

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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NYC TRANSIT'S DEPARTMENTAL GOALS FOR 2001

NYC Transit has published the accomplishments for 2000 and the annual goals for 2001. Following is a list of goals and accomplishments that are of interest to our readers:

STATION REHABILITATION: Contracts for 125th Street, Lexington Avenue Line; Delancey Street, Sixth Avenue Line; Essex Street, Centre Street Line; and 42nd Street, Eighth Avenue Line were awarded during 2000. Work was completed at the following stations in 2000: Canal Street; BMT Broadway and Centre Street Lines; Union Square, BMT Broadway and Canarsie Lines; Lorimer Street, Canarsie Line; Metropolitan Avenue, Crosstown Line; 181st Street-Broadway; and Broadway-Nassau, Eighth Avenue Line.

The 2001 annual goal includes rehabilitation of Lexington Avenue, Queens Boulevard Line; Howard Beach, Rockaway Line; and the 77th, 86th, and 116th Street stations on the Lexington Avenue Line.

NYC Transit would like to substantially complete work at 14th Street, Eighth Avenue Line; Eighth Avenue, Canarsie Line; Whitehall Street, Broadway Line; and 161st Street-Yankee Stadium, Concourse and Jerome Avenue Lines.

Scheduled completion dates for stations being rehabilitated by in-house forces are as follows:

STATION	LINE	SCHEDULED COMPLETION
Queensborough Plaza	Flushing/Astoria	June, 2001
Tremont Avenue	Concourse	December, 2001
42 nd Street	Sixth Avenue	July, 2002
Fifth Avenue	Flushing	December, 2002

STATION	LINE	SCHEDULED COMPLETION
Prince Street	BMT Broadway	January, 2003
8 th Street	BMT Broadway	January, 2003
23 rd Street	BMT Broadway	January, 2003
28 th Street	BMT Broadway	January, 2003
Utica Avenue	Eastern Parkway	December, 2004

The 2001 annual goal includes starting design work for Alabama Avenue, Van Siclen Avenue, Cleveland Street, Norwood Avenue, and Crescent Street on the Jamaica Line and Avenues H, J, M, and U and Neck Road on the Brighton Line. NYC Transit expects to complete design of the Newkirk Avenue station plaza, Brighton Line, and Times Square Complex Phase II.

ELEVATORS AND ESCALATORS: In 2000, NYC Transit completed design and awarded a contract to replace eight escalators at the Bowling Green station, but was unable to award a contract to replace four elevators (two at Court Street, BMT Broadway Line; one at 190th Street, Eighth Avenue Line; and one freight elevator at Sutphin Boulevard, Archer Avenue Line) due to unforeseen field conditions. NYC Transit also completed design and awarded a contract for two ADA elevators at the Prospect Park station, Brighton Line and two ADA elevators at 34th Street, Seventh Avenue Line. Design was started for ADA elevators at four stations: 179th Street, Queens Boulevard Line; W. 4th Street, Sixth and Eighth Avenue Lines; Euclid Avenue, Fulton Street Line; and 125th Street, Eighth Avenue Line.

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BROADWAY & 145th STREET LINE by Bernard Linder

Owners:

STREET CARS

April 19, 1915 July 7, 1942	Third Avenue Railway Company Third Avenue Transit Corporation
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Route:

April 19, 1915	Cars started operating from W. 181 st Street via Broadway, St. Nicholas Avenue, Amsterdam Avenue, and W. 145 th Street to Lenox Avenue
July 2, 1919	Extended to W. 242 nd Street and Broadway
October 1, 1919	Cut back to W. 181 st Street and Broadway
July 4, 1920 and July 2, 1921	Resumed summer service to W. 242 nd Street and Broadway
July 11, 1921	Cars operated to W. 181 st Street and Broadway on weekdays and W. 242 nd Street and Broadway on weekends
September 11, 1921	Discontinued W. 242 nd Street service permanently
June 29, 1947	Trolley service discontinued, but was not replaced by buses

**FORT GEORGE & ELEVENTH AVENUE
RAILROAD COMPANY**

On March 18, 1912, the New York Railways Company, the owner and the operating company of the Fort George & Eleventh Avenue Railroad Company, entered into an agreement with the Third Avenue Railway Company, granting the latter company the right to operate cars on W. 145th Street without the payment of any rental. It was agreed that Third Avenue or its subsidiary operating on W. 145th Street should pay such proportion of the cost of maintenance as the car mileage operated by its cars over the tracks should bear to the total car mileage thereon. There was joint operation of Third Avenue Railways and New York Railways cars on W. 145th Street until July 11, 1920.

TRANSFERS

Checking the transfers, we find that Broadway & 145th Street was designated as line #14. This number was never displayed on the trolley cars. Passengers were given free transfers to Manhattan lines, but were not allowed to transfer to Bronx lines.

SIGNS

Large signs reading either "Broadway & 145th St. Line" or "Broadway and 145th St." were hung on the dash long before we first observed them in 1933. This route name was painted on the dash of 71-75 from 1940 to 1945 and on 967 and 977 for a brief period in 1945. Unlike the other trolley lines, this line was never assigned a large letter.

ONE-MAN CARS

Starting January 12, 1930, passengers entered through the front door instead of the rear door, and deposited their nickels in a farebox near the Motorman. The Conductor operated the rear exit door until a treadle was installed. On January 26, 1930, all cars operating on this line were equipped with treadles and

Conductors were no longer needed.
PLOW PIT

Power for the cars was supplied by underground conduit in Manhattan west of the plow pit on W. 145th Street near Lenox Avenue, and overhead trolley from the plow pit to the crossover east of Lenox Avenue, a distance of approximately 350 feet. Two employees were stationed at this location. One worked underground in the plow pit connecting and removing the plows, while the other one raised and lowered the trolley pole. An eastbound trolley car stopped at the white line that indicated the plow was not making contact with the underground contact rails. One employee disconnected the plow while the other raised the pole, which made contact with the overhead trolley wire. A single-pole double-throw switch transferred to the appropriate power supply. If the switch was at the front end, the Motorman adjusted it. If the switch was at the rear platform, the employee who raised the trolley pole entered the car by pressing the treadle until the rear door opened. Work was completed rapidly and the car wended its way to the crossover. The reverse procedure was followed for cars operating in the opposite direction.

Many years ago, Walter Ench discussed the problems encountered switching cars on the bridge approach east of Lenox Avenue. Connecting curves in the northwest quadrant at W. 145th Street and Lenox Avenue were used by New York Railways 145th Street Crosstown cars until they ceased operating in 1920 and by Broadway & 145th Street cars when the bridge was open. These cars operated light on New York Railways' Lenox Avenue tracks to W. 146th Street, where they changed ends and switched back. After the curves were removed in the spring of 1928, Broadway & 145th Street cars switched back in the Bronx when traffic blocked the crossover on the bridge approaches. *(Continued on page 3)*

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Broadway & 145th Street Line

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SCHEDULES

	HEADWAY				CARS			
	AM RUSH	MIDDAY	PM RUSH	EVE	AM RUSH	MIDDAY	PM RUSH	EVE
October 5, 1932 Weekday	10	13½	11	16	5	4	5	3
	MORNING	AFTERNOON		EVE	MORNING	AFTERNOON		EVE
April 14, 1934 Saturday	15, 12, 13	13½		16	4	4		3
May 23, 1937 Sunday	18, 20	16		16	2	3		3

Hours of operation were as follows:

Weekdays and Saturdays leave W. 181st Street and Broadway 6:00 AM to 11:35 PM, leave W. 145th Street and Lenox Avenue 6:24 AM to 12:00 midnight. Cars started running about 15 minutes later Sunday morning.

Checking the weekday work program, we find that there were eight runs that required the Motorman to work continuously without a meal period from 8 hours 57 minutes to 9 hours 29 minutes. There were two swing runs. The Motorman who picked the longest one worked 10 hours 10 minutes interrupted by an unpaid swing of 3 hours 8 minutes. The elapsed time was 13

hours 18 minutes.

CAR ASSIGNMENT

The 701-850 series box cars were originally assigned to Manhattan and were equipped for conduit operation. Because Brooklyn & North River cars operated in Brooklyn and Manhattan, the cars assigned there were the only 700s equipped for both underground conduit and overhead trolley. Walter Ench recalled that these cars were eventually transferred to the Broadway & 145th Street Line and were replaced by 200-series convertibles in 1919. When one-man operation started in 1930, 681-700 replaced the 200-series cars.

1933-46 CAR ASSIGNMENT

DATE	CARS	DATE	CARS
August, 1933	71-75, 681-700	September, 1936 to August, 1939	689-700 (B)
November, 1933	71-75, 681-700	September, 1939 to May, 1940	1134-1145 (B)
December, 1933	71-75	September, 1941	71-86, 1133, 1142
February to June, 1934	71-75, 681-700 (A)	November, 1941	71-86
August to December, 1934	681-700	December, 1941	71-86, 967-992, 1133, 1142
January, 1935 to July, 1936	691-700	February, 1942 to April, 1946	71-86, 967-992

(A) Occasionally

(B) 689-700 were renumbered to 1134-1145 in August, 1939

When we published our Broadway, Amsterdam Avenue & 125th Street history in the January, 2001 Bulletin, we did not mention that the Huffliners, 551-625, were occasionally in service on this line. They still appeared occasionally after the Broadway street cars were converted to bus. May 3, 1947 was the last time we saw a Huffliner on this line.

We copied the Kingsbridge car house track layout from an atlas. After receiving a complaint that it was inaccurate, we checked with member Karl Groh, who informed us that there were two transfer tables — one on

the upper level and the other on the lower level. The upper level tracks continued east beyond the transfer table, while the lower level tracks extended west beyond the transfer table. Unfortunately, we do not know whether all tracks extended beyond the transfer table.

This concludes our history of the Manhattan streetcar lines operated directly by Third Avenue Railway without being assigned to any subsidiary. In the next article we will begin our history of the streetcar lines assigned to Third Avenue's subsidiary, the Dry Dock, East Broadway & Battery Rail Road Company.

