The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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In This Issue: Sea Beach Line — History (Continued) ...Page 2

MUNICIPAL OPERATION OF DYRE AVENUE LINE BEGAN 60 YEARS AGO

When the Board of Transportation started operating the trains 60 years ago, May 15, 1941, E. 180th Street was a free transfer point to the Lexington Avenue Subway. The city intended to charge an additional fare, but changed its mind after the *Home News* published an editorial condemning it.

The *Home News* reported that the Mayor cut the tape at the bottom of the stairway at E. 180th Street at 11:11 AM and a crowd of

350 people filled three four-car trains. The first train with the Mayor and city officials on board departed from E. 180th Street at 11:25 AM May 15. They got off at Dyre Avenue and paraded to Breinlinger's Hotel for lunch. At night Dyre Avenue was closed to traffic between E. 233rd Street and the station because of a block party.

The first revenue train departed from E. 180th Street at 11:50 AM the same day.



Cars 1589-90 on the former New York Westchester & Boston Railway right-of-way near the E. 180th Street station in May, 1941. Photograph Bernard Linder collection

Car 1595 and mate at the Gun Hill Road station, March 22, 1942.

Bernard Linder photograph



SEA BEACH LINE (Continued from April, 2001 issue) by Bernard Linder

CONEY ISLAND YARD OPENED IN 1926

Before Coney Island Yard was opened, the BMT installed track connections between the Sea Beach Line and the new yard. At 10 AM December 3, 1925, a temporary track connection, a trailing point switch, leading from the northbound Sea Beach local track to the Electrical Shop at Avenue X, was placed in service. The switch and signals were operated by a ground lever interlocking machine near the switch, and reverse moves were made under the protection of a Flagman and a Trainmaster. The third rail on the yard track was energized only when a train was running there.

To connect the Sea Beach tracks with the new Coney Island shop track, new tracks were installed between the 86th Street station and Hubbard's Creek. Starting August 24, 1926, the northbound local track was shifted eight feet east.

At 10 AM November 8, 1926, the Hubbard's Creek interlocking plant was taken out of service and the switch connecting the southbound local and express tracks was clamped for moves to the local track. Blades and lights were removed and stops were hooked down at the one-arm semaphore signals on the southbound local and express tracks 300 feet north of the switch. The crossover between the northbound and southbound tracks and the turnout leading to the old Sea Beach Line were still in service.

At 5 AM December 13, 1926, the northbound express track between Hubbard's Creek and a point south of the 86th Street station became the northbound local track, and the old local track was removed.

At 2 PM December 16, 1926, the turnout from the new northbound local track just south of 86th Street to the new Coney Island Shop was placed in service. This track was extended to the Electrical Shop with one branch, Track #40, leading to a point between the Overhaul Shop and the Intermediate Repair Shop. The temporary lead track installed on December 3, 1925 was removed.

On January 27, 1927, D-Type 6004A-B-C was transferred to the new shop via the old dump track leading from the old Culver Line, probably South Brooklyn Railway's tracks on Shell Road.

The following yard tracks were turned over to the Track Department: part of #40 and #47 on December 18, 1926; #53, #54, and #55 on January 14, 1927; and #32, #34, #37, #51, and #52 on January 31, 1927. Spur tracks #1 and #2 were placed in service on April 6, 1927, but there was no third rail on through tracks #1-13, #16-22, and #27-30. At 12 noon March 3, 1927, third rails of Tracks #40 and #47 were energized permanently.

On June 4, 1927, the contractor started building the

ramp leading to Avenue X, Culver Line. Tower D was placed in service in January, 1929 and Tower A was opened on February, 19, 1929.

R-1S TESTED ON THE SEA BEACH LINE

The first R-1s were delivered in 1930, long before the IND was opened on September 10, 1932. Because the Board of Transportation was unable to test the cars, it arranged to have them tested in passenger service on the BMT's Sea Beach Line. R-1 cars 200-214, 381, 382, 384, 385, and 387 arrived in Coney Island Yard on June 18, 19, and 20, 1931. Before entering passenger service, they were tested on the Sea Beach middle from June 22, to July 9, 1931.

On July 8, 1931, the first R-1 train, whose consist was 214-211-208-207-384-387-385-381, operated on the Sea Beach Line. On this train, which departed from Coney Island Yard at 10:05 AM, were Board of Transportation, Transit Commission, and BMT officials. After arriving at Times Square, it returned light to Coney Island. It carried passengers on the 11:55 AM trip from Coney Island, and continued running in passenger service for several hours. One train of R-1s ran every day until November 27, 1931. South Brooklyn Railway transferred the R-1s from Coney Island Yard to the yard at 38th Street and Second Avenue on December 18, 1931. The cars were subsequently returned to the IND on barges.

SEA BEACH (N) LINE CAR ASSIGNMENT by Bernard Linder and Bill Zucker

B-Types were assigned to this line in 1915 when Sea Beach trains started operating in the new Fourth Avenue Subway. On September 22, 1928, D-Types replaced the B-Types. Effective March 26, 1930, one Conductor operated the doors on a train composed of three D-Type units and two Conductors were assigned to a full-length train, four units. Starting May 16, 1932, there was only one Conductor on a full-length four-unit train. The day before the May 28, 1959 schedule change, D-Types and B-Types were assigned to this line. Starting in the spring of 1961 and continuing for several years, R-27/30s appeared occasionally. By September 16, 1962, the R-27s provided all night and weekend service, after which they gradually replaced the B-Types and D-Types. In June, 1963, D-Types were in service only during rush hours. Regular service with R-32s began on January 18, 1965, gradually replacing the Band D-Types and the R-27/30s. By mid-April, 1965, R-32s furnished all non-rush hour service. The B- and D-Types were out of service by late May, 1965.

When the Chrystie Street Connection opened in November, 1967, the revised assignment specified mostly

(Continued on page 3)

Sea Beach Line

(Continued from page 2)

R-27/30s, a few R-32s for the N, and R-38s for the NX.
On May 9, 1969, the first R-42s, 4554-5, were observed in a mixed R-32/R-40M train. For nearly a year,

served in a mixed R-32/R-40M train. For nearly a year, R-27s, R-32s, R-38s, slant R-40s, R-40Ms, and R-42s were in service on this line. The different car classes were not kept separate, but were usually mixed in the same train. Although R-32s and R-42s were assigned to this line on March 9, 1970, R-27s appeared occasionally. R-38s 3950-4069, which were transferred to the N

line in the summer of 1972, provided most of the service, while R-27/30s still appeared occasionally. R-16s 6300-6340, transferred to this line on May 4, 1976, were in service during rush hours and R-27/30s were in service only during weekdays. R-46s, which were transferred to the N line about a week before the August 29, 1976 schedule change, provided most of the non-rush hour service. R-16s, R-27/30s, R-32s, R-38s, slant R-40s, R-40Ms, R-42s, and R-44s were seen occasionally.

The following car assignments were in effect from 1978 until the present time:

| DATE | CARS | DATE | CARS |
|--------------------|------------------|------------------|--|
| September 18, 1978 | R-32, R-46 | March 8, 1982 | R-32, R-46 |
| October 20, 1980 | R-32, R-38, R-46 | May 24, 1987 | R-32, R-68 |
| January 29, 1981 | R-32 | October 30, 1989 | R-32, slant R-40, R-68, R-68A (occasionally) |

Notes:

A few R-16s were still running in September, 1977

A few R-10s were still in service in May, 1980

R-27/30s appeared occasionally until June 11, 1986

R-46s were seen occasionally in 1987 and 1988

R-68s were first observed on April 30, 1987

NEW STATEN ISLAND RAILWAY BALLPARK STATION by Clifton Stapleton, Staten Island Railway Correspondent

The Staten Island Railway (SIR) will open its newest station, Ballpark, on June 24. The opening of the new \$3.9 million station will coincide with the opening day of the Staten Island Yankees' new waterfront ballpark, which is being erected on the site of the former St. George freight yard.

To reach the new station, trains will utilize a short stretch of the former North Shore Branch of Staten Island Rapid Transit. While SIRT passenger service on

the North Shore Branch ended in 1953, this trackage remained in use as part of the St. George wye, which the SIR used to turn its trains. The trackage at the new station was relocated and rebuilt as part of the ballpark construction.

The new station will permit direct service from the Tottenville route to the Ballpark station before and after Staten Island Yankee games. The Ballpark station will be the 23rd station on the 14-mile SIR.

Car Assignments and Deviations Therefrom

(Continued from page 20)

Two trains of R-33s were transferred each day from line #4 to line #6 and were returned at the end of the day. The cars were always kept separate. When the R-142As were returned to service on line #6 on March 12, 2001, the 9400s listed above were transferred to line #7 and cars 1661-1670 were returned to line #1/#9.

Mixed trains of General Electric R-32s, Morrison-Knudsen R-32s, and R-38s have reappeared on the A and C lines.

There are several trains of R-46s on the E line be-

cause new floors are being installed in the R-32s. CORRECTION

We published an incorrect car number on page 20 of the April, 2001 *Bulletin*. The correct statement is as follows:

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 1439 (not 1435), and R-62A 1909 were removed from 207th Street Yard by barge on March 19, 2001. The next day, R-44s 109 and 120 and R-62 1435 were removed.

NEW YORK CITY TRANSIT'S 63RD STREET CONNECTOR (Continued from March, 2001 issue) by Subutay Musluoglu

In February we reported the start of revenue service through the 63rd Street Connector. In March we started a review of the planning and construction history of the 63rd Street Line. This month we continue the review with an examination of the process in the 1960s that led to the start of construction on the 63rd Street Tunnel. Future installments will look at the 1970s when the city's fiscal crisis forced a suspension of work, leading to the reexamination of priorities in the 1980s, and then the decision to build the 63rd Street Connector in the 1990s. The series will conclude with an offering of speculation on possible future developments.

Before we continue, I want to clarify a number of items from the March installment. On page 1, in the second column, I stated that the lines of the IRT and the BMT were privately owned. This is incorrect; the story is actually much more complex. To put it simply, the City of New York owned the two systems, having paid for their construction. The city leased the systems to the two companies, who paid for the equipping of the lines and had franchises to operate the services. A much more detailed explanation of the arrangements between the city and the IRT and BMT can be found in the new **book** *Tunneling To The Future*, written by Peter Derrick. I briefly mentioned this book in last month's *Bulletin* and as soon as I finish reading it, will be writing a review for the *Bulletin*.

