	#4	Track L-3 N/O 59 <sup>th</sup> Street to N/O 86 <sup>th</sup> Street	N/B trains operate local via Track #4 from Grand Central to 125 <sup>th</sup> Street	Boutet welding
4/3 to 4/11	Nights	#4/#6	Track MM-4 S/O 14 <sup>th</sup> Street to N/O Grand Central	N/B #4/#6 via Track #3 from S/O 14 <sup>th</sup> Street to N/O Grand Central	Rail renewal
4/21 to 5/14	Wkend	#7/Bus	Tracks C-1/C-2/CM from N/E Main Street to N/O Willets Point	#7 - terminates at Willets Point Bus - Shuttle Main Street to Willets Point	Install steel and Q decks for Main Street relay room
4/9 to 4/12	Daily	#1	Track BB-4 N/O Dyckman Street to N/O 207 <sup>th</sup> Street	N/B trains via Track M from N/O Dyckman Street to S/O 242 <sup>nd</sup> Street	Rail and plate renewal
4/9 to 4/13	Nights	#1/#2 Local	Track B-1 N/E 72 <sup>nd</sup> Street to S/E Times Square	S/B via Track #2 N/O 72 <sup>nd</sup> Street to N/O 34 <sup>th</sup> Street	Platform edge repair
4/14 to 4/16	Wkend	#4/#5	Tracks MM-2/MM-3 S/O 28 <sup>th</sup> Street to N/E 23 <sup>rd</sup> Street	S/B trains local via Track #1, N/B trains local via Track #4 between Grand Central and Brooklyn Bridge	Remove and replace cable conduits
4/9 to 5/4	Daily	#4/#4 Short	Track J-4 Woodlawn station	#4 - Single pocket at Woodlawn #4 Short - terminates at 149 <sup>th</sup> Street-Grand Concourse	Construct Communications Room on platform at Woodlawn
4/14 to 4/16	Wkend	#6/#6 Sh.	Tracks L-3A & P-3 N/O 125 <sup>th</sup> Street to S/O Third Avenue-138 <sup>th</sup> Street	#6 - Brooklyn Bridge To 125 <sup>th</sup> Street #6 Sh. - 125 <sup>th</sup> Street to Pelham Bay Park #6 Midnights - Brooklyn Bridge to Pelham Bay Park, relay at 125 <sup>th</sup> Street	Concrete pour