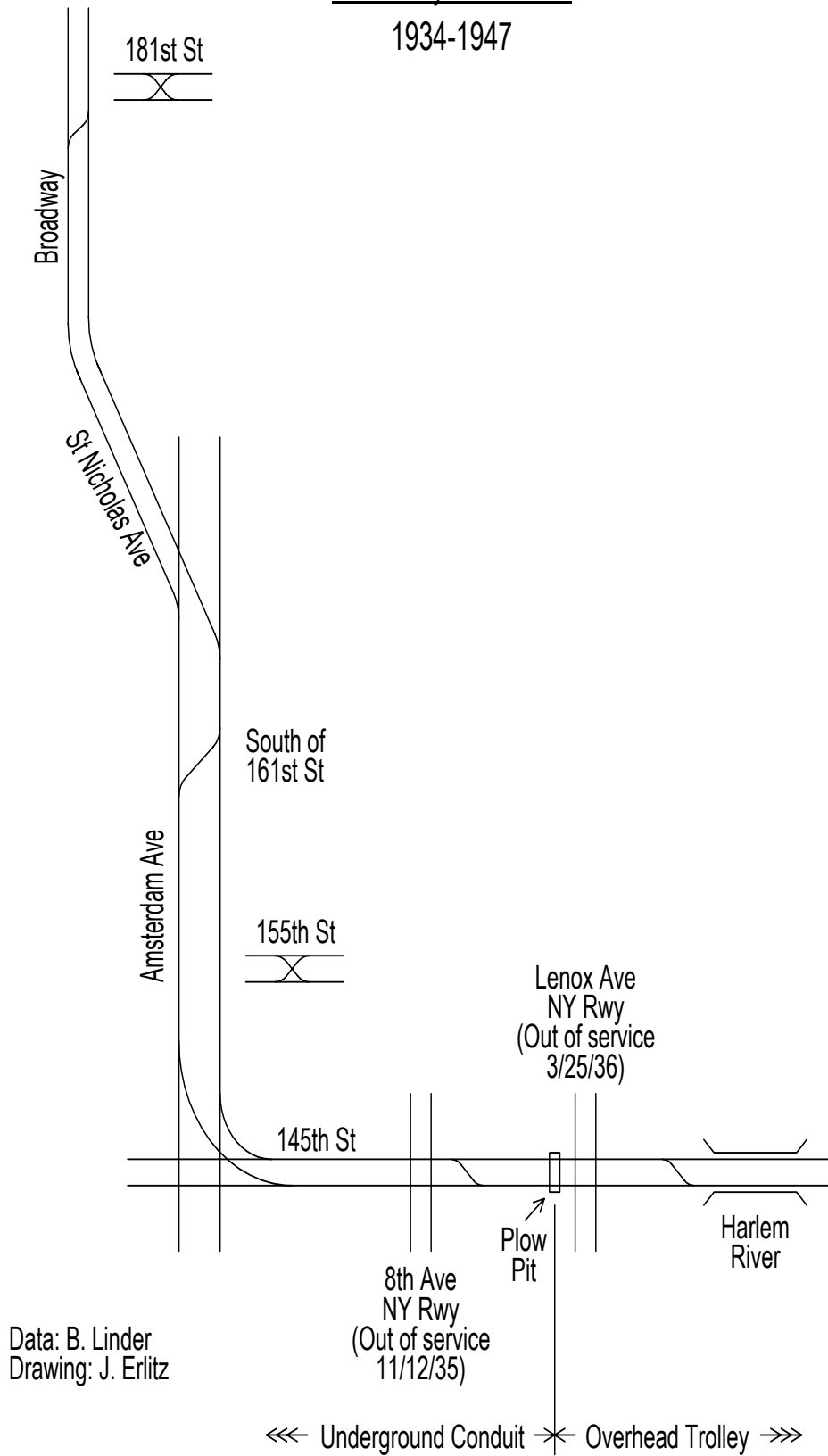
(Continued on page 4)

Broadway & 145th Street Line

(Continued from page 3)

Broadway & 145th St

1934-1947



Data: B. Linder
Drawing: J. Erlitz

TECH TALK

by Jeffrey Erlitz

Work on the big station rehabilitation project at 72nd Street on the IRT Broadway Line is moving right along. Over the weekend of June 30-July 1, the northbound local Track #4 was scheduled to be shifted several feet to the east. This is to enable the northbound platform to be extended northward and widened.

Following up on the previous discussion of route request pushbuttons, M3-Train Identification pushbuttons also *only* provide for indications on control panels and do not automatically operate interlockings.

Sometimes signal work is included in a construction contract that you would not think had anything to do with the signal system. This may seem like a stretch, but holding and starting lights are considered signal equipment. Back on April 12, the holding light fixtures were replaced at Fifth Avenue, Grand Central, 61st Street, and 111th Street on the Flushing Line. This work was included in contract C-33170R-1, the structural rehabilitation of the Flushing Line viaduct on Queens Boulevard.

While we're talking about holding lights, all of the ones at Whitehall Street were replaced on April 20-21 under that station rehabilitation contract, A-35742.

The upper White Plains Road signal job is finishing up. I forgot to mention last month that during the overnights from May 1 to May 3, the new Dispatcher's console and Dispatcher's indication panel were placed in service up at 241st Street. In addition, the automatic operation of 241st Street was also placed in service at that time. You photographers out there will be happy to learn that RWKS Comstock is removing those track barriers along middle Track M between Bronx Park East and Gun Hill Road. This work was being done the last week in June and the first week in July. These were installed a few years ago in preparation for the upper White Plains Road signal job, S-32346, and are no longer needed. Over the weekend of May 4-6, the third rail and trouble indication panels were placed in service at Unionport Yard. During the week of May 7-11, the intrusion alarms and smoke, fire, and hydrogen detectors were placed in service in all of the new signal rooms between Bronx Park East and 241st Street.

From May 14 to May 16 the track indications from 34th Street-Sixth Avenue to Lexington Avenue-53rd Street were placed in service on the Queensborough Plaza Master Control Panel and workstations. This leaves Lexington Avenue-53rd Street to Queens Plaza and Lexington Avenue-60th Street to 57th Street-Seventh Avenue as the two remaining portions still not activated at Queensborough Plaza Master Tower. I neglected to mention last month that a new Dispatcher's console and new holding light fixtures were placed in service at Roosevelt Avenue when the train identification push buttons

were placed in service during the week of May 21.

Track circuits were tested on June 9 on Tracks Q1 and Q2 between Bushwick-Aberdeen and Broadway Junction on the Canarsie Line. This is in preparation for the new double crossover at the north end of Broadway Junction.

On June 18, Alstom and Mass Electric (the West End Line signal contractors) replaced the amber light-emitting-diode (LED) station time aspect on automatic signal E1-623 (north end of New Utrecht Avenue station on the Sea Beach Line) and its repeater with a new white LED aspect. This is for testing purposes and the original amber LED aspect will return when the test is completed.

On June 10, several track changes were made at 207th Street Yard. Tracks #61, 62, and 63 were placed in service and Track #64A was removed from service. Tracks #61-63 are in the southwest corner of the yard while Track #64A is on the north side of the yard.

I recently uncovered a real bit of signaling trivia. Just about every home signal on the subway that governs movements in the normal direction of traffic on mainline tracks fleets. In other words, after the passage of each train these home signals automatically clear to green without the Tower Operator having to throw levers or push buttons. There are at least two home signals, however, that have what is called a "stick feature." This is where the signal will not clear until the lever is normalized and then reversed again for each move by that signal. One is signal R20 at the north end of Continental Avenue on northbound local Track D2. The other is signal R76 south of 75th Avenue on northbound express Track D4. Both are controlled from Continental Avenue Tower, which is a classic US&S Model 14 interlocking machine. The *really* unique thing about these signals is that the stick feature is *selective!* On the extreme right side of the machine are two toggle switches, one for each of these signals. Push the toggle to one position and the signal fleets, push it in the other direction and the signal doesn't fleet. Apparently, in these two locations, not having these signals fleet prevents misroutes from occurring. In the case of signal R76, after the last northbound E express goes by this signal, it returns to fleeting.

In other news, on Monday, June 25 at 0500 hours, the southbound platforms at 28th Street, 23rd Street, 8th Street, and Prince Street on the BMT Broadway Line were returned to service. All remaining station rehabilitation work will proceed on all platforms under traffic.

This month we continue with the opening dates of the *MetroCard* Vending machines, otherwise known as MVMs:

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Tech Talk

(Continued from page 5)