Another clarification from the March installment – on page 13, in the second paragraph of the first column, I made a statement regarding an accompanying map. This may have been misleading. The map that I was describing accompanied the report that I was referencing; I was not referring to a map that was supposed to be in the *Bulletin* (More on maps in the author's note).

Finally, an additional item that needs clarification is actually more of an elaboration. Subway expansion plans had been delayed by the Second World War and even though planning for new routes started up again following the war's end, there was a very important reason for the unfulfilled plans. The war had placed a premium on the resources of the United States, forcing urban railways nationwide to make do with what they had. The NYC subway was no exception, and in many cases basic maintenance on rolling stock and the infrastructure was deferred. In the late 1940s this maintenance backlog had to be tackled along with the costs associated with unifying the three subways into one network. The process of unification was not cheap; as I mentioned last time, several interdivisional transfers were built, as well as a number of interline connections. One of the most critical improvements that occurred on the IRT and BMT divisions was the platform-lengthening program. In fact, some of the funds from the 1951 Bond issue that were intended to be used for starting on the Second Avenue subway were diverted to the platform lengthening program. Many people remember this occurrence and hold it up as an example of the uncertainty that sometimes accompanies the government's intentions regarding bond issues and public referendums. This may be true, but just imagine what the situation would be today if IRT and BMT platforms were still at their original length! Furthermore, large amounts of new cars were purchased and the signal systems on several lines were renewed with the 1951 funds, all of which were desperately needed.

In the previous installment we left off in February, 1963, when the New York City Transit Authority (TA) had presented the most comprehensive and detailed plan to date for a new subway line between Queens and Manhattan. The new line would go a long way towards relieving growing Queens-Manhattan congestion by increasing capacity as well as extending the subway system's reach into the developing eastern areas of Queens. However, the plan ran into trouble almost immediately and was criticized from all sides. Just a month later, in March 1963, the Citizens' Budget Commission (CBC), a private group that monitors the city's finances, released an alternative to the TA proposal. Titled **Better Transit For Queens**, the CBC plan stated that the TA plan was too costly and instead recommended a less expensive option that called for the building of a single track tunnel under the East River at E. 61st Street. The line would connect the IND Queens Boulevard Line at Queens Plaza with the IND Sixth Avenue Line at W. 59th Street, with a transfer provision to the IRT 59th Street/BMT Lexington Avenue station complex. Signaling modifications were to be installed on the Queens Boulevard Line, allowing for a "3 and 1" operation in the prevailing direction during the peak hours. In other words, during the AM peak period three of the line's four tracks would be used for Manhattan-bound service and the remaining track for Queens-bound service. This operation would be reversed for the PM peak period. The additional trains would utilize the new under-river tunnel. In case this scheme was found to be unfeasible on Queens Boulevard, the CBC offered an alternative that called for the addition of a single track on the Long Island Rail Road (LIRR) Main Line between the under-river tunnel and Forest Hills. This track would be fitted with reverse signaling and used as a bypass, offering riders from eastern Queens an alternative to the Queens Boulevard Line. The concepts of a "3 and 1" operation on Queens Boulevard and a reversible single track on the LIRR had merit and would surface again later on several occasions.

(Continued on page 15)

TECH TALK by Jeffrey Erlitz

The big news this month is the first of the signal cutins on the West End Line under signal contract S-32344. Between March 31 and April 6 the automatic signals on middle Track D-3/4 were placed in service from north of Fort Hamilton Parkway to south of 55th Street. Next were the automatic signals on southbound Track D-1 from south of Ninth Avenue to south of 55th Street. This was performed over the weekend of April 7-8. Lastly, over the weekend of April 21-22 northbound Track D-2 had its automatics placed in service. The limits for this track were from north of 62nd Street to south of Ninth Avenue. All of these signals are being fed from two Central Instrument Rooms (CIRs). 538 CIR is at the south end of the southbound platform at Fort Hamilton Parkway. 567 CIR is located towards the north end of the northbound platform at 55th Street.

Work is now essentially complete on the upper part of the White Plains Road Line on contract S-32336. Between March 2 and 19 the remaining signals, switches and traffic controls were placed in service on yard lead Tracks #1B and #4B into 239th Street Yard. On Saturday, April 7, Unionport Yard Master Tower took control of 239th Street Interlocking. For a while, different portions of the old Nereid Avenue/new 239th Street Interlocking were controlled from both the old tower and the new relay room.

I have one correction for an item in last month's *Bulletin*. This was regarding the four northbound platforms on the BMT Broadway Line that were returned to service on March 19. *Not* all of the new floor tiles were installed. Only the fare control areas, the yellow tactile warning strips at the platform edge, and *some* tiles along the platforms were installed.

In the beginning of April, northbound D and Q service bypassed the Prospect Park station while Prude Construction Corporation delivered and installed structural steel beams. This was done under contract A-35836, which is making this station ADA compliant by the addition of two elevators. Construction started on August 3, 2000 for this \$7.1 million contract and is not forecast to be substantially complete until October 30, *next year!* Don't ask me what takes so long to add two elevators from the mezzanine to the platforms. So far, the walls in the mezzanine have been removed where the elevator doors will be. The canopies on both platforms have also been removed where the elevators will be. I don't know why this work was not included in the station rehabilitation work at this location a few years ago.

I noticed on April 17 that the route request push buttons were finally installed on Tracks D-1 and D-3 at the Roosevelt Avenue station on the Queens Boulevard Line. These buttons will enable southbound trains routed via express Track D-3 to automatically select

their route at 36th Street Interlocking. Southbound local trains can still wait until their station stop at 36th Street to "punch in." Interestingly, a "ready to proceed" push button was installed at the south end of Roosevelt Avenue on northbound express Track D-4. I am not sure why this was installed as part of the 63rd Street Connection signal contract. Queensborough Plaza Master Tower does not control Roosevelt Avenue and probably will not for quite some time. I have seen the indication for this push button on the Queensborough Plaza Master Control Panel. Perhaps there will also be an indication for this push button in Roosevelt Avenue Tower as well.

Southbound J, M, and Z trains are bypassing Chauncey Street, Gates Avenue, and Lorimer Street on the Jamaica Line from April 20 until July 2. This is for continuing station rehabilitation and canopy repair work under contract C-33400.

Several months ago, I mentioned that there are five different types of route request push buttons. I still have not gotten the definitional differences between them. The official General Signal Arrangement drawings (otherwise known as *single* line drawings, to differentiate between *double* line drawings showing both running rails) do not show the location and type of many route request push buttons. The newest signal installations generally do show both the locations and types (M-1, M-2, M-3 and M-4) of push buttons. For the sake of review, M-1 is automatic route selection, M-2 is destination identification, M-3 is train identification, and M-4 is ready to proceed.

An example of automatic route selection would be at Prospect Park on southbound express Track A-3. There, at Home Signal 332, a train operator may select from "Express," "Local," "Yard," and "Turn." If the southbound route control for Prospect Park Interlocking is in automatic mode, pressing one of these four buttons will generate a lineup without Tower Operator intervention. Similar situations exist in many other locations around the subway system.

An example of destination identification would be at Atlantic Avenue (Eastern Parkway Line) on northbound express Track #3. At Home Signal 234 one can select between "Track #4," "Track #3," "Track M," or "Track #1." Correct me if I am wrong, but I suspect that this selection *only* displays an indication on the Nevins Street Control Panel. This does *not* automatically generate a lineup through the interlocking. Are there other M-2 locations where lineups *are* automatically generated? That I do not yet know.

An example of train identification is on southbound express Track #2 at Franklin Avenue, also on the East-

(Continued on page 6)

Tech Talk

(Continued from page 5)

ern Parkway Line. At the various station car stop markers you can select between "Flatbush," "Utica-New Lots Local," or "Utica-New Lots Express." Here, a lineup *can* be generated automatically. Does this mean that *all* M-3 locations have this capability?

Getting back to Prospect Park we find no less than five examples of "M-4/ready to proceed" push buttons. These just display an indication on a control panel, in this case at DeKalb Avenue. They are commonly found on storage tracks and yard leads. As the name implies, they let the Tower Operator know that the train in question is ready to accept a lineup. They are also commonly found on mainline tracks in positions where a reverse move may be made. Another example of this was mentioned above at Roosevelt Avenue.

I now digress for an interesting little bit of history. Route request push buttons were probably first used in New York by the BMT. The BMT was a pioneer in the use of automatic interlockings, and the first one was installed at Franklin-Fulton in 1922, two years after the Franklin Avenue Line was severed from the Fulton Street "L."

On October 23, 1934, the seventh automatic interlocking was placed in service at Navy Street on the Myrtle Avenue "L." This is where the Fifth Avenue "L" diverged from Myrtle Avenue. The interlocking at Navy Street was placed in service in about 1905. It was furnished by Union Switch & Signal and was an electropneumatic plant with a Model 14 interlocking machine. The home signals were of the semaphore type. The Myrtle Avenue Line was equipped with color light automatic block signals in 1932, supplied by General Railway Signal Company. At that time, the US&S semaphore home signals were replaced with GRS color lights. This is why some BMT interlockings had the unusual mixture of GRS signals and US&S switch and interlocking machines.

At the Bridge Street station, which was double-length, there was a push button for Fifth Avenue-bound trains to operate. This push button was located in the middle of the platform where the head car of Fifth Avenue trains stopped. Myrtle Avenue trains stopped with their head car at the end of the platform. Apparently, two trains would sit in the station at the same time, allowing passengers to transfer between them. At the home signal controlling movements over the diverging switch just west of the Navy Street station, there were two push buttons, one each for Fifth and Myrtle Avenues. These would only be used if the Bridge Street punch were missed. The interlocking kept track of the order of the trains coming towards it and set the switch for Fifth Avenue accordingly. Westbound, whichever train got to Navy Street first would get the lineup first. It is surprising how old this technology is.