*(Continued on page 19)*

## NEW YORK DIVISION BULLETIN - APRIL, 2001

### Track Construction Forecast for April, 2001

*(Continued from page 18)*

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
3/26 to 4/20	Nights	A	Track A-3 S/O 59 <sup>th</sup> Street to S/E Canal Street	No effect on service	Switch #18 renewal
3/26 to 4/13	Nights	F	Track B-2 S/E Delancey Street to N/E Broadway-Lafayette	N/B F via Cranberry Street Tube and Eighth Avenue Line from N/O Jay Street to W. 4 <sup>th</sup> Street	Switch #29 renewal
3/26 to 6/3	24/7	F	Tracks B-5S & B-6S N/O Second Avenue station	No effect on service	Renew Switches #31 & 33/A&B; Switches #29 & 81 out of service 24/7
4/7 to 4/9	Wkend	D	Track C-2 S/O 145 <sup>th</sup> Street to S/O 161 <sup>st</sup> Street	N/B D via Track C-3/4 from S/O 145 <sup>th</sup> Street to S/O 161 <sup>st</sup> Street	Concrete pour
4/7 to 4/9	Wkend	F/Bus	Tracks EE & EF (Stillwell Avenue F pockets)	S/B F terminates & relays at Kings Highway Bus – all F stops Kings Highway to Stillwell Avenue	Asbestos removal from platform canopy for station rehabilitation
4/9 to 4/13	Nights	D	Track C-1 S/O Bedford Park Boulevard to S/E Tremont Avenue	S/B via Track C-3/4 S/O Bedford Park Boulevard to S/O Tremont Avenue	Wall tiles and concrete platform topping at Tremont Avenue
4/9 to 5/4	Nights	E/F/B Sh.	Tracks D-3 & D-4 S/O 23 <sup>rd</sup> Street-Ely Avenue to S/O Roosevelt Avenue	E – via 60 <sup>th</sup> Street Tube/Broadway Line to Whitehall Street F – via 63 <sup>rd</sup> Street Tube B Sh. – suspended	Install signal equipment
4/13 to 5/7	Wkend	E/F/R/B Sh.	Tracks D-3 & D-4 S/O 23 <sup>rd</sup> Street-Ely Avenue to S/O Roosevelt Avenue	E/R – combined Jamaica Center to 95 <sup>th</sup> Street F – via 63 <sup>rd</sup> Street Tube B Sh.- suspended E Midnights – Jamaica Center to Whitehall Street	Install signal equipment
3/31 to 4/9	Wkend	N/N Sh.	Tracks G-1 & G-2 S/O Queensborough Plaza to S/O Lexington Avenue	N south – Stillwell Avenue to Times Square N north – Ditmars Boulevard to Queensborough Plaza	Fire line installation
3/19 to 6/10	24/7	N/R	Track A-1 N/E 34 <sup>th</sup> Street to S/E Prince Street	All S/B trains operate express via Track A3 from N/O 34 <sup>th</sup> Street to S/O Prince Street	Station rehabilitation at 28 <sup>th</sup> , 23 <sup>rd</sup> , 8 <sup>th</sup> & Prince Street
4/2 to 4/13	Nights	D/D Sh./B Sh.	Track A-4 N/O Prospect Park to N/O Atlantic Avenue	D – both directions via West End Line D Sh. – Stillwell Avenue to Atlantic Avenue B Sh. – Suspended	Rail renewal
4/3 to 4/6	Daily	D/Q/FS	Track O-2 S/O Prospect Park to N/O Prospect Park	D/Q – N/B bypasses Prospect Park FS – uses O-1 pocket at Prospect Park	Deliver and install steel beams
4/7 to 4/8	Wkndys	L/L Sh./Bus	Tracks Q-1 & Q-2 S/O Myrtle Avenue to S/O Broadway Junction	L – Eighth Avenue to Myrtle Avenue L Sh. – Rockaway Parkway to Eastern Parkway (J) Bus – Myrtle Avenue to Broadway Junction	Install signal equipment for CBTC contract
4/6 to 7/2	24/7	J/M/Z	S/B platforms at Lorimer Street, Gates Avenue, and Chauncey Street	All S/B service bypasses stations	Station rehabilitation
4/9 to 5/20	Nights 7 days	N/R	Track A-2 S/E 57 <sup>th</sup> Street to N/E 57 <sup>th</sup> Street	N/B trains operate through 57 <sup>th</sup> Street on Track A-4	II-II Chipout

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

*David Erlitz is an Associate Transit Management Analyst with MTA New York City Transit and has been interested in trains all his life. He may be contacted via e-mail at [tderlitz@mindless.com](mailto:tderlitz@mindless.com).*

### New Hudson-Bergen Service Plan

*(Continued from page 17)*

- Bob Diamond of Red Hook, Brooklyn fame has bought all 12 of the PCC cars from NFTA in Buffalo. They are to be shipped to Brooklyn in the

next few weeks. The cars are ex-Cleveland RTS (Shaker Rapid), originally Minneapolis

- As mentioned on page 9, NJ Transit has repainted Newark City Subway car 6 in the original Public Service paint scheme. The car regularly runs in service. Get those pictures pronto!

## Around New York's Transit System

### Consultant Will Design Second Avenue Subway

NYC Transit requires the services of a General Engineering Consultant who will perform Preliminary Engineering and prepare a Design/Build contract for the construction of the Second Avenue Subway. Under this contract, the Consultant will perform Preliminary Engineering for the portion from E. 57<sup>th</sup> Street to E. 129<sup>th</sup> Street with an option to continue work for the portion from E. 57<sup>th</sup> Street to lower Manhattan.