LINE	STATION	CON-TROL AREA	MVMs	OPEN-ING DATE	LINE	STATION	CON-TROL AREA	MVMs	OPEN-ING DATE
White Plains Road	E. 180 th Street	R325	2	11/2/00	Nostrand Avenue	President Street	R635	2	12/12/00
	Bronx Park East	R326	2	11/2/00		Sterling Street	R636	3	12/12/00
Pelham	E. 143 rd Street	R406	2	11/2/00		Winthrop Street	R637	3	12/14/00
		R407	1	11/2/00		Church Avenue	R639	3	12/14/00
White Plains Road	Pelham Parkway	R327	1	11/7/00		Beverly Road	R641	3	12/14/00
		R328	2	11/7/00		Newkirk Avenue	R643	2	12/14/00
	Allerton Avenue	R329	2	11/7/00		Flatbush Avenue	R645	6	12/19/00
Flushing	52 nd Street	R521	3	11/7/00			R646	2	12/19/00
	69 th Street	R524	3	11/7/00			R647	3	12/19/00
	Junction Boulevard	R528	3	11/9/00	Jamaica	Alabama Avenue	J020	2	12/21/00
	103 rd Street	R529	3	11/9/00		Van Siclen Avenue	J021	2	12/21/00
	111 th Street	R530	3	11/9/00		Cleveland Street	J022	1	12/21/00
Pelham	Hunts Point Avenue	R412	3	11/14/00		Norwood Avenue	J023	1	12/21/00
	Whitlock Avenue	R413	2	11/14/00		Crescent Street	J024	1	12/21/00
	Elder Avenue	R414	3	11/14/00	Eighth Avenue	34 th Street	N068	2	12/21/00
White Plains Road	Nereid Avenue	R335	2	11/16/00	White Plains Road	241 St	R336	2	12/21/00
Pelham	Morrison Avenue	R415	3	11/16/00	BMT Broadway	Canal Street	A46	1	12/26/00
	St. Lawrence Avenue	R416	3	11/16/00	White Plains Road	174 th Street	R321	1	12/26/00
Rockaway	Howard Beach	N182	1	11/21/00			R322	1	12/26/00
		N182A	1	11/21/00		E. Tremont Avenue	R323	1	12/26/00
Concourse	Tremont Avenue	N213	2	11/21/00			R323A	2	12/26/00
Pelham	Castle Hill Avenue	R418	3	11/21/00		Burke Avenue	R330	2	12/26/00
	Zerega Avenue	R419	2	11/21/00		Gun Hill Road	R331	2	12/26/00
	Buhre Avenue	R422	2	11/21/00	Jamaica	Myrtle Avenue	J9	2	12/28/00
Rockaway	Beach 90 th Street	N184	2	11/28/00	Pelham	E. 149 th Street	R408	3	12/28/00
	Beach 98 th Street	N185	2	11/28/00			R409	1	12/28/00
	Beach 105 th Street	N186	2	11/28/00		Longwood Avenue	R410	2	12/28/00
	Rockaway Park	N187	2	11/28/00			R411	1	12/28/00
Sixth Avenue	42 nd Street	N504	4	11/28/00		Middletown Road	R421	2	12/28/00
Far Rockaway	Beach 67 th Street	N191	2	11/30/00	Broadway	Union Square	A35	1	1/2/01
	Beach 60 th Street	N192	2	11/30/00		Union Square	A36X	1	1/2/01
	Beach 44 th Street	N193	2	11/30/00	Nassau Street	Chambers Street	A71	2	1/2/01
	Beach 36 th Street	N194	2	11/30/00	Canarsie	Livonia Avenue	H38	1	1/2/01
	Beach 25 th Street	N195	2	11/30/00		New Lots Avenue	H39	1	1/2/01
IRT Broadway	157 th Street	R179	2	12/1/00	Nassau Street	Fulton Street	A77	1	1/4/01
White Plains Road	219 th Street	R332	2	12/5/00	Seventh Avenue	Rector Street	R102	1	1/4/01
	225 th Street	R333	2	12/5/00	BMT Broadway	Cortlandt Street	A50	2	1/9/01
	233 rd Street	R334	2	12/5/00			A51	1	1/9/01
	Jackson Avenue	R312	1	12/7/00			A52	3	1/9/01
	Prospect Avenue	R314	2	12/7/00			A53	2	1/9/01
		R315	1	12/7/00	Lexington Avenue	110 th Street	R253	1	1/11/01
	Intervale Avenue	R316	2	12/7/00			R254	2	1/11/01
	Freeman Street	R319	1	12/7/00		116 th Street	R256	3	1/11/01
		R320	2	12/7/00			R257	2	1/11/01
New Lots	Rockaway Avenue	R629	2	12/12/00	Prospect Park	Carroll Street	N535	2	1/16/01
	New Lots Avenue	R634	2	12/12/00					

Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

Enclosure of the second Grand Central North connection (the Northwest Passage) is nearing completion. However, Track #30 remains out of service to allow several flat cars to be used as staging, to erect the walls.

Work is underway to restore the Yonkers station. \$43 million will be spent to restore this turn-of-the-(20th) century beaux-arts train station. Completed in 1913, it was designed by the firm Warren and Wetmore, which also designed Grand Central Terminal. Besides serving a growing ridership, up 17% over the last five years, the station will be the centerpiece for the redevelopment of the waterfront section of Yonkers. To the south of the station, at the foot of Main Street, is the abandoned brick building which once housed Third Avenue Railway (and later Yonkers Railroad Company) trolleys.

While on the subject of "abandoned," during my rides in and out of Grand Central, I found it easy to spot one of the three no-longer-used stations, 59th Street, from the middle of the train, but did you know that there are two others? According to the Abandoned Subway Stations website, which can be found at www.columbia.edu/~brennan/rails/disused.underground.html, the other two – 72nd Street and 86th Street – are more easily viewed from either the front or rear of trains. All three, which are not very long, opened in 1874 and replaced the existing street-level stations. They were abandoned probably by 1896, due to patronage losses caused by the nearby Third Avenue "L." 59th and 72nd Streets are side-platform stations, while 86th Street has a pair of island platforms.

Metro-North ran a full-page color ad in the *Journal News* to entice more riders to the Haverstraw-Ossining Ferry, which began running after Labor Day. On June 4, schedules were adjusted and the early-morning 5:05 AM run has been dropped. The 6:20 AM now departs five minutes earlier, and following the 8:40, there is now a new 9:30 AM departure. Fridays, through Labor Day, there will be an outbound which connects with Train #737 (2:44 PM Grand Central Terminal).

After successfully powering the Danbury Railway Museum trip on May 6, FL-9 2012 (in New York Central colors) spent 1½ days running on the Danbury Branch before developing a mechanical problem. It has since been at the Harmon Shops and it is unlikely that it will turn another wheel in revenue service, especially with 13 new Genesis units on the way.

An unusual daytime sighting was reported by member Josh Weis on June 7, at Scarborough: fifteen (empty) R-142 flatcars were traveling north. The one time he saw the train previously, it passed through Ossining at 2:17 AM. He also noticed that about every other flat car

had either little I-beams or very low weight rail bolted down on it. There was also a spacer car south of the 15-car flat set.

This year's edition of *Metro-North One-Day Getaways* was available in mid-May.

MTA Metro-North Railroad (West)

In the near future, a new station could be added to the Port Jervis Line. Surprisingly, on May 30, Metro-North unveiled a proposal to build a station next to the Woodbury Common Mall Outlet Center, northeast of Harriman. This site, is located at the intersection of the New York State Thruway and New York State Routes 6, 32, and 17 (once known as *The Quickway*, eventually to be I-86). In exchange for constructing the station, Metro-North would gain access to a large parking lot, which would be made available for daily commuters and help alleviate a parking shortage for the growing market for rail transportation from Orange County. This plan requires approval of the mall owners, Chelsea GCA Realty, NJ Transit, Norfolk Southern, and a host of federal, state, and local governments. Once all have signed on, construction could begin, with an opening sometime after Secaucus Transfer opens next year.

Member Barry Zuckerman reported that "the crossing across Maple Avenue is completed on all three tracks which lead to Woodbine Yard. Two tracks in the old (West) yard have been ripped up (looks like they are being replaced). Trains are stored on the one remaining West yard track and the three new (East) yard tracks, and the new East Yard is in use."

Connecticut Department of Transportation

Acting on complaints from passengers about loud and obnoxious cell phone users, the Connecticut Rail Commuters Council, a group that advises the Legislature and CDOT, planned to discuss the problem at a June 20 meeting. According to the report in the *New York Times*, Metro-North reported that it only receives about six complaints a month about cell phone users.

MTA Long Island Rail Road

For reasons unknown, a construction crane that was assigned to a work project at Hewlett struck Train #2854 as it was passing the work site on May 17 at 3:18 PM. Nine passengers and crew members were injured. As the incident occurred so close to the evening rush hour, service was suspended, and school buses were used to transport commuters from the Valley Stream station. Service resumed after 7 PM.

As has been done over the past few years, a summer timetable for The Hamptons and Montauk (on slick paper) was issued for the period March 19-June 17.

Special Construction timetables were issued for the

(Continued on page 8)

Commuter Notes*(Continued from page 7)*

Babylon, Far Rockaway, and Long Beach Branches for the weekend of May 19-20, to enable signal work to be performed between Valley (Stream) and Hall (east of Jamaica) Interlockings. Far Rockaway trains were terminated at Valley Stream, and passengers used buses to reach Jamaica. Long Beach trains operated between Lynbrook and Long Beach.

New schedules were issued under Timetable No. 1, General Orders 101 and 102 (to make a few timetable and administrative changes) went into effect at 12:01 and 12:02 AM June 18. During the time that these timetables will be in effect the CANAC track laying machine will be used to install 36,000 ties on Main Line Tracks #1-4 between Jamaica and Queens Village, and 6,000 ties on the Port Jefferson Branch at various curve locations. To enable this work to be done, there will be bus service on 20-minute headways at other than peak hours for passengers at the Hollis and Queens Village stations, except when the track work is adjacent to the platforms of those stations. From July 6-20, morning westbound riders will be affected, and from August 10-24, evening eastbound riders will be affected. Also, three AM and PM peak hour trains are being combined - two on the Hempstead Branch and one Port Jefferson Branch. Adjustments have been made in stopping patterns that surround those trains.

In case you are interested in the cost of railroad construction, per contract specifications, the unit cost for each installed tie is \$25.50. In past years, Metro-North and the Long Island have jointly used this machine; however, this year, only the Long Island will be using it.

The last portion of revenue trackage that I was "missing" to complete my riding of the Long Island Rail Road, was the Belmont Park Spur. What makes this a bit more difficult is the fact that it operates only for the Spring and Fall racing meets, roughly a ten-week and a six-week period, respectively. Add to that the fact that Belmont Race Track is closed on Mondays and Tuesdays (except if a holiday falls on a Monday - then there is no racing on Wednesday). The two trips operate on slightly different schedules depending on the day of the week, so you will really need to check the timetable or the Long Island's website before riding. The station itself has four low-level platforms with eight tracks. Wooden steps to reach the door level were built when the MP-54s and their cousins were replaced by the M-1/s in the early 1970s. Only one of the tracks was in use; the others were very rusted. There is return service to Jamaica following the races, but two local bus lines, NYC Transit's Q-2 and Jamaica Buses' Q-110, stop in or near the track and go to the Jamaica area. The May 9-June 17 timetable was in effect on the day I rode.

As it has been doing for many years, the Long Island Rail Road will once again be offering its One-Day Get-

aways. A number of new tours have been added this year, such as: Wine Country to a vineyard in Aquebogue, Peconic Luncheon Cruise from Riverhead, and Autumnfest in Huntington.

Commuters who need to get to the Central Islip station and reside in a 7-square-mile area of Islip, have a new option of getting there, with the start-up of a jitney service that began operating in May. For \$80 per month (\$50 for two weeks) or \$4 a day, a mini-van provides round-trip transportation between one's home and the station, meeting six morning and nine evening rush hour trains. Thanks to member Joe Gagne for the news.

NJ Transit

On May 14, Alan Kramer saw the first rebuilt Comet II, 5302, in Hoboken. It was attached to ALP-44 4416 mixed in a train of Comet IV cars.

The first two ALP-46s are now scheduled to be on the property by August. These new electric locomotives will be capable of pulling 12 single-level cars or 10 bi-levels. There is no existing contract for bi-levels, but NJ Transit has plans to order them.