I do not believe route request push buttons *for automatic route selection* were installed anywhere between the 1930s and the end of the 1960s with the exception of DeKalb Avenue around 1957. Starting in 1959, route request push buttons were installed on the Lexington Avenue, Broadway-Seventh Avenue, and BMT Broadway Lines in many locations. This was during the installation of the first master towers at Grand Central (contract S-90), Times Square (contract S-91), and City Hall (contract S-92). Most of these are for selections between local and express tracks and I believe *none* of them generate an automatic lineup. They only indicate the desired route on the control panels and the Tower Operator still has to generate the lineup.

By the way, all route request indications show up as little white lights on control panels with the exception of City Hall. City Hall is to my knowledge a GRS Traffic Master model control panel and is definitely unique. The control buttons are on the tabletop while the indications are on a vertical panel at the rear of the tabletop, much like all other control panels. The route request lights are rather ingeniously located at each home signal where there is such a choice. There are two micro bulbs at each location. I have never actually seen one illuminated (any City Hall Tower Operators out there?) but I suspect that one bulb is yellow and the other green to reflect the desired normal or diverging route, just as the home signal would display on its lower signal head.

Apparently starting with contract S-104 (IRT Broadway Line from north of 96th Street to 242nd Street), route request push buttons were replaced by route request telephones. These were telephone handsets located next to certain home signals in rectangular cases and mounted on tunnel walls or on poles in positions similar to the push buttons. They are only located in an interlocking where a diverging move is possible. Whereas route request push buttons operate from Train Operator to Tower Operator, telephones operate from the Tower Operator to a Train Operator. A Tower Operator initiates a route request by pulling on the call-on button of a home signal where a telephone exists. There are either one or two white lights on the front of the telephone case. When the Tower Operator pulls the route request button, these white lights start flashing. A Train Operator then knows to pull his/her train up to that home signal and pick up the telephone handset. The Tower Operator would also plug his/her handset into the proper jack on the face of the control panel. These telephones are hardly ever used since all Train Operators (and now Conductors) carry radios.

The next major signal contract was S-110 for the Chrystie Street Connection. This was the first contract to contain *both* route request push buttons *and* telephones. Through the years, the implementation of push buttons versus telephones has varied. The New Lots and Seventh Avenue Lines received only telephones

(Continued on page 17)

Commuter Notes

by Randy Glucksman

Metropolitan Transportation Authority

Peter S. Kalikow was confirmed by the New York State Senate to be the eighth chairman of the MTA on March 14. His predecessor, E. Virgil Conway, had stepped down from that position one day earlier.

MTA Metro-North Railroad (East)

In the March edition of Mileposts, Metro-North reported on the status of its railcar fleet of more than 900 electric and push/pull cars, plus 45 locomotives. Under the title of "It Can Be Tough Getting Old!", it was reported that the age of 46% of the cars on the Harlem and Hudson Lines is 28 years or older, while on the New Haven, 65% are 25 years or older. To reduce the age of the fleet, several steps are being taken. Thirteen Genesis locomotives have been ordered (9 Metro-North and 4 CDOT) and delivery is expected by the end of the year. New M-7 EMU cars are also on order, but the first of this initial order of 180, part of a joint procurement with the LIRR, will not be on the property until late 2003. The first carbody was recently manufactured at Bombardier's La Pocatiere, Quebec, Canada plant. For New Haven Line riders, there are plans to replace critical components of the M-2 cars including propulsion, auxiliary power, cab signaling, toilets, and other key systems. A contract was to be awarded in the first quarter of this year, with all work to be completed by 2006. By doing this, Metro-North expects that their service lives will run until the year 2015, by which time the oldest cars would be more than 40 years old. Similar programs are planned for the M-4s and M-6s. CDOT has also ordered ten push/pull coaches, for delivery in 2003.

To maintain this equipment, there are plans to greatly expand Harmon Shop so that there will be separate shops for coaches, EMUs, and locomotives, plus a Support Shop. Work will also get underway this year for a storage and maintenance facility at Highbridge.

One of our members emailed this report. "By late summer, 2001, Metro-North will be taking delivery of 13 new Genesis locomotives, nine in MNRR colors, four in New Haven (McGuiness) colors. Saw an artist's rendition of the CDOT paint scheme — it is quite striking; the colors go quite well with the angular lines of the Genesis but as a purist, cannot beat the FL-9. However, anything is an improvement over the 'stealth' MNRR paint scheme. Upon delivery and acceptance of these 13 units, the plans are to relegate the 6 M-K-rebuilt FL-9M CDOTs to power the two-car shuttles used on the Danbury (and) Waterbury Branches as well as the Wassaic extension north of Brewster North. Facing retirement will be all unrebuilt FL-9s (including New York Central 2012), the 4 Chrome-rebuilt CDOT FL-9s, and probably the 4 FP-10 units. There is a rumor that 2 of the best FP-10s may

get a reprieve in inspection train reserve or work train service. By this fall, all regular non-electric trains in/out of GCT will be powered by New York Fire Department-compliant, zero-emissions, dual-mode locomotives. (The FL-9s have a diesel-powered HEP generator at the rear that still emits undesired exhausts underground.)"

"With 31 Genesis locomotives in the fleet to power around 20 sets of 6-, 7-, or 8-car push/pull trains, the 6 remaining serviceable FL-9AC units may be rendered surplus and mothballed! The three ex-LIRR units were acquired for parts only and will suffer a similar fate. A side note: All Genesis-powered MNRR trains operate with one unit per train, unlike the LIRR, which requires 2 DE/DM-30ACs for anything over 5 cars. Recently, MNRR has paired up FL-9ACs when they are sent out with a large push/pull train for reliability, despite the fact that they were designed to operate alone on trains up to 8 cars. So, get your photos and videos before it is too late!"

An article in the April edition of *Mileposts* described the multi-year project to replace the nearly 100-year old catenary in Connecticut. CDOT will utilize the same system that was installed on the (much smaller) New Yorkowned portion of the New Haven Line back in 1992-93. All told, there are 180 track miles, and it is anticipated that this work will extend to between 8-10 years. The first phase will be from Port Chester to just west of Stamford, and should be completed in three years. That station is receiving new catenary as part of the Stamford Center Island Improvement Project. To prevent damage to the aging catenary system, Metro-North imposes a 60-mph speed restriction when the temperatures dip below 20 degrees or exceed 90 degrees.

MTA Metro-North Railroad (West)

Metro-North is embarking on an expansion of parking at the Harriman, Campbell Hall, and Otisville stations. This is being done in anticipation of ridership growth tied to completion of Secaucus Transfer. All facilities will be brought to what is termed a "state of good repair", and where possible, additional spaces will be created. At Harriman, 13 new spots will bring the total to 759; Campbell Hall – from 101 to 227; and Otisville – from 30 to 37, plus creation of a new 76-spot lot, across Kelly Hill Road, to total 113 spaces. The cost of this project is \$8.22 million.

Tappan ZEExpress service has been restructured, to where there is almost hourly service (just one "hour" is missing) to Metro-North's Tarrytown station, and beginning April 7, there are eight round-trips on Saturdays. The first weekday bus connects with the 5:49 AM from Tarrytown, and ends with meeting the 11:58 PM out of

(Continued on page 8)

Commuter Notes

(Continued from page 7)

Grand Central, which is two hours later than the old schedules. Other TZE lines that previously went directly to Westchester County (mainly to White Plains) have been changed to include the West Nyack commuter lot, or have become shuttles to that lot. It is envisioned that this lot will become a "transportation hub," and there are plans to build a large shelter for passengers to wait in.

Connecticut Department of Transportation

CDOT issued a new timetable for Shore Line East on February 14: TT-37 with a symbol (for Valentine's Day) of a pair of hearts with an arrow going through them. This timetable adds an additional run, but not one that runs on rails. Buses operated by CTTransit have been added to the schedule as follows: leaving Old Saybrook at 6:03 AM, and making stops to Madison, where it runs express to New Haven. A second bus begins at Guilford at 6:28 AM, and stops at Branford (6:48). Both buses are scheduled to arrive at New Haven at 7:08 AM. In the afternoon, the same arrangement is in effect, with both buses departing New Haven at 6:55 PM. Additional stops are made in downtown New Haven. Also, the numbers of the Amtrak trains which monthly ticket holders can ride have been changed. Thanks to member David A. Cohen for sending copies.

No decision has been reached yet on where to locate the new New Haven Line station, but David sent an article from the New Haven *Register*, reporting that West Haven has made a proposal to finance the entire \$26 million cost and then lease the station back to the state. Under the plan, West Haven will also provide 2.8 cityowned acres of land for a parking lot that will accommodate 1,400 cars. The South Central Regional Council of Governments has submitted this proposal, as well as one from Orange, Connecticut, to CDOT.

Member Josh Weis reported that a coalition of transportation planning groups in Connecticut has issued a "Green Paper", which outlines transportation projects that the Commuter Council advocates. Some of their ideas include:

- reduce headways on Shore Line East trains to 20minutes
- expand Shore Line East service to weekends and later evening periods
- operate two trains from East of New Haven to Manhattan
- increase express service to New York
- operate intra-state service between New Haven and Greenwich at a high frequency

Details can be found at www.cfenv.org/Greenpaper% 20final.PDF.

MTA Long Island Rail Road

My, how times have changed. It used to be that the number one complaint from passengers was the condi-

tion of the old diesel coaches, e.g. the lack of heat, air-conditioning, etc. LIRR President Ken Bauer, in an interview with WCBS-880 reporter Rich Lamb, reported that the issue of utmost concern now is the use of personal cellular telephones by fellow riders. Bauer said that there are no plans to designate cars in which cell phones can be used (a la Amtrak), because he does not want to put his train crews in the position of setting up a confrontational situation with customers. Other passenger vs. passenger complaints involve feet or packages on the seats and an attitude that "I dare you to ask me to remove them so you can sit down." An awareness campaign will be introduced.

When asked about future plans for the railroad, President Bauer revealed that he expects groundbreaking to take place sometime this summer on the long-awaited East Side Access Project, and that trains could be running by the year 2010.

NJ Transit

One capital project for which there is no completion date (in fact there is not even a starting date) is the Pascack Valley Line Passing Sidings Project (May, 2000 *Bulletin*). In its March 8 edition, the (Bergen) *Record* reported that in spite of assurances over the years, NJ Transit now admits that this work will not be done in time for the opening of Secaucus Transfer next year. If completed, there could be bi-directional and off-peak service. According to NJ Transit, the project has been halted at the 30% design stage, because "the work requires specialized track and signal work, which because of tremendous volume of what we have to do around the system, we don't have the staff resources in the field to do everything we'd like to deliver in time."