Stations will be located at:

- Lenox Hill — from E. 69<sup>th</sup> Street to E. 72<sup>nd</sup> Street
- Yorkville — from E. 83<sup>rd</sup> Street to E. 86<sup>th</sup> Street
- E. 96<sup>th</sup> Street — from E. 95<sup>th</sup> Street to E. 97<sup>th</sup> Street
- Franklin — from E. 106<sup>th</sup> Street to E. 109<sup>th</sup> Street
- 125<sup>th</sup> Street — from E. 124<sup>th</sup> Street to E. 126<sup>th</sup> Street. Passengers will be able to transfer to Lexington Avenue trains, which will be adjacent to this station

Tunnel boring machines, cut-and-cover, and mining techniques will be used to build the subway. The Consultant will recommend the correct method of tunneling for each section. The existing tunnels from E. 110<sup>th</sup> to E. 120<sup>th</sup> Streets and from E. 99<sup>th</sup> to E. 105<sup>th</sup> Streets will be utilized. Communication-Based Train Control (CBTC) signals, which are compatible with wayside signals, will be installed. The Consultant will perform a feasibility study to determine the cost and benefit of air-conditioning stations.

### Extension of Flushing Line #7

NYC Transit requires a consultant team that will prepare an Alternatives Analysis/Draft Environmental Impact Statement and Final Environmental Impact Statement for a potential extension of Line #7 (Flushing Line) from Times Square to the far west side of Manhattan. Previous plans specified a terminal near a sports stadium that would have been built over the Long Island Rail Road yards west of Penn Station.

### Reconstruction of Stillwell Avenue Terminal

NYC Transit expects to award a contract not later than July, 2001 for the reconstruction of the Stillwell

Avenue terminal. This contract, which has a duration of 42 months, is valued in excess of \$10 million. The track and platform structures will be completely rebuilt, and all four platforms will become accessible in accordance with the Americans with Disabilities Act. The existing individual platform canopies will be replaced by a new 350-foot train shed covering all four platforms and eight tracks. Photovoltaic technology, which will supply power to the station, will be incorporated within the shed cladding. The entire station superstructure of composite concrete and steel will be replaced with an open and exposed structural system used on the elevated lines. The employee facilities will be rebuilt and the existing Trainman's Building will be demolished and replaced.

### Preparations for Resumption of Service over Manhattan Bridge "H" Tracks

On March 15, 2001, subscriber Robert Montag observed a work train with the following consist on the south side of the Manhattan Bridge, which is slated to carry Broadway Line service for the first time in over ten years in the second half of this year:

S-diesel 52-rider car RD328-flatcar F202-crane C270-N

### Step Aside and Speed Your Ride

To furnish very frequent rush hour service, dwell times at busy stations must be reduced to a minimum. Transit officials have been trying to speed up rush hour service on the busy Lexington Avenue Line by suggesting that people on the platforms step aside when passengers leave the trains. In 1996, bright orange floor panels with the words "Step Aside" were installed opposite the train doors at the Fulton Street station. A year later, the program expanded to Grand Central. The program was a success; the dwell time dropped by six seconds and NYC Transit was able to operate an additional train in the rush hour. In mid-February, 2001, these squares appeared on the platforms at the 51<sup>st</sup> Street station.

Many years ago, the Interborough Rapid Transit Company controlled the crowds by installing railings on

*(Continued on page 15)*

## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

In the previous issue, we mentioned that several slant R-40s were transferred from East New York Shop (L line) to Coney Island Shop (N and Q lines). The corrected statement is as follows:

November, 2000: 4372-7

January, 2001: 4370-1, 4378-87

mid-February, 2001: 4392-3, 4396-7

Several more R-33s have been transferred to Wood-

lawn Shop (line #4). We observed 8852-3 there recently.

R-44 cars 132, 176, and 248 (all of which were removed from service before the series was overhauled in the early 1990s and thus were never renumbered), R-62 1435, and R-62A 1909 were removed from 207<sup>th</sup> Street Yard by barge on March 19, 2001. The next day, R-44s 109 and 120 and R-62 1435 were removed.