Capital Projects Update (May, 2001)

- Secaucus Transfer - 79% complete, with many contracts completed. The Station Finish & Interior Bridges contract is approximately 35% complete
- Newark International Airport Station - Passenger baggage and ticket area 96% complete; monorail terminal and station related-work 98% complete and expected to open in the fall
- Montclair Connection - In April, work crews completed hanging of catenary wire, including trolley and messenger cable, on Track #2 between Montclair and Little Falls. Contract 2, for the actual 1,500-foot connection, was at the 75% level
- Newark-Elizabeth Rail Link - The design team has completed all drawings and specifications for the tunnel contract. Right-of-way alignment acquisition has begun, and actual construction is scheduled to get underway late this year

Construction projects require compliance with a multitude of federal, state, and local laws. In order to build the second main line track at Paterson, and for right-of-way improvements on the Pascack Valley Line, NJ Transit was required to purchase "Wetlands Mitigation Bank Credits." As a condition of approval, the NJ Department of Environmental Conservation required that in order for the aforementioned work to proceed, NJ Transit had to compensate for wetlands impacts caused by these projects. C&C builders of Kenilworth, NJ was paid \$324,000 for these rights.

At the May Board meeting, the directors:

- Awarded a \$2 million contract to design an expansion of the Meadows Maintenance Complex that would create a facility that is 50% larger and capable of handling the newest rolling stock

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Commuter Notes*(Continued from page 8)*

- Approved eventual acquisition of a 10-acre site that would be used as a storage yard, should West Trenton service be restored
- Amended an existing design contract to add a "pocket" track east of Penn Station (Newark) that would benefit Raritan Valley Line riders. This 2,165-foot siding would enable about 60% of the estimated 3,600 morning commuters to make a same-platform transfer to PATH, Amtrak, or other NJ Transit trains, and ease stairway and escalator congestion at the station
- Approved spending \$1.4 million to complete the design of the Pascack Valley Line Sidings

As NJ Transit does not contract out signal work (it is required by contract to give this work to its employees) and all of its signal personnel are assigned to some major projects, it will not be able to complete this job until late in 2004. This will be over two years after the opening of Secaucus Transfer. Without the sidings, it is not possible to add any additional midday or bi-directional service on the single-track Pascack Valley Line. Since Metro-North will be paying NJ Transit a lump sum of \$18 million as part of the amended service agreement, it is very interested in making sure that NJ Transit now lives up to its commitments. Most other transit agencies would hire third party contractors such as NYC Transit and Metro-North to perform work on its capital program.

The timetables, which were issued on April 29, provided for additional service to the Jersey Shore, earlier than has been done in previous years, because of customers' changing travel patterns.

After nearly 60 years, the Cherry Hill Racetrack, which is located along the Atlantic City Rail Line, closed on May 29. Reasons cited for the closing included casino gambling, lotteries, and other racetracks. Developers will raze the 225-acre site and build offices, homes, and shopping. No mention was made in *The New York Times* article of what will become of the station parking, which was expanded a few years ago, expressly for the rail line.

With the list of trains that were to be canceled in conjunction with the startup of the June 24 Bergen Tunnels work, one train that was not listed was #673, the 8:58 PM Hoboken/Morristown. In fact, NJ Transit issued a handout that this train was inadvertently left off of the timetable, and will operate.

At the May meeting, one of our members informed me that the earliest that the last runs of Newark's PCCs may occur would be November, or even at the end of this year. This is due to several reasons, including the fact that the operators have not received training on the LRVs, plus installation of cab signals and construction of the new maintenance building have not been com-

pleted. PCC 6, restored to its original color scheme, can be seen parked on Track #2 at Penn Station. As of mid-May, it had not been used in passenger service, but remains available should the need arise.

Effective with the April 1 schedules, Hudson-Bergen LRT cars relay on the section of elevated structure in Hoboken Yard mentioned in the April *Bulletin*.

A pocket-sized fold-up map showing the Hudson-Bergen Light Rail Line and sponsored by the Trustcompany Bank and NJ Transit has been published. One side has a map showing HBLRT, and on the other, strip-maps of HBLRT and PATH.

So far, more than 100 properties have been acquired for the Southern New Jersey LRT. The full-scale mock-up of the rail car to be used can be seen in Riverside, New Jersey, which is where a Community Outreach Center has been placed. Construction of the yard, shop, and first at-grade bridge over the PATCO Line has begun. Track rehabilitation or replacement and station construction is also underway along the 34-mile-long line.

Port Authority Trans-Hudson Corporation

PATH provided a guest speaker for the May New York Division meeting. Assistant Superintendent Kevin Lejda spoke about the present and future status of PATH. Some interesting facts he related to us:

PATH operates 1,044 trains each weekday and 480 on weekends

At Exchange Place, at the height of the rush hour (a 2-hour period), trains pass through every 1½ minutes

302 cars from the 335-car fleet are required for rush hour service. This includes two "gap trains" at Newark and Journal Square

Fares cover 62% of the cost of providing a ride. With the new fare structure (\$1.50), more coins are being handled than previously. This is especially true on weekends

With some parts of the signal system now approaching 100 years of age, plans are being developed for a new signal system. Also, the 10-year-old fare collection system will be replaced, and while no decisions have been made as to which way to go, in answer to members' questions, *MetroCard* is an option. Back in the 1970s, proposals were made to extend PATH service from the South Street Yard to Newark Airport (and Plainfield). Recently this was looked at again, and if it were ever to come to be, the present Newark operation would be relocated to the new site. Passengers would transfer to the monorail, as will NJ Transit passengers later this year. As part of this project, additional land would be required to build a yard with covered storage tracks. Interestingly, an editorial appeared in the *Star-Ledger* of May 2, which asked the Port Authority to take a "hard look" at this project and questioned its necessity, in view of the fact that NJ Transit would soon be running trains

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Commuter Notes*(Continued from page 9)*

to its Newark International Airport station (NIA). Considering that the monorail is now carrying more than 30,000 riders per day, even the addition of a seventh car to the trainsets may do little to alleviate the situation when NIA opens. The newspaper has suggested that PATH run directly into Newark Airport to serve the terminals. It has also recommended that transit officials consider light rail from Newark and Union County.

To help with projected ridership increases, PATH would like to operate 10-car trains on the Newark/World Trade Center Line. However, the most difficult station to extend the platforms is at Exchange Place, as the eastern end sits under the Hudson River. Ridership grew 12% last year. Upon completion of the installation of additional elevators and stairs, the unused platform at Pavonia/Newport will be placed into service for Hoboken- and 33rd Street-bound passengers, and the platform now in service will be used for Newark and World Trade Center traffic.

Port Authority of New York & New Jersey

We also had a speaker from the Port Authority who spoke to us about the *Airtrain* project. Program Manager Quentin Brathwaite gave a slide presentation, which included construction views and artist's renderings. Thirty-two cars have been ordered from Bombardier, to operate on the airport loop (which will be fare-free), and on the two legs – Howard Beach (subway) and Jamaica Station. The fares to those locations have not yet been determined. As of now, the on-airport portion, including the service to the Howard Beach station, should be running by the end of 2002, with the leg to Jamaica Station in service the following year.

Member Joe McMahon emailed that on May 24, 2001, he observed that the first of the concrete horizontal beam (guideway support) for *Airtrain* are now in place along the south side of Jamaica Station. "It is obvious that *Airtrain's* two tracks will be at a higher elevation than the LIRR, perhaps as high as the passenger bridges. Also, the segments curving east off the Van Wyck have been built."

A press release on the Port Authority's website reported that construction began at Jamaica Station on May 3 on this \$315 million project. Access to the Sutphin Boulevard E/J/Z subway station was affected, with the closing of the street-level escalator and elevator on May 28. The escalator is anticipated being back in service in February, 2003; the elevator, October, 2003. Thanks to Member Russ Avvocato for sending a copy of the subway service notice.

Amtrak

During April, Amtrak cleared its new HHP-8 electric locomotives to operate all the way to Boston. They had been restricted from operating east of New York. Thanks to **Cinders** for the report.

Before many of us have had our first *Acela Express* ride, here's member Todd Glickman who has had a second. Some of his comments on this latest one: "On Friday, May 18, I rode *Acela Express* 2171, the 3:12 PM departure BOS-NYP. It was routine, about 40% full, and right on time. Everything worked. From Sharon to Mansfield, it takes 8 minutes on commuter rail (from start-up to stop at the other); on AE, it's less than 3 minutes! The "Rhode Island Rush" at 150 mph is great, but the "Connecticut Crawl" west of New Haven is frustrating – frequent acceleration and deceleration, and occasional stops, plus lots of track switching. For a while we were on the eastbound express track, and passed by two trains heading eastbound on the two westbound tracks. I thought we were in Europe!" Following his return trip, Todd wrote: "Arriving about ten minutes before departure, I asked the conductor on the platform how crowded the train was. He said there would be about 100 'guests' (the strongest showing yet for weekend service), but that most had gone into the front few cars – so I would find it less crowded towards the rear. I looked through the windows into the first Business Class car (behind the lead power car 2035 and First Class car respectively), and saw that every 'two-seater' had at least one person, and some two. Walking back along side the second business class car, I saw the same thing. Then came the café car, then another business class car, which looked like it had only 15 or so people in it. I entered the last car, and it was empty. And I was the sole occupant of that car for the entire three hour, twelve minute ride! The only other person I saw was the conductor when he came through to punch my ticket. That sure isn't likely to happen again."

Amtrak reported that *Acela Express* had transported its 100,000th passenger since starting service last December. Additional service is being phased in and by the end of the year Amtrak expects to be running 10 round trips between Boston and New York and 19 round trips between New York and Washington, D.C.

If you have been unable to pick up Amtrak radio transmissions in the metropolitan area, there is a reason for it. On June 9, Amtrak changed the radio frequency on a portion of the Northeast Corridor. Trains are now using Road Channel 60-60 (161.010) between Morris (Pennsylvania) all the way to CP12 (Spuyten Duyvil) for *Empire Service* trains and CP216 (New Rochelle) for Boston trains. Previously, Road Channel 54-54 (160.900) was used. Amtrak's Bulletin Order specified the reason as being "radio interference from the Metropolitan Transit Authority radio frequency."

Generally, Amtrak trains don't operate off their normally scheduled routes, but on June 3, special trains ran to the NASCAR Race at Dover Downs in Dover, Delaware, from the Northeast Corridor onto Norfolk Southern's Delmarva Line.