NJ Transit became the latest rail operator to lease part of its right-of-way for installation of a duct bank to carry fiber optic cable. TyCom Networks will pay an annual fee of \$347,450 for 30 years, with increases based on usage and adjustments in the Consumer Price Index. This contract covers 47.6 miles of the North Jersey Coast Line, the Freehold Secondary, and a part of the Southern Branch. Under the terms of the contract, Ty-Com will install four 1½-inch ducts for its use, and an equivalent amount for NJ Transit for its use and/or sale.

At the February Board meeting, a \$410,000 contract was awarded to design a new interlocking at Graw, the location where North Jersey Coast Line trains enter/leave the North East Corridor Line. Besides improving train movements, a new "pocket track" will be constructed to store a train.

In January, we reported that NJ Transit would be completing several projects this year, and there is information now which pushes back these dates slightly. Montclair, originally planned for the summer, is now in the fall, and Newark International Airport Station, which had been November, is now the end of the year.

With the award of a \$56,388,044 contract to Merco-

(Continued on page 9)

Commuter Notes

(Continued from page 8)

Obayashi, commuters can expect work to begin about June 24 to repair the two northern tubes of the 4,400-foot Bergen Tunnels, which are nearly 125 years old. Under this project, a new tunnel liner and roadbed will be installed. 280 trains use these tunnels each weekday, and it remains to be seen how many trains will have to be eliminated in order to operate service through the other set of tunnels. We'll keep on top of this, and report the reductions as soon as they are made known. Meanwhile, new timetables were issued as of April 29.

Capital Projects Update (February, 2001)

- Secaucus Transfer Approximately 78% complete; station and interior bridges 32% complete
- Montclair Connection Completed hanging static wire and signal power cable on catenary poles of Track #1 and the retaining wall. The westbound platform for the new station is 95% complete, while the eastbound platform is 80%. Work continues on the actual 1,500-foot link
- Newark International Airport Station work by Amtrak 100% and by Conrail 96% complete, respectively. The monorail terminal and station-related work are 95% complete

By the end of December, work had been completed on the first contract, to build a steel bridge for new tracks for the new Union Station on the Raritan Valley Line. A second contract for the 3000-square foot station building with a waiting room, restrooms, concession space, 545-foot island platform, 484-space parking lot, was awarded to the same contractor, George Harms Construction. This project is scheduled for completion next March.

The first contract for the first phase of the Newark-Elizabeth Rail Link was awarded at the March board meeting. To be constructed in this phase is a new tunnel, curving off the existing Newark City Subway under Raymond Boulevard, which would pass underneath Mulberry Street and surface close to Center Street, and continue at grade to Broad Street Station.

NJ Transit announced on March 14 that it would construct a \$30 million ferry terminal in Weehawken, about one-half mile north of the present New York Waterway Terminal. The three-story, 30,000 square foot building will be leased to NY Waterway for 32 years. Presently, 16,000 riders are carried each day. Those who have seen the present building might think that it resembles an old ferry terminal, which in fact it is, although I do not know its origin. (Members can help here). Whenever HBLRT reaches Weehawken, a station stop is planned adjacent to the new terminal.

Another very interesting email, written by member Phil Craig, arrived recently. In this one Phil discussed his

reminiscences of the gray, white, and blue color scheme that the PCCs wore when they were first introduced into service. Phil writes: "I do not recall ever seeing a PSCT streetcar in those colors until PCC 21 was unveiled at Plank Road Shops. I was a frequent rider of the Newark City Subway in the 1950-55 era and so saw the abandonment of the #21/Orange Line (then cut back to Roseville Car House) and the wonderful #29/Bloomfield Line on March 30, 1952. PCC car operation on the #7/ City Subway Line was inaugurated on January 4, 1954 several months after Newark Mayor Leo P. Carlin refused to have the city pave the 4.2-mile remnant and told PSCT to go buy some PCC cars. With new PCC cars being quoted by St. Louis Car at \$50,000 per. PSCT was able to buy 30 cars that were between four and seven years old (20 built in 1946, 5 built in 1947, and 5 built in 1949), from a shell company that Twin City Rapid Transit Company's management set up to defraud its stockholders, for \$11,500 apiece. TCRT got only \$500 out of the deal and, several years later, the Ossiana Brothers went into the federal slammer over this and other SEC violations. At the same time, PSCT refused the recommendations of the City of Newark and Essex County to curtail several bus routes, including the replacements for the #21/Orange, #23/Central, and #29/ Bloomfield streetcar lines at their points of intersection with the City Subway. Initially, for about three months in 1954, PSCT held onto ten of the old cars — 2600s if I remember correctly — as a backup to the PCC car fleet and as a protection against an increase in ridership that would outstrip the capacity of the PCC car fleet. To the best of my knowledge, none of these cars were repainted."

"PSCT did, however, paint several 'beached' car bodies in the new livery. One of them was the body of Thomas J. McCarter's pride and joy, the private car *New Jersey*, which remained at the entrance to Plank Road Shops as the Watchman's office. Then one day it was gone. Another was the waiting room at the Exchange Place bus terminal, in earlier days the streetcar terminal. One by one, these relics disappeared."

Port Authority Trans-Hudson Corporation

The six busiest stations in the system are slated to receive additional TVMs that dispense both PATH and NJ Transit tickets. These stations are 33rd Street, Journal Square, Exchange Place, Grove Street, Pavonia-Newport, and Hoboken. The need for these is in response to a projected increased demand for Quick-Cards resulting from the recent fare increase.

PATH issued new timetables on April 29. There were some adjustments in the Newark/World Trade Center service during the morning peak period.

Port Authority of New York and New Jersey

With the confirmation of the 12-member board, Neil Levin became the twelfth executive director of the Port Authority. Mr. Levin succeeds Robert E. Boyle, who an-

(Continued on page 10)

Commuter Notes

(Continued from page 9)

nounced his resignation in December, 2000.

Amtrak

Happy 30th birthday to Amtrak.

It is constantly referred to as Amtrak's North East Corridor, but just exactly who owns it? ERA member Walter Zullig supplied, as you will see, the complicated answer. (Here we go again), <u>Amtrak's North East Corridor</u> timetable shows the length as being 457 miles.

- Boston-Massachusetts/Rhode Island State Line: Commonwealth of Massachusetts, vested with MBTA
- Massachusetts/Rhode Island State Line-Division Post at MP 72.9 (0.6 mile east of New Haven Station): Amtrak
- Division Post New York/Connecticut State Line: State of Connecticut, acting by and through the Connecticut Department of Transportation
- New York/Connecticut State Line to CP 216 (Shell Interlocking or New Rochelle Junction): New York Metropolitan Transportation Authority. This ownership also extends from CP 216 to Woodlawn Junction, but NEC trains do not use that segment
- 5. CP216 Washington, D.C. Amtrak

Amtrak maintains and dispatches segments 1, 2 and 5. Metro-North maintains and dispatches segments 3 and 4 pursuant to an Amended & Restated Service Agreement among MTA, CDOT, and Metro-North and a Trackage Rights Agreement with Amtrak.

With every passing day, the future of Amtrak's remaining F-40s gets less secure. However, member George Chiasson reports that five of them, along with five Heritage cars, have found a new home - in Panama. The newly-created Panama Canal Railway Company has leased 259, 313, 354, 358, and 374 (the latter three at one time leased by the defunct Florida Fun Train). As of early March, the first two units had been painted and renumbered 1856 and 1857. The others will become 1858-1860. Nine coaches were also acquired, but not all will go to Panama. 7610 and 7618 have already undergone renovation, and probably by this time, 7006, 7607 and 7612 will have been completed (cars 7002, 7003 and 7601 were bought for parts, and 4632 for its trucks). Two F-40s will be used on the passenger train and the others will be used on container trains.

George also reported that 657 became the last HHP-8 unit to be delivered, when it arrived in January. Six others are in revenue service as of February 1. 650 is still at the AAR Test Center in Pueblo, while 651 and 652 were returned to Plattsburgh for modifications. Testing is underway for 657, 661 and 664, and all HHP-8s remain temporarily banned east of New Haven (and not used east of New York) until proven reliable during power phase changeovers. With the HHPs' ongoing break-in troubles, Amtrak is keeping its entire fleet of E-60CP

heavyweights running. A line-up from January 27 found all 11 (600-610) on the road or at Wilmington Shops for inspection. By February 1, Amtrak had also produced a total of 8 rebuilt 7700-hp AEM-7ACs: 901, 905, 908, 916, 918, 919, 920, and 924. One way to tell these apart from unrebuilt AEM-7s is by their fluorescent-lit number boards.

Less than one year after its introduction, Amtrak is discontinuing the Chicago-Janesville, Wisconsin *Lake Country Limited* (Trains #342-344) on September 23. Federal law requires a 180-day notice whenever passenger service is discontinued. From March 24 until September 22, inclusive, the service will operate on a 7-day headway (Saturdays only). The reason that was given by Amtrak was that service was being discontinued "based on market response," and Amtrak further noted that projected mail and express service on the route never materialized.

Museums

Always a favorite event, "Autumn in New York" will be celebrated on September 29 and 30 at the Shore Line Trolley Museum (Branford).

Miscellaneous

In the January *Bulletin*, it was reported that USDOT acquired Track Geometry Car T-16. George Chiasson has revealed that the car is ex-Amtrak 9642. Before becoming a push/pull car, it was *Metroliner* coach 803, having been purchased by the Pennsylvania Railroad in 1967. For a short time it was owned by Penn-Central before Amtrak.

A listing of all commuter agencies appeared in the July, 2000 *Bulletin*, and the following information from the *Railway Age* annual guide to passenger rail supplements it.

| OPERATOR | COACHES | LOCOMOTIVES |
|----------|--------------------|------------------|
| Amtrak | 2,188 ¹ | 343 |
| Caltrain | 66 ² | 113 ² |
| VIA Rail | 330 | 70 |

1 - Total includes Baggage, Mail, and Express Cars

2 – 20 coaches and 5 locomotives on order for delivery in 2001.

Metropolitan Area

Commuter News inexplicably stopped appearing at distribution stands in early January. In the time that it was published, I always found it a good source of transportation news, and gave it appropriate credit.

Finally, several years after the 65th Street Yard in Brooklyn was rebuilt, the New York City Economic Development Corporation announced that Canadian Pacific Railroad, with New York & Atlantic Railway as a subcontractor, had been selected to operate and manage the rail yard and transfer bridges. Located between 64th and 66th Streets, west of Second Avenue in Bay Ridge, the yard is the terminus of the LIRR's Bay Ridge freight line along the Brooklyn waterfront and is adjacent to the industrial district of Sunset Park.

(Continued on page 11)

Commuter Notes

(Continued from page 10)

Other Transit Systems

Burlington, Vermont

As promised, *Champlain Valley Flyer* service was expanded, and since March 5, there are nine daily trips plus four trips on weekends and holidays (please see schedule below). The running time between Charlotte and Shelburne is 11 minutes, and from Shelburne to Burlington, 14 minutes. Service is free through May. During the first month of operations, December, 2000, there were 1,900 riders, and in February that number increased to 2,500.

| MONDAY-FRIDAY | | WEEKENDS AND HOLIDAYS | |
|---------------|-----------------------|-----------------------|------------|
| Northbound | Northbound Southbound | | Southbound |
| 6:00 AM | 5:30 AM | | |
| 7:00 | 6:30 | | |
| 8:00 | 7:30 | | 9:30 AM |
| 10:00 | 9:30 | 10:00 AM | 11:40 |
| 3:10 PM | 2:40 PM | 12:10 PM | 1:40 PM |
| 4:10 | 3:40 | 2:10 | 3:40 |
| 5:10 | 4:40 | 4:10 | 5:40 |
| 6:10 | 5:40 | 6:10 | |
| 7:10 | 6:40 | | |

Boston, Massachusetts

A rally was to be held in Boston on March 13 to push the MBTA into operating 24-hour service. A coalition of groups representing students, labor, legislators, and opponents of drunken drivers, to remind the MBTA of a commitment it made in 1999 to create a pilot program to determine the demand for late-night service, which never materialized. On March 12, it was announced that beginning September 1, 31 buses would operate over 10 new routes and seven existing ones until 2:30 AM, under a one-year pilot program. These buses are to follow routes served by subway and trolley lines, and ridership will be monitored to see if the hours should be extended or curtailed. This will be the first time in 40 years that Bostonians will be able to ride public transit after 1 AM. Although Spring began officially at 8:31 AM, March 20, the MBTA's Spring, 2001 Subway Service timetable went into effect on March 23. Thanks to member Todd Glickman for the report from the Boston Globe and for copies of the timetable.

Todd took the MBTA up on its "on-time service guarantee" when he was delayed by a "passenger incident" on the Red Line (April, *Bulletin*). He sent a copy of the letter, in which apologies were tendered and with which two tokens were included.

Other news from Todd: The Mishawum station on the Lowell Line will be officially closed as of April 28, 2001,

and replaced by a new station in Woburn, about a mile away. The new station has facilities for van pool parking, a station house with consumer services, and triple the parking of the old Mishawum complex. For the next six months, the Mishawum station will remain open and will be served by three AM (#305, 307, and 309) and three PM (#328, 330, and 334) peak hour trains.

Type 8 Breda Green Line cars are expected to return to limited service early this month on the B/Boston College and C/Cleveland Circle routes, where to eliminate possible derailments, the MBTA has added guard rails. Only 15 cars are on property (7 have been accepted). The delivery of the other 85 (and resumption of payments to Breda) is held up pending the outcome of this upcoming test. The Mattapan PCC cars that have been rehabbed include 3260, 3265, & 3268. 3087 and 3263 are in the pipeline. Work has moved from the Blue Line shops at Orient Heights to the Green Line shops at Riverside. And finally, new ETBs are to be ordered for North Cambridge/Watertown/Waverly service to replace the aging Flyers. A few will be spec'ed with flywheels to permit limited off-wire operation.

Philadelphia, Pennsylvania

When their contract expired on March 15, SEPTA union members remained on the job, and agreement on a new contract was reached shortly thereafter.

Member Dave Safford sent an article from *Metro* reporting that work is already underway to restore trolley service on Route #15/Girard Avenue. When service is reintroduced next spring, service will be improved (from current bus headways) by from 12 to 8 minutes. The project is costing \$37 million. Member Harry Pinsker told me that SEPTA abandoned the line on Saturday, September 12, 192, and that the LRVs were replaced that day by PCCs.

Scranton, Pennsylvania

A portion of a locally historic trolley line is about to see service once again. According to a report sent by Josh Weis, by this month, the first phase of restoring part of the former Laurel Line should be operating. Initially, trolleys will only run about 1.2 miles from the Steamtown National Historic Site to a temporary platform near Roaring Brook and back to Steamtown with a stop at the Scranton Iron Furnaces. A five-mile extension to the Visitors Center at Stadium Station, off Montage Mountain Road in Moosic, is planned for 2003. Four miles of former Laurel Line trackage have been purchased. Trolleys that will be used have been donated by the Buckingham Valley Trolley Association, which ran excursions at Penn's Landing in Philadelphia, and East Penn Valley Traction, based in the Allentown area.

The January, 1953 *Headlights* reported that the last two passenger cars, 116 and 38, made the final run between Scranton and Wilkes-Barre on the last day of 1952, ending 49 years of service. The actual name of the line, which was third rail-operated, was the Lacka-

(Continued on page 12)

Commuter Notes

(Continued from page 11)

wanna & Wyoming Valley Railroad. At the time, the reporter found some residents who were on hand for the first run, which took place on December 16, 1903! *Wilmington, Delaware*

You can add the First State's capital to the list of cities studying a restoration, albeit limited, of its downtown area. Parsons Brinckerhoff was awarded a contract to provide engineering services for a route that would run roughly between Rodney Square, Market Street, the Amtrak station, and the Christiana riverfront area. Thanks to member Karl Stricker for sending the report from **Passenger Transport**.

Washington, D.C. area

Virginia Railway Express is leasing MARC "Heritage" coaches 140-146, 148, 149, and 154 for limited use on the Manassas Line. These have become surplus with completion of MARC's bi-level deliveries. Thanks to George Chiasson for the report.

Midday train service may be coming to the Fredericksburg Line, possibly as soon as this summer. The plan is to operate a 1:15 PM train from Washington, D.C., with arrival in Fredericksburg at 2:41 PM. Still to be finalized is a memorandum of understanding (MOU) with CSX. In the interim, VRE is working on operating this train as a "Friday Only Getaway Train," and the transit agency had hoped to start this as soon as April 6, but final approval from CSX was pending.

Public hearings were held last month to consider a 4% fare increase effective July 1. The last time that fares were raised was in 1995.

A planned extension of Metro's Orange line to Dulles Airport is one step closer to becoming a reality, after a state panel told the Virginia Department of Rail and Public Transportation to begin negotiating a contract to jointly fund the \$1.5 billion project with public and private money. It is hoped that the line will help relieve congestion on the Dulles Toll Road and provide easy access to the airport and Tysons Corner area. Work has begun on the Federal Environmental Impact Statement, and construction on the station is expected to begin in 2006. Thanks to member Phil Hom for the report. *Tampa, Florida*

Member Karl Groh reports that the Ybor City trolley, now known as the TECO Car Line, should begin operating in August, 2002. The name was changed because TECO Energy purchased the naming rights to the 2.3-mile line. Herzog is doing the construction work. Tampa Historic Streetcar, Incorporated will operate and maintain the system. Eight cars are being built by GOMACO, at a cost of \$600,000 per car. Additional information can be obtained by visiting www.hartline.org. South Florida

Next January, the seven-year contract to manage and operate Tri-Rail expires. Herzog Transit Services has

run the rail line since its 1989 opening. Although Tri-Rail officials are pleased with Herzog, Federal Transit Administration rules require competitive bidding on such contracts. A decision will be made this July. Thanks to member Joe Gagne for the report from the Palm Beach **Post**

Member Sid Keyles visited Miami recently and emailed: "...visited Okeechobee, the northern-most station on the line and found construction of the extension to the west evident (I would guess it's about halfway done where I saw it). If the new station, Palmetto, has good access to and from the Palmetto Expressway, it could result in an increase in ridership, as access to and from the present terminus is not that great." Sid also gave me a copy of the latest Metrorail timetable, dated November, 2000, listing every run and the time it reaches every station. The map also shows the aforementioned extension. Sid also took a ride on the downtown peoplemover when he and his cousin went to the American Airlines Arena to see a Dallas Mavericks-Miami Heat basketball game. The Omni route that goes near the Arena was quite busy with fans going to and from the game. After the game, a system employee let them get on the Peoplemover without paying the 25cent fare. Unfortunately, the only way to do this is for the turnstiles to be left halfway open so that patrons could squeeze through (there is no gate that could be opened). Sid's cousin says that this is frequent practice after games to avoid a backup of patrons, but doesn't occur all the time after a game.

Chicago, Illinois

2000 was a banner year for METRA, as it carried more than 81.9 million passengers. Ridership statistics have been kept for 32 years, and this was the highest. When compared to 1999, 2.9% more passengers were carried, and the total is 38% higher than 1983, which is the year prior to Metra's operation of rail service.

St. Louis, Missouri

Early in March. Bi-State Transit announced that the St. Clair County extension would open on May 7. This is the first expansion since Metrolink opened in July, 1993. and ultimately could add 15,000 riders to the current 42,000 who are carried each day. Initially, fares will remain at \$1.25, and numerous bus lines will be rerouted as feeders. The extension's eight new stations are Emerson Park, JJK (Jackie Joyner-Kersee) Center, Washington Park, Fairview Heights, Memorial Hospital, Swansea, Belleville, and College. Funding is still awaited on the segment to Mid-America Airport and Scott Air Force Base (both are stations). Last December, the FTA agreed to contribute \$60 million, half of what is required, for that extension. Within a fortnight, the US DOT Inspector General's office reported that its auditors determined that only 1,931 riders would be attracted, and recommended that this project be required to compete with others for funding.

(Continued on page 13)

Commuter Notes

(Continued from page 12)

When I was in St. Louis in February, I noticed that the Metrolink station is still known as Kiel Center, but the highway signs all refer to it as the Savvis Center. It turns out that the stadium was sold last year, and the new owners wanted the name of their company on the place. I sent my sister-in-law in search of who the Kiel Center was named for, and she tells me that it was for Henry William Kiel, Mayor of St. Louis from 1913-24.