I had to read this item several times. On June 6, be-

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Commuter Notes

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cause Amtrak reported that it was facing the most serious cash crunch in its 30-year history, it asked for White House permission to use a large part of New York's Pennsylvania Station as collateral for a \$300 million loan to keep operating. According to officials of the Transportation Department and Amtrak, the railroad is now more than \$3 billion in debt, but this is the first time it has sought a loan to cover operating expenses. Previous loans mostly raised cash to fund capital projects such as buying locomotives and building new facilities. Amtrak's president, George Warrington released the following statement: "As I expressed to the Secretary (of Transportation, Norman Mineta), I am absolutely confident and we at Amtrak are fundamentally committed, to reaching operational self-sufficiency by the congressionally mandated deadline in 2003. To that end, Amtrak has dramatically reduced its dependence on federal operating support in each of the last three years - from \$318 million in 1998, to \$59 million in 2001- and continues on its glide path to reaching its financial goals. The Secretary and I agree that in order to sustain a financially sound operation over the long-term, we need to resolve the longstanding conflict between Amtrak's mission and its funding." Virtually every civilized (and even some uncivilized) nations provide much more support to their rail systems.

Member Bob Kingman corrected the information that I wrote in the June *Bulletin* about Amtrak's plan to renumber the Turboliners. Bob wrote: "Amtrak did not renumber the Turboliners as described as decals cost money. What (it has) done is leave the last two digits (except the power cars which use the first and third digits) and add 213/4xx for the power cars, 22xx for the coaches, and 23xx for the café cars. The original M-K-rebuilt turbo train has been renumbered as follows:

- Power cars 151 - 2131, 159 - 2139
- Coaches 179 - 2279, 181 - 2281
- Café car 180 - 2380

Bob continues: "The first Super Steel train is still running around (not in revenue service) with the old numbers, while the second Super Steel train is almost completed. The power cars and one coach have been repainted but not numbered. The café car has been painted and numbered 2374. I had a tour of the inside of the Super Steel plant. One coach with spray-painted number 182 was inside. It doesn't show up on your roster. It makes the 14th coach (2 for 7 trains)."

Miscellaneous

The American Public Transportation Association reported that last year, transit ridership increased from 9.1 to 9.4 billion, or 3.5%, when compared to 1999. Commuter rail ridership, at 411 million, was also at its highest level since 1980. As the year began, transit agencies had 115 miles of commuter rail, 71.2 miles of light

rail, and 20 miles of heavy rail under development.

Metropolitan Area

On May 30, the NYC 2012 Committee, which was established to submit the bid for the 2012 International Olympics to be held in New York City, submitted its proposal. It envisions that the games would utilize subway and rail lines as well as ferries to transport visitors to the various venues, which would also be held in New Jersey and on Long Island. NYC 2012 anticipates that the estimated \$2.35 billion cost would be covered by revenues from advertising, sponsorships, and television rights. One other fly in the ointment is the assumption that by that date the city, the state, and the New York Jets will have completed a new football stadium on the West Side, which would double as the Olympic Stadium. The selection committee is due to visit the city at the end of this month. New York is one of eight cities vying to host the 30th Olympiad.

Another city that is competing for these Olympics is Orlando, Florida. Member Dennis Zaccardi sent an article from the *St. Petersburg Times*, reporting that Senator Bill Nelson came out in support of a high-speed rail line to connect Orlando with Tampa. The Senator felt that such a line would relieve traffic congestion on Interstate 4, and give the Sunshine State a shot at hosting the games. To that end, he will be seeking \$10 million from the Congress to fund a study.

Other Transit Systems

Boston, Massachusetts

Todd Glickman sent an article from the *Boston Globe* reporting the amount by which each ride is subsidized. The article also revealed that since 1990, the "T" has invested more than 40% of its capital dollars into suburban commuter rail, which makes up just 10% of the ridership. In that time, more than 100 miles have been added, along with 21 new stations and parking. (Ed. note: similar complaints have been made by New York City politicians with regard to the MTA.) This investment has caused commuter rail ridership to nearly double. Critics say that the bus and subway operations have also had increases in riders, and they need more attention. As an example, only 300 of the 8,000 bus stops have shelters.

	AVERAGE FARE	AVERAGE COST
Commuter Rail	\$1.84	\$4.79
Subway	\$.54	\$.86
Bus	\$.47	\$1.91

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Commuter Notes*(Continued from page 11)*

As of May 29, service to Providence was expanded by extending Trains #805, 807 and 835, 800, 812, 814 and 836 from South Attleboro or Attleboro. (Running time between South Attleboro and Providence is between 9 and 10 minutes.) Thanks to Todd for the report and copies of the new timetables, which by the way, correctly list the name of Acting Governor Jane Swift.

In early June, Todd reported that "Tracks #2 & 3 were back in service at North Station. I thought this was the end of work, and we'd have ten good tracks, but NO! Track #1 has now been torn up again."

The annual equipment survey prepared by the Boston Street Railway Association, and published in **Rollsign**, shows that as of the end of March, the fleet is in good shape. On the commuter rail side, there are 83 locomotives and 363 (Pullman-Standard, Bombardier, MBB, and Kawasaki) coaches. Fifteen new Kawasaki bi-levels are expected by the end of this year, and there is still a 10-car option which has yet to be exercised. The State of Rhode Island would pay for these cars to be used on the extension to T.F. Green Airport. The MBTA had been looking to lease up to 20 cars until the Kawasakis were delivered, but no suitable equipment was located.

In the subway, 70 Blue Line, 120 Orange Line, and 220 Red Line cars are available for service. These totals are the complete numbers for the Blue and Orange Lines. (01604 and 01605, which were wrecked in August, 1975, are stored at Codman Yard.) On the Green Line, there are 166 cars (51 overhauled Boeings, and 115 Type 7s). As of March 31, 15 Breda Type 8s were on the property, but none had been accepted for service. There are supposed to be 100 of them. Eleven PCCs, officially assigned to the Red Line for the Mattapan-Ashmont Line, are also on the roster. 3260, 3265, and 3268 have been overhauled and 3087 and 3263 are in the rebuild program, which is being done at Riverside. (It is amazing, but some of those cars date from 1945.) MBTA also owns 46 trolley buses. Last August, Neoplan was awarded a contract for 44 CNG low-floor buses, 24 dual-mode (diesel-electric for use on the South Boston Transitway) low-floor articulated buses, and 28 low-floor trolley buses. In April, Massport kicked in money to fund eight more dual-modes, thereby increasing the order to 32, as this group will be operating to Logan Airport. A pilot trolley coach is expected to be delivered next year. Thanks to member Gary Grahl for the information.

Philadelphia, Pennsylvania

From **Cinders**: Upon completion of the Silverliner IV interior upgrade project (as of May, 90 cars remained to done), Wayne Electric Shop forces will begin installing new microprocessor-based control systems in these cars. The cost of this project is \$24 million, or \$100,000 per car, and would extend the life of the Silverliner IVs

by 20 years – these cars were built between 1974 and 1976. Existing traction motors, rectifiers, and other heavy equipment will be retained. SEPTA plans to purchase 102 Silverliner V MU cars which will have two sets of doors in the middle of the car, and none on the ends. Federal Railway Administration regulations now require placement of the doors at that location, and not on the ends, due to its effect on carbody strength.

Washington, D.C. area

The annual Manassas Railfair was held on June 2, and once again the Virginia Railway Express provided hourly excursion trains between 10 AM and 4 PM, at a fare of \$5 per person. VRE (monthly) tickets were also honored. Among the events scheduled in Old Town Manassas were a track laying demonstration, a "kids caboose," and locomotive displays.

On July 1, VRE raised fares about 4%, the first increase since 1995. Reasons cited for this included the fact that the consumer price index had risen 20% during that time, and that there had been additions to rail service and several programs had been instituted in the intervening years.

After receiving all 192 5000-series cars from its present CAF order, according to a report in **Railway Age**, WMATA plans to order 94 6000-series cars when a contract is awarded to the same manufacturer early next year. Delivery is expected in 2004 to support the Blue Line extension to Largo Town Center, the Dulles Corridor project, and anticipated ridership growth.

South Florida

NIMBYs are everywhere. Member Karl Groh sent an article from the **Palm Beach Post** reporting that they were out in force at public hearing held to discuss Tri-Rail's plan to double-track the final 44 miles of its line to West Palm Beach and construct a 20-acre maintenance facility. All told, 44 parcels of land (some are very small) also need to be acquired for the track work, maintenance facility, and station renovation in the three counties in which it operates. Tri-Rail officials plan to meet with residents to talk about their concerns. Meanwhile, the double-tracking is expected to be complete by 2005, and at that time it is planned to double the 24 trains that are currently being operated and offer 20-minute rush-hour service.

Chesterton, Indiana

New timetables went into effect on June 3. Most eastbound midday, rush hour, and evening trains depart earlier from 59th Street, 63rd Street, and Kensington. Train #111 departs later from Randolph Street and makes all intermediate stops to Michigan City. Train #18 departs later from South Bend and makes all intermediate stops to Randolph Street. Eastbound weekend/holiday trains also depart earlier from 59th Street and Kensington. Thanks to member Jim Beeler for sending copies.

Dallas-Ft. Worth, Texas

Members Raymond Berger and Raymond Mercado

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reported that Trinity Railway Express continues to run 13 ex-Canadian National RDC-1s along with 14 Bombardier-built bi-level coaches hauled by EMD F-59PHs. Five trainsets of either RDCs or bi-levels are required for the existing timetable. Hourly service is provided between Dallas Union Station and Centreport during the day on weekdays, with up to three trains running between Union Station and Richland Hills in the eastern suburbs of Ft. Worth during rush hours. On Saturdays there is hourly service as far as Centreport. The RDCs were rebuilt by AMF in Montreal before shipment to Dallas. Service will be extended this summer to the Texas & Pacific Railway station in downtown Ft. Worth. At that time a sixth trainset will be needed from existing stock to maintain the current service frequency.

DART now runs between Park Lane and Westmoreland (Red Line) and Ledbetter and Mockingbird (Blue Line). Evenings and weekends, the Blue Line is cut back to Pearl Street in the north end of downtown Dallas. Headways continue to be 10 minutes in rush hours on both lines and 20 minutes at other times. All 55 of the second-generation Kinki Sharyo LRVs (141-195) are delivered; however, the last eight have not yet been accepted. This summer, the Blue line will be extended two stations beyond Mockingbird Lane onto the Garland Branch, terminating at a new station in White Rock.