Denver, Colorado

A groundbreaking ceremony was held on January 25, to begin construction on what will be known as the Central Platte Valley Spur. Although it will be just 1.8 miles in length, its four stations will add to Denver's growing light rail system when it opens next March.

Houston, Texas

A groundbreaking ceremony that was to be held on January 25 was canceled due to issuance of a temporary restraining order by a local judge. The TRO was requested by a City Councilman who argued that the city must hold a special referendum because any project that alters city streets requires a franchise. Member Harold Geissenheimer reported that a decision in favor of the project was reached, and construction began on March 13 for the 7.5-mile line when ground was broken at the future site of Metro's new headquarters building. The ceremony was immediately followed by a special Board meeting, in which \$200 million in construction contracts were awarded, including the systems supply contract with Siemens.

Salt Lake City, Utah

Testing of two Dallas LRVs (car numbers are unknown) was completed without any serious problems, including clearance testing. There was one issue involving ADA access from the mini-high platform, as the Dallas bridge plate is short, and the cars returned to Dallas during the week of February 11. As of now, the first cars should return for the Winter Olympics this September. On January 24, Salt Lake City Mayor Rocky Anderson marked the first welding of new rail for the University Light Rail Line now under construction. Thanks to Harold Geissenheimer for the news.

Seattle, Washington

Again this year, Sounder service is being operated for all 13 regular Mariners Sunday afternoon games, plus two All-Star fan events. Trains are stopping at the seven stations between Tacoma and Seattle.

San Francisco, California

Muni's F/Market Street Line is a victim of its own success. According to *Inside Track*, published by the Market Street Railway Association, rising demand for service and an insufficient amount of vintage cars requires that cars only be removed from service when absolutely necessary. What was thought to be a panacea, acquisition of the Milan Peter Witts has not solved the short-

age. The wheels from those cars make a tremendous noise, which has brought complaints from residents, and Muni officials are examining the problem to develop a solution. It seems that 1834, which has been owned since 1984, does not have this problem. The PCCs are running up so much mileage that "E-level" inspections, which had been planned on an annual basis, are now required every three months. Finding cars that are ADA compliant has also proven difficult, and to that end, unrestored SEPTA 2133 and St. Louis 1704 are undergoing modifications to meet those requirements. Thanks to member Jimmy Mattina for the news.

During March, public hearings were held to discuss proposals for the San Francisco Transbay Terminal/Caltrain Downtown Extension Project. In April, the state Public Utilities Commission issued an order exempting BART from rolling power outages because of BART's crucial role as a Bay Area transportation provider. Thanks to Phil Hom for these reports.

San Jose-Stockton, California

Altamont Commuter Express added the much-awaited "third train" on March 5. This was accomplished by extending the morning "turnback train" that began running on February 21, 2000 by four stops. Slight adjustments were made to the other trains. An average of 2,100 commuters ride each of the present trains, which have 1.550 seats. Ridership from Stockton has been on the light side, so ACE is running this train to/from Lathrop, where the ridership requires it. Homeward-bound commuters now also have three trains to choose from leaving San Jose: 4:15, 5:25, and 6:45 PM. A fourth train is slated for this fall, and it will also operate to/from Lathrop. Two new locomotives and five bi-level cars have recently been delivered. The addition of a stop in downtown San Jose requires the use of Caltrain trackage, replacing that of Union Pacific. Thanks to Josh Weis for the report.

Los Angeles, California

"Red Cars" will be returning to Los Angeles this June, this time serving the Port of Los Angeles. Nearly 40 years after the last runs were made, two replica "500series" cars, numbered 500-501, which are being scratch-built in Seattle, will operate over 1.5 miles of existing trackage, powered by 600-volt trolley wire. Cars will only run on days that there are ship arrivals/ departures from the port (Fridays-Mondays). A third car, 1058, which is being rebuilt, was constructed from the remains of a PE-950 class car in 1960-63. Only two Pacific Electric cars from the 1000-series survived, and they are both at the Orange Empire Railway Museum. Assistance in this project came from the Orange Empire and Seashore Trolley Museums. There will be four stations: World Cruise Center, 6th Street/Downtown San Pedro, Ports O' Call, and 22nd Street-Marina. Thanks to Harold Geissenheimer for sending the report. Additional information can also be found at

(Continued on page 14)

Commuter Notes

(Continued from page 13)

railwaypreservation.com.

San Diego, California

Sid Keyles visited San Diego and sent a report. "We rode the Blue Line from Fashion Valley Transit Center (my first time on that latest extension) to Fifth Avenue (downtown) in the middle of the day, and witnessed three-car trains that were fairly well patronized - not every seat filled, but a decent crowd. It appears that the older 1000-series is used exclusively on the Blue Line, while all the cars I saw on the Orange Line were the newer 2000-series, in two-car trains. Occasionally, there are three-car new trains on the Blue Line. The older cars seem to be in pretty good shape, except the red paint is really fading on some of them, and it doesn't appear that any (or more than a few) have been recently repainted." Sid also sent copies of the latest timetables: San Diego Blue and Orange Lines - October, 2000; Coaster - May, 2000; and Amtrak California - October 29, 2000.

Canada

VIA Rail Canada is ordering 21 P-42 (Genesis) locomotives from General Electric to replace aging LRC-2 and LRC-3 units. It had been planned to purchase seven F-59s from General Motors, but by purchasing the P-42s, both Amtrak and VIA will be using the same

motive power.

Europe

There have been lots of stories in the news locally about congestion at the metropolitan airports, and that problem also exists in Europe. To that end, several airlines have contracted with rail lines that serve airports, and passengers who have short flights, are instead being transported via high-speed trains. Passengers receive tickets that carry the flight number, are served meals, check their baggage, etc., and even go through Customs at selected airports, just as if they were on an airplane. There is even thought to using Eurostar trains between London and the continent.

From the History Files

30 Years Ago: On May 1, 1971, Amtrak came into being to run what remained of the nation's passenger trains following years of "train-off" petitions by railroads that were losing money on passenger operations. In the intervening years the numbers of trains and routes operated, as well as passengers carried, has increased greatly.

20 Years Ago: On May 1, 1981, the Auto Train Corporation operated its final Auto Train trip on the route between Lorton, Virginia and Sanford, Florida. This route was restarted by Amtrak on October 30, 1983, and remains one of the more lucrative routes.

News items and comments concerning <u>commuter</u> operations may be emailed to NYDnewseditor@aol.com.

Around New York's Transit System

(Continued from page 20)

Track Geometry Cars

Track geometry cars TGC1 and TGC2 are self-propelled single-unit cars equipped with computerized measuring equipment. They are diesel-powered and are equipped with MCB couplers and adapters for emergency towing. The cars are designed to operate at revenue train speeds at all times to measure the geometry of the tracks under dynamic conditions similar to those experienced by passenger trains. They analyze and evaluate track gauge, comparative rail elevation, and running/contact rail profile. Each of these cars must stay at least two block signals behind the train it follows and Train Operators must not key-by red automatic signals without obtaining permission from the Control Center.

Missing One-Person Train Operation (OPTO) Signs

Whenever an OPTO station car stop sign is missing, the Train Operator must not stop the train at the four-car stop sign. The train must be stopped at the next available car stop sign indicating more than six cars or at an S car stop sign.

If the Train Operator has a clear line of sight, he/she can close the doors as usual. If the Train Operator does not have a clear line of sight, he/she must key open the crew door and observe whether the side of the train is

clear.

E/F/G/R/V Service Tested on Queens Boulevard

NYC Transit's 63rd Street Connection service plan calls for G train service to terminate at Court Square 24 hours a day. However, community activists in Greenpoint have called for G service to continue to run along Queens Boulevard. The service plan was supposed to be voted on by the MTA Board at its March meeting, but Chairman Peter Kalikow asked that NYC Transit evaluate the feasibility of running the new V service while continuing to operate G trains on Queens Boulevard.

To determine whether it is feasible to operate service that way, NYC Transit ran an in-service test on Saturday, April 14. Three 6-car R-68 trains (each using one four-car set assigned to the B and N lines and two single cars normally used on the Franklin Avenue Shuttle) and at least one 10-car R-32 train supplemented G service, while R-46 cars were used on V trains. Because this left the Franklin Avenue Shuttle with just three cars (two on an in-service train and one spare), a train of four slant R-40 cars (4340-1, 4206-7) was kept in reserve south of the Prospect Park station. We do not know how these cars would have been utilized, since the Franklin Avenue Shuttle platforms (other than Prospect Park) are only 170 feet long. Either only two cars would have been used, or the full train would have operated with only two cars in service.

NYC Transit's 63rd Street Connector

(Continued from page 4)

A few months later, in May, 1963, the New York City Planning Commission (CPC) released its own assessment of the TA plan, entitled **Better Rapid Transit For New York City.** Stating that the city had limited funds and that the needs for improved transit were not just confined to Queens, the CPC study began by citing several forecasts of increased job growth in Manhattan and population growth in Queens. The report then listed a point-by-point critique of the TA proposal. It first stated that the new Central Park line did not adequately serve the east side of Manhattan, especially since it did not continue south of E. 60th Street. Furthermore, by connecting to the existing Broadway and Sixth Avenue subways, the line would not be delivering riders to the area where new job growth was occurring and forecasted to increase, on the east side of Manhattan east of Fifth Avenue. By concentrating all north-south ridership to four subways between Sixth and Eighth Avenues, the Lexington Avenue Line would continue to be burdened. Furthermore, capacity between Grand Central Terminal (GCT) and the Financial District would not be increased at all, a severe deficiency considering the amount of suburban railroad commuters who transferred at GCT to continue their journeys to Lower Manhattan.

As far as Queens was concerned, the CPC found several shortcomings with the TA plan there as well. The report emphasized that the development of Queens was becoming too dependent on the automobile and that the new line may not sufficiently address this concern. Many commuters from the borough's eastern reaches may continue to endure a longer trip in the privacy of their own vehicle rather than be enticed to ride to and from Manhattan on trains making several local stops. The CPC also found that the expenditure of so much money on new routes across Queens (over 20 miles of which was in tunnel) was unnecessary and wasteful since they paralleled existing LIRR rights-of-way that could be better utilized to serve the needs of Queens.

The CPC even went on to criticize the Citizens' Budget Commission proposal by pointing out that it did not do anything to serve the east side of Manhattan, and that the building of a single-track tunnel would severely limit operational flexibility in the case of delays or interruptions of services. The proposed reversible operation on either the Queens Boulevard Line or the LIRR Main Line was also found to be vulnerable in case of a service disruption. Even under the best of circumstances, the operation would require a high level of precision and coordination, especially for the reversal and positioning of trains in between the peak periods. Any major disruption had the potential of severely impacting the operations on the BMT and IND Divisions citywide.

Furthermore, the CPC's position was that money saved by avoiding the construction of new tunnels could

be better spent on pressing needs elsewhere, such as a new subway line serving the east side from the Bronx to Manhattan. The CPC even recommended starting a process to examine the future need for rapid transit to and from Staten Island.

The CPC offered several alternatives. They were organized into short-range and long-range recommendations. In the short term, the CPC recommended the completion of improvements already underway by the TA, such as new car purchases, signaling improvements, and the completion of the platform lengthening program. The ongoing Chrystie Street project was also similarly accepted as critically important, especially its ability to offer Queens subway riders an alternative to midtown Manhattan via the Williamsburg Bridge. The CPC also stated that the full potential of the existing LIRR network in Queens should be realized through the combination of several initiatives. These included a cityand state-financed modernization of the railroad's assets, such as the purchase of new rolling stock, modernization of the signaling system, and station rehabilitation. Furthermore, the capacity of the East River Tunnels was to be increased with signal improvements and track layout changes at Penn Station and Sunnyside. This would be followed by a lowering of fares within the city's boundaries, thereby diverting some subway riders to the LIRR. This would be especially helpful in southeast Queens, where residents who had no access to the subway system and were enduring long bus rides to get them to a subway station could now have a oneseat ride to Manhattan.

In the long term, the CPC recommended the construction of a new two-track subway tunnel under the East River in the vicinity of E. 59th Street. The tunnel would be connected in Queens to the LIRR Main Line in Sunnyside Yard and to the Sixth Avenue Line in Manhattan. Additional trackage would be laid on the Main Line and subway service would be projected to Northeast Queens via the LIRR Port Washington Branch and to Southeast Queens via the Rockaway, Montauk, and Atlantic Branches. In Manhattan a new subway would begin from a connection to the 59th Street Line, going deep under Madison Avenue and continuing to a connection with the BMT Broadway Line at W. 23rd Street in the vicinity of Madison Square Park. An additional connection between the Broadway Line and the BMT Nassau Street Line in the vicinity of City Hall would give Queens and East Side riders direct access to the Financial District. Furthermore, a new subway line to serve the Upper East Side and the Bronx would be built along upper Second Avenue, tying into the 59th Street Line, offering service via Madison Avenue or Sixth Avenue. Although the CPC felt that there was some merit in the TA's proposed Central Park Line for Bronx riders, the Lexington Avenue Line was still viewed as a constraint and inadequate for the needs of the Upper East Side, even with

(Continued on page 16)

NYC Transit's 63rd Street Connector

(Continued from page 15)

the diversion of its Bronx ridership.

The CPC report concluded that its proposal could potentially save \$200 million in comparison to the TA's plan. This cost saving could then be applied to other transit corridors in need of improvements. The CPC's report initiated much debate, especially in regards to the use of the LIRR's facilities in Queens. That's where we will pick up again next month.

Author's Note: Some readers have been asking if there will be any maps to accompany this series. I would very much like to share them with you, but I have seen enough maps to fill several **Bulletins!** Many of them would probably not reproduce very well since they are either too large or in color, and in some cases would require redrawing for purposes of clarity. However, there will be a number of track diagrams to be drawn by Jeff

Erlitz that will accompany the future installment that explores the 1980s-1990s planning process. Furthermore. at the conclusion of this series I intend to furnish a bibliography that lists all of the various studies and documents that I have referenced. Many of them are found in the ERA's Sprague Library in Grand Central Terminal and others are in my personal collection. Those of you who are not located in New York City and who wish to research further can hopefully find some of these documents in your local central library. Finally, I would like to say that when I began writing this series I did not expect it to be so involved and lengthy. I should have guessed, considering the history of the line! Anyway, I hope to finish this series with two or three more installments. I am certainly enjoying writing this series; hope everyone is enjoying reading it!

Subutay Musluoglu can be contacted at subutay@surfree.com.



SEA BEACH EXPRESS? Sometimes, anyway...A B train of R-68A cars heads northbound on what is now the Sea Beach Line's only express track, due to a General Order on March 24, 2001.

CORRECTION

On page 15 of the April, 2001 *Bulletin*, we inadvertently omitted several lines from the "Old IRT Schedules" article. Following is the correct statement, with the missing text italicized:

Shuttles operated on Lenox Avenue between 96th Street and 145th 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 City Hall during rush hours and shuttles ran

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 between 241st Street-White Plains Road and 177th Street from 12:17 AM to 7:23 AM and to E. 180th Street at other times. Because shuttle service was extended to 177th Street during the midnight hours, the 180th 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.

Tech Talk

(Continued from page 6)

under contracts S-32200 and S-32168, respectively. Both of these contracts were designed in the late 1970s and perhaps this was a cost-saving measure. In generally, telephones *have* been included in most signal contracts over the past several years. A notable exception was the signal contract for the 63rd Street Connection. Here you find push buttons and no telephones. What's interesting is the fact that the interlocking at Court Square on the Crosstown Line has telephones. The only problem is that the master control panel at Queensborough Plaza has no method of initiating a route request nor does it have the telephones to do so.

I should add that at about the time Mauell started supplying control panels for interlockings, the old-style telephone handsets gave way to a more modern speakerphone. These "talk back" systems have all been supplied by Comtrol Corporation of Irwin, PA. Instead of pulling on a home signal's call-on button to initiate a route request and plugging a handset into a jack on the control panel, the Tower Operator simply pushes a square, white button on the speakerphone and speaks into it.

The photograph below shows a typical combination route request push button and telephone. This particular setup is located at Lexington Avenue Interlocking on the 63rd Street Line and is on southbound Track T-1. The push buttons are, obviously, on the right. The telephone case with its two white lights is in the center. On the left is the stop arm release for when a call-on is displayed.



The Comtrol LM3001 is the field unit, here mounted next to the route request push buttons at Home Signal 854 on Track E-1 at Court Square:



A Ready to Proceed push button, here located next to Home Signal 874 north of the Court Square station on Track D-2, is shown below:



Information about the Navy Street Interlocking was culled from an article in the January, 1935 issue *of Rail-way Signaling* magazine.

On another topic, sometimes bids aren't opened on the date originally advertised. Two contracts I mentioned in recent columns have had their bid openings delayed. Nassau Street Line Reconfiguration (contract C-34572) has been postponed until May 2, and Bergen Street Interlocking (S-32349) is now scheduled for opening on May 24.

And, speaking of the Nassau Street Line Reconfiguration: A couple of folks pointed out that there is an error on my track diagram in the April issue. On the Layout Under Contract, "From Fulton St" and "From Relay Track" were inadvertently switched. Sorry for this error.

Jeff may be contacted via e-mail at jerlitz@pipeline.com.

TRACK CONSTRUCTION FORECAST FOR MAY, 2001 IN THE NYC TRANSIT SYSTEM by David Erlitz

Hi, everyone. As I said last month, the beginning of the warm weather and longer daylight hours will allow more outdoor structure work, and as shown in the IRT on the Jerome Avenue Line, we are in full swing — not to mention the work being done on the White Plains Road Line.

On the IND, we have the usual 63rd Street work and a lot of work in the Rockaways before the summer when work in the Rockaways is avoided due to beach crowds.

On the BMT we have the weeknight shutdowns of the Williamsburg Bridge, and an extension of the City Hall lower level work will see those tracks out of service until before the Manhattan Bridge flip. The 57th Street-Seventh Avenue concrete work and switch #25 north of 57th Street-Seventh Avenue will also be underway. On the south end of the BMT, the Department of Transportation will be replacing the Kings Highway street overpass in May. This will cause tracks E-3 & E-4 to be out of service 24 hours/7 days a week for part of the month

and weekends for the other part. This, in conjunction with weekend and daily outages on Tracks E-1 and E-2, will cause N trains to run via the West End Line, causing some delays in the West End Line signal job. Other than that there is still the normal planning for Stillwell Terminal rehabilitation and all of the other big jobs going on in all three divisions. Before I sign off, I would just like to say you may notice that the disclaimer at the bottom of my monthly article that has me listed as an Associate Transit Management Analyst has been changed to the title of Superintendent with the Office of Track Access within Operations Planning. Basically I will still be doing the same thing I do now, but I will be concentrating more on writing service plans for the vacuum trains each week and other functions within the office. Thanks to everyone for all of your good wishes and you may still reach me at my e-mail address with any questions or comments you may have. See you next month.