The Park Lane extension along Texas Highway 75 is now in operation. Five years ago there was a two-track pocket arrangement on the lower level at the unopened Park Lane station and a single track on the upper level for LRVs to be used when the line was to be extended north on the Texas Highway 75 line to Richardson and Plano. Since then, it was decided to double-track the Richardson and Plano extensions before service commenced. A new single-track elevated structure replaced the western lower-level pocket track and this matches, and is parallel to, the original still-unopened single track in the center. Along with all this, a new double-track elevated station north of Park Lane will replace the now-in-use single-track station on the lower level south of there. Service to Richardson should commence in 2002 and to Plano in 2003.

In June, public meetings are scheduled for another extension between the existing West End station and Farmers Branch and Carrollton. A third generation of LRVs would be required for this line, Dallas' third.

The former Monroe Maintenance Shop building used by the Texas Electric Railway is being converted into a transit museum. We noticed one of the old Dallas Railway & Terminal double truck cars inside. It is adjacent to the Illinois Avenue station on the Blue Line. Texas Electric abandoned service in the late 1940s.

On January 2, 2001 the McKinney Avenue Transit Authority historic line reopened. It had been closed for re-

placement of both tracks on the original line. No work was evident on either the Ross Avenue extension to DART's West End station or north to the CityPlace subway station, which opened this winter for DART's Red and Blue line service. MATA's two Toronto PCCs remain in DART's Santa Fe Maintenance Shops.

New Orleans, Louisiana

The Regional Transit Authority is requesting bids from firms that are interested in installing track and traction power equipment for the Canal Street Line in the section between Salcedo Street and the Riverfront.

Houston, Texas

Houston Metro awarded Siemens Transportation Systems a \$120 million "Turnkey" project, wherein Siemens will be responsible for the design and construction of this 7.5 mile-long line. Siemens will also be introducing its model S-70 LRV in Houston, which is based on a modular design that allows for a "standard" U.S. light rail vehicle that can be slightly modified for various U.S. transit agencies without incurring major redesign costs.

San Francisco, California

Joint Powers Authorities or Boards are a phenomena of California, and according to **Western Transit**, a new one is to be created to develop a plan to run and pay for a new replacement facility for the Transbay Transit Terminal. Until March 4, 2000, when F/Market Street Line was extended to Fisherman's Wharf, trolleys terminated in a loop in front of this building. The present "tenants," SF Muni, AC Transit, Samtrans, Golden Gate Transit, and Greyhound, would stay, but the five-story terminal would also be home to a station for the underground Caltrain extension, possible high-speed rail service from Los Angeles, and commuter rail from the East Bay area. An area for midday bus storage would be a part of the plans, as well as construction of 3,000 housing units, a 1,000-room hotel, and about 2 million square feet of office space. Plans call for demolition to begin in 2003, and completion of the new building by 2007.

Santa Clara, California

On May 18, Valley Transportation Authority opened a 1.9-mile-long extension to the city of Milpitas. With it came two stations, I-880 and Cisco Way; the latter is east of Baypointe, which opened on December 20, 1999. All of these stations are part of the Tasman East Light Rail Project. By the spring of 2004, another 4.8 miles will be added, with four more stations at Great Mall/Main, Montague, Cropley, and Hostetter.

Railway Age reports that VTA has negotiated a reduced price for future low-floor LRVs from Kinki Sharyo. What this means is that the contract has been increased from 30 to 70 cars, and upon receipt of these cars, the plan is to sell the 50 UTDC-built cars which date from 1986-87. This action will make VTA an all low-floor LRV property.

France

A new non-stop speed record was set by a TGV train-

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Around NYC's Transit System*(Continued from page 20)***R-142/R-142A Door Enable System**

In the January, 2001 *Bulletin*, we explained how the R-44s' new door enable system functions. After making a proper station stop, the Train Operator must press the lighted pushbutton that corresponds to the side of the train where the doors are to be opened. When the light goes out, the Train Operator releases the button and the Conductor can open the doors on the same side of the train for which the button has been pressed.

The R-142/R-142As apparently have a similar door enable system, which must be used at terminals other than South Ferry, Brooklyn Bridge, and Bowling Green. After stopping the train at the appropriate car stop marker at most terminals, the Train Operator must depress the Door Enable pushbutton that corresponds to the side of the train on which the doors are to be opened, place the train in "emergency," and visually verify that the Conductor opened the train's side doors. Then he or she must press the Door Enable pushbutton again to return it to its raised (disable) position and turn the Master Controller key switch to the "off" position.

Sounding of the Locomotive Bell

When operating diesel-electric or electric locomotives, Train Operators must ring the bell when running against the normal direction of traffic or on tracks not regularly used for passenger service. When bypassing stations, they must sound their horn when entering and leaving stations and ring their bell between horn signals. They must also ring their bell when moving through work

areas protected by yellow lights and/or flags, after having sounded two long blasts of the horn.

Watery Grave for At Least 400 "Redbirds"...

On June 2, 2001, it was announced that the State of Delaware had agreed to acquire 400 cars in the R-26 through R-36 series, with an option for more. The cars will be used to build artificial reefs 16 miles of the state's coast. It was expected that the first 30-40 cars would be sunk within two weeks; at press time we do not know whether this has started, although we have reports that several cars are at 207th Street Shop for stripping.

...but One "Redbird" Goes to Washington

R-33 9056 is a guest of honor at the 35th annual Smithsonian Folklore Festival, being held at the National Mall in Washington, D.C. The festival is being held from June 27-July 1 and July 4-8, and the car is part of a New York City exhibit.

Second Avenue Subway Funding Denied

The U.S. House of Representatives' Appropriations Committee, in a funding bill, has denied New York State's request for \$20 million in fiscal 2002 to go toward planning of the Second Avenue Subway. The East Side Access project, which is slated to bring Long Island Rail Road trains to Grand Central Terminal, was given \$10 million of the \$150 million that was requested. The conversion of the Farley Post Office to a new Penn Station, which is behind schedule and over budget, saw its funding cut by \$40 million over the next two years.

The total amount available for spending nationwide is \$126 million. New York State's lawmakers hope that the Senate's version of the funding bill will contain more money for the state than the House version did.

Commuter Notes*(Continued from page 13)*

set being tested between Calais and Marseilles. SNCF reported that the TGV trainset covered the 660-mile distance between the two cities in 3 hours 3 minutes, with an average trip speed exceeding 190 mph. The normal top speed for European high-speed trainsets (TGV, Eurostar and Thalys) is 300 kph, or 186 mph.

From the History Files

70 Years Ago: On July 26, 1931, the Reading Railroad's electric passenger cars, which in later years became known as Blueliners, began running on the Reading's newly-electrified commuter lines. In 1962, thirty-eight were rebuilt and renumbered from the 800-series to 9101-9138. Thirty were still in service when SEPTA

took over running Philadelphia's commuter trains on January 1, 1983, and many continued to run for about another 10 years. Four can still be found in various SEPTA rail storage yards, while historical societies and museums have claimed others.

25 Years Ago: In July, 1976, in celebration of the nation's 200th anniversary, many railroads painted locomotives to honor this milestone.

Correction

Due to an editing error in the May *Bulletin*, the last date that trolleys ran on Girard Avenue in Philadelphia was incorrect. That date should be September 12, 1992.

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

SAMUEL SHIFTER, ERA #726: MARCH 26, 1923-MAY 8, 2001 by Karl F. Groh

It is with great regret that we announce the death of Samuel Shifter at age 78.

Sam was a railfan almost from infancy. His earliest memory was seeing trolleys on the Norton's Point Line in Brooklyn, as he then lived on W. 28th Street near the right-of-way. In New Utrecht High School, he stared out of the window as often as he could get away with it, watching the West End subway trains on the "L" structure and the streetcars running under it.

After his tour of duty with the U.S. Coast Guard in 1945, he went to work operating streetcars on the McDonald-Vanderbilt Line and the Sea Gate Line and, of course, his favorite, Norton's Point. With the demise of streetcars, he moved to rapid transit and was a Conductor on the E train for many years, where he so rel-

ished his favorite R-1/R-9 cars. His last chores were aboard the R-46s on the F train. After 37 years of loyal service, he retired in 1982.

He looked forward to ERA **Headlights** arriving in the mail, and read the New York Division **Bulletin** cover to cover, but due to his working hours he could not get to meetings much. Toward the end his health was not good, so he was reluctant to chance the trip to Manhattan, but he kept up with the doings on the system by visiting his old Crew Room at 179th Street-Jamaica, where, as soon as he entered, the cry would go up, "Get a coffee cup ready, here comes the Great White Father."

He was respected by all, and his friends were many. All will miss him and wish him eternal peace.

NYC Transit's 2001 Goals

(Continued from page 1)

The 2001 goal is to award a contract for an ADA elevator and to add one new heavy-duty escalator at Lexington Avenue, Queens Boulevard Line. NYC Transit expects to complete replacement of four escalators at three stations: Brighton Beach, Brighton Line; W. 8th Street, Brighton and Culver Lines; and Myrtle Avenue, Canarsie Line/Wyckoff Avenue, Myrtle Avenue Line. It would also like to complete and close out replacement of two elevators at Court Street, BMT Broadway Line; one at 190th Street, Eighth Avenue Line; and one freight elevator at Sutphin Boulevard, Archer Avenue Line.

FLUORESCENT STATION LIGHTING: The 2001 goal is to complete the design to upgrade lighting at six stations on the Archer Avenue and 63rd Street Lines and to install fluorescent lighting in 20 stations.

FLUORESCENT TUNNEL LIGHTING: In 2000, fluorescent tunnel lights were installed on the Broadway BMT Subway between the Queens portal and Whitehall Street and on the Jerome Avenue Line between 138th Street and the portal. Installation of fluorescent lights on the IRT Broadway Line between Dyckman Street and 96th Street was delayed. The 2001 goal is to rehabilitate tunnel lighting on the Lexington Avenue Line between Bowling Green and 33rd Street and on the Flushing Line.

PATH'S WORLD TRADE CENTER STATION IS 30 YEARS OLD

On July 6, 1971, PATH trains began serving World Trade Center, replacing Hudson Terminal, as the terminus in lower Manhattan. The following is excerpted from the August, 1971 **Bulletin**.

Hudson Terminal was closed after the 9:46 and 9:57 PM departures to Hoboken and Newark. Over the three-day weekend, tracks were disconnected from the old terminal and hooked up to the new (and lower) tracks to the new terminal. On Tuesday July 6, the first passenger train to operate into the new terminal was a train that left Newark at 4:56 AM and was due at WTC at 5:14 AM. At 5:16 AM, the first train left from WTC and ran to Hoboken, followed at 5:22 AM by the first train to Newark. The first train from Hoboken was due to arrive at 5:41 AM.