| DATE(S) | TIME | LINE (S) | AREA OF WORK | SERVICE ADJUSTMENT(S) | DESCRIPTION OF WORK |
|-----------------|-----------------|-------------------|--|---|---|
| 5/5 to 6/3 | Wkndys | #2 | Track J-4 S/E Freeman Street to S/O Jackson Avenue | No effect on service | Install track barriers |
| 5/2 to 5/18 | Daily | #4 | Track JM N/O 167 th Street to S/E Kingsbridge Road | No effect on service | Switch #207A&B renewal |
| 5/3 to 5/18 | Daily | #4 | Track J-4 N/O Kingsbridge Road to S/O Mosholu Parkway | N/B via track M N/O Kingsbridge Road to S/O Mosholu Parkway | Switch #375A&B renewal |
| 5/20 | Sun | #4/D/Bus | Tracks CC-5/J-1/J-4/JM S/E Woodlawn to N/O 167 th Street | #4 – Utica Avenue/New Lots Avenue to 161 st Street, relay at 167 th Street D – Normal Bus – Loop Woodlawn to Bedford Park Boulevard | Switches #207, #357, and 317 |
| 5/12 to 5/14 | Wkend | #1/#2 Local | Track B-1 N/O 72 nd Street to S/E Times Square | S/B operates express via Track #2 from N/O 72 nd Street to S/O Times Square | Duct bank and platform edge work |
| 5/7 to 5/11 | Nights | #2/#3/#4 Local | Track E-1 N/E Atlantic Avenue to S/O Atlantic Avenue | All S/B operates express via Track #2 from N/O Atlantic Avenue to S/O Franklin Avenue | Preparation for steel roof repairs |
| 5/12 to 5/14 | Wkend | #4 | Track E-3 S/E Utica Avenue to N/E Utica Avenue | #4 relay to Track #4 at Utica Avenue | Replace platform edge and run- ning boards |
| 5/9 to 5/25 | Daily | #4 | Track J-1 N/E Kingsbridge Road to N/O 167 th Street | S/B via Track M N/O Kingsbridge Road to N/O 167 th Street | Preparation work for Switch #207 |
| 5/9 to 5/25 | Daily | #4 | Track JM S/O Mosholu Parkway to N/O Kingsbridge Road | No effect on service | Switch #357 renewal |
| 5/7 to 5/22 | Daily | D | Track C-1 S/O Fordham Road to S/O Tremont Avenue | S/B D via Track C-3/4 S/O Bedford Park Boulevard to S/O Tremont Avenue | Install platform edge, running boards, and wall tiles at Tremont Avenue |
| 5/12 to 527 | Wkend Nights | D/D Sh. | Track C-2 S/O 205 th Street to N/O 205 th Street | D Stillwell Avenue to Track C-6 at Bedford Park Boulevard D Sh. — Exclusive use via Track C-1 Bedford Park Boulevard to 205 th Street | Install communication conduit and wires along platform edge at 205 th Street |

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

David Erlitz is a Superintendent 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. (Continued on page 19)

Track Construction Forecast for May, 2001 (Continued from page 18)

| DATE(S) | TIME | LINE(S) | AREA OF WORK | SERVICE ADJUSTMENT(S) | DESCRIPTION OF WORK |
|-----------------|--------|--------------------------|---|--|---|
| 5/12 to 5/14 | Wkend | A/C/D/E | Track A-1 N/O 34 th Street to S/ O 34 th Street | A – S/B express 145 th Street to Canal Street C – Suspended D – S/B local 135 th Street to 59 th Street E – S/B express 42 nd Street to Canal Street | Install air-conditioning pip- ing and conduits and paint at 34 th Street |
| 5/7 to 5/18 | Nights | A/C | Track A-4 N/O Jay Street to N/E Chambers Street | N/B via Track B-2 N/O Jay Street to Track A-2 S/O W. 4 th Street | Install fire lines |
| 5/11 to 5/14 | Wkend | A/C/F | Track B-2 S/E York Street to N/ E Broadway-Lafayette | A – local in Brooklyn C – Suspended F – N/B via Eighth Avenue to W. 4 th Street | Concrete pour for Switches #29 & 41 |
| 5/12 | Sat | F | N/B platform at W. 8 th Street | N/B trains bypass W. 8 th Street | Remove shielding |
| 5/11 to 6/4 | Wkend | А | Track K-6 S/O Grant Avenue to N/O Pitkin Yard | No effect on service | Construction of communications room |
| 5/7 to 5/11 | Wkend | E/F/R/ G/B Sh./Bus | Tracks GD-1/GD-2/G-1/G-2 S/E 11 th Street Cut to S/O 36 th Street | E – express in Queens F/R – via 63 rd Street G – single pocket at Court Square B Sh Suspended Bus – 63 rd Street loop bus | Install signal equipment |
| 5/9 | Night | F | Track D-1 N/O 179 th Street to S/ E Parsons Boulevard | S/B trains operate express via Track D-3 from 179 th Street to S/O Parsons Boulevard | Vacuum train |
| 5/11 | Night | D | Track C-2 N/O 167 th Street to N/O Tremont Avenue | N/B express via Track C-3/4 N/O 167 th Street to N/O Tremont Avenue | Vacuum train |
| 5/13 | Night | F | Track D-2 N/O Parsons Boulevard to N/O 179 th Street | N/B trains operate express via Track D-4 from N/O Parsons Boulevard to 179 th Street | Vacuum train |
| 4/9 to 12/31 | 24/7 | N/R | Switch #25 N/O 57 th Street- Seventh Avenue | No effect on service. No moves from Track G-1 to Track A-3 N/O 57 th Street | Switch #25 out of service |
| 4/28 to 5/14 | Wkend | J | Track R-1 S/O Broad Street to N/O Nassau Cut | No effect on service | Signal bulletin work |
| 5/31 to 6/23 | 24/7 | N/R | Tracks B-3/B-4/BM S/O Canal Street to S/E City Hall | No effect on service | Structural steel repairs and water remedy |
| 4/30 to 5/18 | Nights | L | Track Q-2 S/O Bedford Avenue to N/E Third Avenue | N/B single track via Track Q-1 from S/O Bedford Avenue to N/O Third Avenue | Install fire lines |
| 5/4 to 5/14 | Wkend | J/M | Track J-2 S/O Eastern Parkway to S/O Hewes Street | J – via Track J-3/4 Eastern Parkway to Marcy Avenue M – relay to Track J-3/4 at Marcy Avenue | Platform rehabilitation at Chauncey, Gates and Lorimer Streets |
| 5/8 to 5/11 | Nights | N | Track G-1 S/O Queensborough Plaza to S/O Lexington Avenue | S/B single track via Track G-1 from S/O Queensborough Plaza to S/O Lexington Ave- nue | Tube wash |
| 5/8 to 5/21 | 24/7 | N/R | Track A-2 S/E 57 th Street- Seventh Avenue to N/E 57 th Street-Seventh Avenue | All N/B trains operate via Track A-4 through 57 th Street-Seventh Avenue | Concrete pour and completion work |
| 5/11 to 5/14 | Wkend | N | Track E-2 S/E 86 th Street to N/O Eighth Avenue | N/B N operates via West End Line, express via Track D3/4 Bay 50 th Street to Ninth Avenue | Removal of the Kings High- way street overpass |
| 5/11 to 5/28 | Wkend | N | Tracks E-3/4 S/O 86 th Street to N/O Eighth Avenue | No effect on service | Removal of the Kings Highway street overpass |
| 5/7 to 5/11 | Daily | В | Track D-3/4 S/O Bay Parkway to S/O Ninth Avenue | No effect on service | In-service testing |
| 5/7 to 5/18 | Nights | J/J Sh./ Bus | Tracks J-1/J-2 N/O Essex Street to S/O Marcy Avenue | J – Jamaica Center to Hewes Street J Sh. – Broad Street to Essex Street Bus – Hewes Street to Essex Street | North roadway replacement by Department of Transpor- tation on Williamsburg Bridge |
| 5/7 to 5/27 | 24/7 | L | Track PK-3 N/E Atlantic Avenue to S/O Atlantic Avenue bumper | No effect on service | Remove and install track girders along Track K-1 |

Around New York's Transit System

Ten Busiest Stations

In 1999, the ten busiest stations were:

| RANK | STATION | LINE(S) | ANNUAL RIDERSHIP |
|------|---|---|---------------------|
| 1 | Times Square/42 nd Street | Eighth Avenue/Seventh Avenue/Broadway/ Flushing | 43,633,850 |
| 2 | Grand Central | Lexington Avenue/ Flushing | 36,246,233 |
| 3 | 34 th Street | Sixth Avenue/Broadway | 30,734,951 |
| 4 | Penn Station | Seventh Avenue | 23,866,604 |
| 5 | Union Square | Lexington Avenue/ Broadway/Canarsie | 21,766,889 |
| 6 | Penn Station | Eighth Avenue | 21,338,954 |
| 7 | 51 st Street/ Lexington Ave- nue | Lexington Avenue/ Queens Boulevard | 19,710,714 |
| 8 | 47 th -50 th Streets | Sixth Avenue | 17,268,634 |
| 9 | Fulton Street/ Broadway- Nassau | Lexington Avenue/ Nassau Street/Eighth Avenue | 16,870,999 |
| 10 | 86 th Street | Lexington Avenue | 16,164,926 |

The ten least busy stations were:

| RANK | STATION | LINE(S) | ANNUAL RIDERSHIP |
|------|-----------------------------|-------------------------|---------------------|
| 415 | Atlantic Avenue | Canarsie | 195,366 |
| 416 | 143 rd Street | Pelham | 194,144 |
| 417 | B. 98 th Street | Rockaway | 174,817 |
| 418 | B. 36 th Street | Rockaway | 167,462 |
| 419 | Bowery | Nassau Street | 123,815 |
| 420 | B. 44 th Street | Rockaway | 117,939 |
| 421 | Broad Channel | Rockaway | 84,381 |
| 422 | B. 105 th Street | Rockaway | 72,325 |
| 423 | Park Place | Franklin Avenue Shuttle | 69,661 |
| 424 | Aqueduct Race Track | Rockaway | 42,611 |

The 1999 system total was 1,283,109,918 passengers. (Continued on page 14)

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

The following cars were transferred when the R-142 and R-142A cars began to be placed in service on lines #2 and #6:

| DATE | CAR NUMBERS | FROM LINE | TO LINE |
|-------------------|------------------------------|-----------|---------|
| December 15, 2000 | 9548-9557 (R-36) | #6 | #7 |
| December 22, 2000 | 9536-9539, 9542-9547* (R-36) | #6 | #7 |
| ? | 1661-1670 (R-62A) | #6 | #1/#9 |
| December 15, 2000 | 8806-8835 (R-33) | #2 | #5 |
| December 15, 2000 | 8836-8845 (R-33) | #2 | #4 |

^{*9540-1} were damaged at 68th Street-Lexington Avenue in April, 2000

The following cars were transferred again when the R-142s and R-142As were taken out of service in late January or early February, 2001:

| DATE | CAR NUMBERS | FROM LINE | TO LINE |
|-------------------|---------------------------------------|-----------|---------|
| ? | 8806-8835 (R-33) | #5 | #2 |
| February 2, 2001 | 9404-5, 9420-1, 9426-9, 9456-7 (R-36) | #7 | #6 |
| ? | 1661-1670 (R-62A) | #1/#9 | #6 |
| February 14, 2001 | 8846-8855 (R-33) | #2 | #4 |

(Continued on page 3)