Over the weekend, Newark trains ran to 33rd Street and special buses operated between Hudson Terminal and 14th Street and between Exchange Place and

Grove Street. Hudson Terminal was now closed, causing complaints from those who had businesses there. At that time, the new terminal was empty of all stores, except for a temporary newsstand. As we all know, eventually other stores and restaurants opened. At the time all passageways to the terminal were temporary, with the IND passageway being the only one under cover. BMT passengers had to walk a half-block in whatever weather conditions existed, and the temporary passageways were narrow and jammed in rush hours. Initially, there was a partially covered walkway to the IRT. Passengers who were in the World Trade Center thirty years ago, and have not been back since, will definitely notice that conditions have changed.

It should be noted that until the construction of the World Trade Center, ERA's headquarters were located at 145 Greenwich Street.

76th STREET STATION, "A" LINE -- BUILT, BUT NEVER USED

When the IND Fulton Street extension was under construction, your Editor-in-Chief studied the contract drawings and was surprised when he found plans for a 76th Street-Pitkin Avenue station. Because copying machines were not yet invented, he made a handwritten copy of the proposed track layout and forgot about this station until he received a letter from member Steve Krokowski (ERA #5108), who furnished information about the unused station and the tunnel leading to it. He also included the track plan (shown) drawn by David Rogoff, whose articles about unused tunnels appeared regularly in the *Bulletin*. Following are excerpts from Steve's letters.

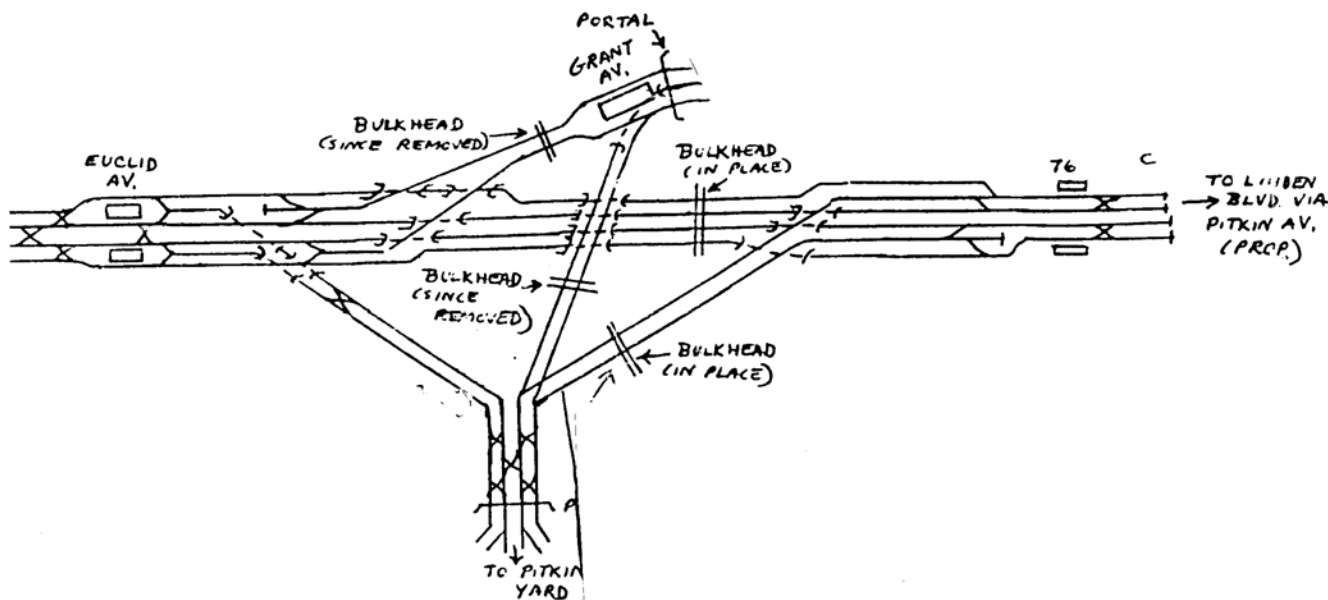
He informs us that there is a four-track tunnel under Pitkin Avenue between the bulkhead at Grant Avenue and 78th Street and a two-track tunnel between the yard leads and the four-track tunnel. The yard leads were installed in 1948 and removed in 1952, after which the tunnel was sealed. A door, which was subsequently removed, provided access to the unused tunnel. There are blue tiles and "76th Street" signs on the walls of the side platforms. A person walking on Pitkin Avenue would never know that there is an unused tunnel. The stairways leading to the street have been paved over. Man-

hole covers and gratings were also removed and paved over.

Both Euclid Avenue model boards show the 76th Street station and crossovers, but the Pitkin Yard model board shows only the yard leads. In the Signal Department Relay Room just behind the tower, there is a 1997 track and signal plan showing a temporary curtain wall and two signals to be installed beyond the curtain wall. These signals would have been controlled from the 76th Street Tower. There are two Manhattan-bound signals, one on each track, one car length from the bumping block.

Steve saw the sealed bulkheads several times and he spoke to two people who walked through the unused tunnel and the 76th Street station. He also spoke to a Conductor who was in charge of a pump train that was sent to the flooded unused yard leads in the early 1950s. This train operated beyond the existing bulkhead into the dark, unused tunnel.

An old street map shows a line extending under Pitkin Avenue and Linden Boulevard with stations at Sutter Avenue, Cross Bay Boulevard, and 108th Street. This line certainly will not be built in the foreseeable future.



SENIOR CITIZEN TRANSPORTATION DISCOUNTS

by Gary Grahl

As our population (and membership) age, more of us become eligible for reduced transportation fares.

When PATH increased its fares on March 25, it instituted for the first time a reduced fare program for seniors. However, the procedure to obtain reduced fare privileges is unnecessarily complicated, especially when compared to the system employed by MTA New York City Transit, which has been in that business for many years.

To apply for a reduced fare on PATH, one must secure an application from a PATH station. With the completed application, one must submit a photocopy of one's Medicare card and two color passport-size photo-

graphs. The application must be notarized.

On the other hand, to obtain a reduced-fare *MetroCard* to ride on all of New York City's bus and subway lines, one can go to the office in the main lobby of NYC Transit's headquarters at 370 Jay Street in Brooklyn. There an application will be provided, which can be completed on the spot, and then a photograph will be taken right then and there. The card will arrive via mail in two weeks. For those who cannot travel to Brooklyn, NYC Transit has two *MetroCard*-wrapped RTS Buses, which travel throughout the city and supply the same services.

Car Assignments and Deviations Therefrom

(Continued from page 20)

February 26, 2001	R-142s once again removed from service (R-142As continued in service and numbers steadily increased)
March 12, 2001	R-33s running on line #6 returned to lines #2 and #4; R-36s transferred on February 2, 2001 returned to line #7
March 20, 2001	R-62As 1661-1670 again transferred to lines #1/#9
April 9, 2001	R-33s 8806-8835 again transferred to line #5 (can be used on line #2); one train of R-62As from lines #1/#9 used on line #5 from this date
April 17, 2001	R-62As 1881-1885 to line #3
April 22, 2001	R-62As 1871-1880 to line #3
April 30, 2001	Two additional trains of R-62As from line #6 observed on line #5 (removed May 4, 2001)
May 3, 2001	R-62As 1651-1660 to lines #1/#9
May 8, 2001	One train of R-142s reappears in service for brake testing purposes
May 10, 2001	R-36s 9524-9535 to line #7
May 16, 2001	R-36s 9760-9769 to line #5

LATEST PROJECTION OF IRT CAR ASSIGNMENTS AFTER ALL 1,550 R-142/142As ARE DELIVERED

LINE(S)	TYPE(S) OF CARS
#1/#9	340 R-62A
#2	370 R-142
#3	290 R-142
#4	315 R-62, 70 R-62A (all single units), 40 R-142A
#5	370 R-142
#6	480 R-142A
#7	414 R-62A (includes 44 single units)
42 nd Street Shuttle	10 R-62A (all single units) from line #4

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

Greetings, and welcome to the hot and hopefully sunny (for photography) days of summer. This month is actually kind of quiet in the BMT. As you should know by now, the changeover from the Sixth Avenue (A/B) tracks to the Broadway (H) tracks on the Manhattan Bridge was pushed back from the beginning of July to July 22. After the "bridge flip," as we call it in Operations Planning, there will be a couple of weeks of what we call a moratorium on major work that may affect any of the lines that are affected by the changeover or flip. This is to get the crews as well as the customers (passengers) accustomed to the new service. Besides the bridge changeover, the Atlantic Avenue reconfiguration and CBTC, both on the Canarsie Line, are progressing. Look for the Broadway Junction crossover and the temporary Track P2 between Atlantic Avenue and Broadway Junction to be installed between the end of July and the beginning of September. On the IND, the 63rd Street Connector continues to near completion.

Switches #355A&B and 357A&B (formerly known as #49 and 50), the diamond crossover between Tracks D3 & D4 south of 23rd Street-Ely Avenue and Switch #475A&B (formerly #12 & 13) north of Queens Plaza from Track D1 to Track D3 will be out of service from mid-July until the end of August/beginning of September. Also, there will be a lot of car testing on the Culver Line between Ditmas Avenue and Kings Highway. On the IRT, Switch #271A between 149th Street-Grand Concourse and 138th Street-Grand Concourse will be renewed. There will be a chip-out on Track V1 between Chambers Street and Rector Street, which will require a small bus shuttle. Also, track barriers will be installed between Tracks F2 and M from Freeman Street to Jackson Avenue for the White Plains Road Line signal job. As you can see here and in the main list, we will not be sitting around twiddling our thumbs for the summer. Until next month, happy summer.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
6/27 to 9/9	7 nights per week	#1/Bus	Track V1 N/O Chambers Street to S/O Rector Street	S/B via Track #2 N/O Chambers Street & terminate N/B to Track # 4 N/O Chambers Street and normal Bus – Chambers Street to South Ferry	I to II chip-out
6/30 to 7/22	Wkndys	#2/#5	Track F2 N/O Freeman Street to S/O Jackson Avenue	S/B express via Track M S/O 174 th Street to S/O Jackson Avenue, then normal	Install track barriers
7/4 to 7/15	Nights	#4 Local/#6	Track L1 N/O Grand Central to N/O 14 th Street	S/B express via Track #2 from N/O Grand Central to N/O 14 th Street	Boutet welding and quality work
7/7 to 7/27	Nights	#4	Track J1 N/E 149 th Street-Grand Concourse to S/E 138 th Street-Grand Concourse	S/B via Track M N/O 149 th Street to S/O 138 th Street, then normal	Renewal of Switch #271A
7/14 to 7/22	Sat PM to Sun AM	#4/#5	Track J1 N/E 149 th Street-Grand Concourse to N/O 125 th Street	#4 – S/B via Track M 149 th Street to S/O 138 th Street #5 – S/B via Seventh Avenue Line, N/B normal	Renewal of Switch #271A
7/6 to 7/9	Wkend	#4	Tracks E2/E-3 N/E Atlantic Avenue to S/O Atlantic Avenue	N/B via Track #4 N/O Utica Avenue to N/O Atlantic Avenue S/B via Track #1 N/O Atlantic Avenue to S/O Utica Avenue	Build Type III track on temporary steel support beams
7/7 to 7/8	Wkndys	#7	Track C2 N/O 103 rd Street to S/O Willets Point	N/B via Track M N/O Woodside to Track MC S/O Willets Point, then normal	Install signal cable and equipment
7/10 to 7/13	Nights	#1/#2 Local	Track B4 S/O 72 nd Street to N/O 72 nd Street	N/B via Track #3 from S/O 72 nd Street to N/O 96 th Street, then normal	Preparation for Track #4 relocation
7/14 to 7/16	Wkend	#2/#3/#4 Local	Track E1 N/E Atlantic Avenue to S/O Atlantic Avenue	S/B via Track #2 N/O Atlantic Avenue to S/O Franklin Avenue, then normal	Demolish section of Platform "A" and build a temporary platform on miniature piles
7/16	Night	#7/#7 sh.	Track C1 N/E Hunters Point Avenue to N/O Grand Central	#7 – S/B single-track via Track #2 from N/O Hunters Point Avenue to N/O Grand Central #7 shuttle – Main Street to Queensborough Plaza	Vacuum train

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Track Construction Forecast for July, 2001

(Continued from page 18)

DATE (S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
7/1 to 12/28	24/7	F/G	Tracks B3/B4 S/O Bergen Street to N/O Fourth Avenue	No effect on service	Repair steel trusses in span
7/2 to 9/28	Daily	F	Track B4 N/O Ditmas Avenue to S/E Fourth Avenue	No effect on service	Recalibrate Track Geometry Car #2
7/2 to 12/28	Daily	F	Track B3/4 N/O Kings Highway to S/O Ditmas Avenue	No effect on service	Brake stopping distance testing of IRT/BMT cars
7/6 to 9/4	24/7	E/F	Switches #355/357 S/O 23 rd Street-Ely Avenue	No effect on service	Switch renewal
7/13 to 8/27	24/7	E/F/G/R	Switch #475A/B N/O Queens Plaza	No effect on service	Switch renewal
7/12	Night	D	Track C3/4 S/O Bedford Park Boulevard to S/E Tremont Avenue	No effect on service	Vacuum train
7/13	Night	E/F	Track D3 N/E 169 th Street to S/E 75 th Avenue	No effect on service	Vacuum train
7/14	Night	E/F	Track D3 S/O Continental Avenue to N/E Roosevelt Avenue	No effect on service	Vacuum train
7/15	Night	D	Track C1 S/O Tremont Avenue to N/O 167 th Street	S/B express via Track C3/4 S/O Tremont Avenue to n/o 167 th Street, then normal	Vacuum train
6/25 to 7/13	Nights	E/F/G/R	Tracks D3/D4 S/O Roosevelt Avenue to N/O 42 nd Street	E – via Broadway Line to Whitehall Street F – via 63 rd Street Tunnel	Install signal equipment
7/2 to 7/14	Nights	A	Track A3 S/O Hoyt-Schermerhorn to S/O Utica Avenue	No effect on service	Remove and install new container plates
7/2 to 7/20	Nights	F/G	Track B1 N/O Fourth Avenue to N/O Ditmas Avenue	F – S/B express via Track B3 N/O Fourth Avenue to N/O Ditmas Avenue, then normal G – S/B terminate at Hoyt-Schermerhorn as per other service plan	Rail renewal
6/30 to 7/7	Sat	D	Track A1 N/O Brighton Beach to S/O Ocean Parkway	S/B via Track A3 N/O Brighton Beach to S/O Ocean Parkway, then normal	Line & gauge track to correct Track Geometry Car defects
7/7 to 7/15	Wkend	N/N sh.	Track G2 N/E Queensborough Plaza to S/O 39 th Avenue	N – Stillwell Avenue to Times Square N sh. – Ditmars Boulevard to Queensborough Plaza	Install 29 Type III panels
7/6 to 7/16	Wkend	L/L sh./J/ Bus	Tracks Q1/Q2 S/O Myrtle Avenue to N/O Atlantic Avenue	L – Eighth Avenue to Myrtle Avenue L sh. – Rockaway Parkway to Eastern Parkway (J) J – S/B via Track J3/4 through Eastern Parkway Bus – Myrtle Avenue to Eastern Parkway	Install standard #6 double crossover
7/10 to 7/20	Nights	N	Track E1 S/O 59 th Street to N/O Eighth Avenue	S/B via West End Line from 36 th Street to Stillwell Avenue, express via Track D3/4	Remove continuous welded rail and install new stick rails
7/14 to 7/16	Wkend	J/J sh.	Tracks J1/J4 S/O Canal Street to N/E Bowery	J – Jamaica Center to Canal Street J sh. – Canal Street to Chambers Street	Install conduit over trackway
7/14 to 7/22	Wkend	L	Tracks PK1/PK3/PK4 N/O Atlantic Avenue to S/O Atlantic Avenue	No effect on service	Remove asbestos from power and signal equipment
7/10	Night	N/R sh.	Track F3 S/O 36 th Street to S/E 59 th Street	No effect on service	Vacuum train
7/11	Night	B	Track F3 N/O Pacific Street to N/O 36 th Street	S/B local via Track A3/F1 N/O DeKalb Avenue to 36 th Street, then normal	Vacuum train
7/9 to 7/13	Daily	B/M	Tracks D1/D3/4/DC1 N/O Ninth Avenue to N/O Stillwell Avenue	B – S/B via Sea Beach Line 36 th Street to Stillwell Avenue M – Last 2 AM trains via Sea Beach Line	Install signal equipment
7/14 to 7/15	Wkndys	B	Tracks D1/D3/D3/4/DC1 S/O 36 th Street to N/O Stillwell Avenue	B – S/B via Sea Beach Line 36 th Street to Stillwell Avenue	In-service testing of new signals

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.

Around New York's Transit System

Sunny Summer Sunday 1953 Schedules

We thought that we had a record of every schedule change since 1950, but we were wrong. In the April, 2001 *Bulletin*, we reported that 1952 was the last summer trains ran from Franklin Avenue to Coney Island to Chambers Street. Member Mayer Wiesen informed us that on June 28, 1953 he rode a train from Franklin Avenue to Coney Island. After changing crews, the train was routed via the express tracks to Chambers Street. Mayer Wiesen was the only passenger in the first car until the train stopped at 59th Street. Checking the August 30 and the 1953 Labor Day weekend service, he found that expresses were no longer running between Coney Island and Chambers Street. When Franklin-Chambers expresses were running, Stillwell Avenue track assignments were as follows: Sea Beach, A and B; Franklin-Chambers, C and D; Brighton Local, E and F; Culver, G; and West End, H.

Missing OPTO Signs

In the May, 2001 *Bulletin*, we explained that OPTO Train Operators must stop their trains at a marker indicating more than 6 cars or at an "S" when the OPTO marker is missing. The revised instructions state that OPTO Train Operators must stop at a 10-car marker or

at an "S" if the OPTO marker is missing.

Full-Height Car Stop Marker

NYC Transit is designing a full-height car stop marker for locations that require an extremely precise stop, especially stations with gap fillers and "Step Aside" boxes on the platform. When the train stops, the car stop marker must not be beyond the front corner of the operating cab. This marker should be between the pantograph gate and bulkhead of the operating car.

Unusual Car Stop Markers at Flatbush Avenue Station

Because there are differences in the positions of the car tripping device and the door openings on R-142 cars and all other cars, there are different markers for the R-142s at the Flatbush Avenue station. Car stop markers with white letters on a blue background reading "STOP R-142 ONLY" are located 12 inches forward of the stop for all other cars on Track #2 and 18 inches forward of the stop for all other cars on Track #3. The older cars must stop at a marker with white letters on a black background reading "STOP ALL EQUIPMENT EXCEPT R-142." All cars must stop with the corner post of the car body adjacent to the stop sign.

(Continued on page 14)

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

Early in June, slant R-40 cars 4388-91 and 4394-5 were transferred from East New York Shop (L line) to Coney Island Shop (N/Q lines).

Member George Chiasson has been tracking transfers of subway cars due to the placing into service of the new R-142 and R-142A cars. Here is his report:

July 10, 2000 First R-142A (Kawasaki) train entered service on line #6

July 18, 2000 First R-142 (Bombardier) train entered service on line #2

After initial testing, more trains of each group were placed in service:

November 1, 2000 R-142

November 2, 2000 R-142A

More subsequently followed, beginning December 22, 2000 (R-142) and December 24, 2000 (R-142A).

Car shifting began as follows:

December 15, 2000 R-33s 8806-8835 to line #5 and 8836-8845 to line #4; R-36s 9548-9557 to line #7

December 22, 2000 R-36s 9536-9547 to line #7, except for 9540-1 (damaged in a derailment north of 68th Street in April, 2000 and to be scrapped); R-62As 1661-1670 to lines #1/#9; R-33s from line #2 no longer used in #6 service

January 31, 2001 All R-142/R-142As removed from service; R-33s 8806-8835 returned to line #2; R-33s from line #2 once again used on line #6 as previously needed and two trains of R-33s from line #4 used on line #6, all on a rotating basis; R-62As 1661-1670 returned to line #6

February 2, 2001 R-36s 9404-5, 9420-1, 9426-7, 9428-9, and 9456-7 to line #6

February 10, 2001 R-62As 1891-1895 to line #3

February 14, 2001 R-142/R-142As began to reappear in service; R-33s 8846-8855 to line #4

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