

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 44, No. 8

August, 2001

The Bulletin

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

Editorial Staff:

Editor-in-Chief:
Bernard Linder
News Editor:
Randy Glucksman

Production Manager:
David Ross

©2001 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
Dry Dock, East Broadway & Battery Railroad Company — History...Page 2

NYC TRANSIT'S DEPARTMENTAL GOALS FOR 2001 (Continued)

In the July, 2001 *Bulletin*, we published a partial list of the accomplishments for 2000 and the annual goals for 2001. We were unable to list all the items because of a lack of space and we expect to list the remaining items in this issue.

CAR PERFORMANCE:

	SUBWAY		STATEN ISLAND RAILWAY	
	2000 Actual	2001 Goal	2000 Actual	2001 Goal
Mean Distance Between Failures (Miles)	110,180	110,000	225,516	175,000
On-Time Performance (%)	95.1	95.1	96.7	97.0
Litter Conditions (% none or light)	93.0	93.0	N/A	N/A
Cleanliness (% none or light dirt)	86.0	86.0	N/A	N/A

CONSTRUCT A SECOND AVENUE SUBWAY: The 2001 goal is to award the project's preliminary engineering to a consultant and to receive and review a Request for Proposal and the Supplemental Draft Environmental Impact Statement/Final Environmental Impact Statement.

LAGUARDIA SUBWAY ACCESS: In 2000, NYC Transit worked with the MTA staff and elected officials to prepare the LaGuardia Air-

port Subway Access Study. The 2001 goal is to continue preparing this study.

EXTEND LINE #7 TO THE JAVITS CENTER: The 2001 goal is to initiate a consultant study for the extension of line #7 to the Javits Center.

INSTALL NEW FLOORING ON R-32s AND R-62s: In 2000, new flooring was installed on 146 R-32s and 185 R-62s. The 2001 goal is to install new flooring on 60 R-32s and 168 R-62s.

DELIVER R-142s, R-142As, AND R-143s: In 2000, NYC Transit accepted delivery of 90 Bombardier R-142s and 111 Kawasaki R-142As. The 2001 goal is to accept delivery of 470 R-142s, 239 R-142As, and 12 R-143s.

REPAIR DAMAGED SUBWAY CARS: Four heavily damaged subway cars were repaired in 2000 and four more should be repaired in 2001.

SCHEDULED MAINTENANCE SYSTEM FOR WORK CARS: In 2000, SMS was completed on 24 R-49/R-51 flat cars, 2 jet snow blowers, 2 ballast regulators, and 22 locomotives. In 2001, NYC Transit expects to perform SMS work on 24 R-49/R-101 flat cars, 1 snow remover car, 22 locomotives, and 3 cars from the first vacuum train consist, and to overhaul 5 three-ton crane cars.

PAINT ELEVATED STATIONS: In 2000, Woodhaven Boulevard, Buhre Avenue, and 18th Avenue and 20th Avenue (both on the West End Line) were painted. The 2001 goal is to paint 95th Street, Bedford Avenue, Graham Avenue, Grand Avenue, DeKalb Avenue, Bergen Street, Eastern Parkway, Franklin Avenue, Kingston Avenue, Nostrand Avenue, Dyckman-200th Street, 190th Street, 181st Street, Ditmars Boulevard, Astoria Boulevard,

(Continued on page 4)

Thanks, Andrew Grahl, for the new masthead photo!

DRY DOCK, EAST BROADWAY & BATTERY RAIL ROAD COMPANY by Bernard Linder

In this and subsequent issues, we will publish the history of the lines operated by another Third Avenue Railway subsidiary, the Dry Dock, East Broadway & Battery Rail Road Company, which was awarded a franchise on April 17, 1860 and was incorporated on December 8, 1863. In 1866, horse cars started running on 4.7 route miles. Before the end of the year, the system expanded to the maximum length of nearly 11 miles. The oldest book in the library, *Bullinger's Monitor Guide* (dated 1869), lists the following horse car lines: Avenue B, Avenue D, Cortlandt Street, and Grand Street.

A new depot, replacing one destroyed by fire, was opened at E. 14th Street and Avenue B on September 19, 1878. Fifty guests were invited to the four-story 125-by-150-foot brick fireproof building, where 15,000 bales of hay were stored on the third and fourth floors.

In September, 1892, the company's main offices and depot were located at 605 Grand Street. The E. 14th Street and Avenue B depot was still in service. The company owned 173 boxcars, 8 open cars, 3 snow plows, 3 sweepers, and 943 horses.

On December 4, 1888, Dry Dock started issuing transfers between its lines at 521 Grand Street.

Because Third Avenue Railway was anxious to operate its cars to the E. 34th Street ferry, it bought Dry Dock at an exorbitant price. It paid \$200 a share, nearly double the par value of the stock, which was quoted at \$160-175 a share. Third Avenue acquired stock control on August 23, 1897. Dry Dock continued to operate its own road until a Mr. Whitridge was appointed receiver on February 1, 1908. The receivership was finally terminated by order of the United States District Court, entered on November 23, 1917, directing return of property as of May 1, 1916.

BATTERY CARS

When electric traction was perfected, Third Avenue electrified its horse car lines as rapidly as possible. But it decided to operate battery cars on lightly traveled lines because underground conduit was extremely expensive. Battery cars replaced 920 horses that cost \$200 each. Food cost \$10 per month. The initial cars were equipped with 85-volt, 30-ampere motors and chain drive. After a few months the chain was replaced with a gear drive and the size of the battery was increased to 58 cells generating 110 volts. The newer motors were two General Electric 1022 railway motors rated at 30 amperes, 110 volts, and 900 revolutions per minute. Cars were able to ascend a 7% grade with a full load of passengers and were able to run 125 miles on one charge. On October 1, 1911, battery cars replaced the horse cars on Avenue B. Cars 1152-1201, built by Brill in 1911, were assigned to the Dry Dock lines.

DRY DOCK'S POOR FINANCIAL CONDITION

The company was unable to pay its taxes when it was in receivership, but refused to pay when it became solvent. On September 26, 1919, the city obtained a lien against Dry Dock for \$45,025 in unpaid taxes since 1911. Because there were no bidders, the city bought the liens and informed the company that it could get its property back within three years by paying back taxes plus 12% interest. The company expected to appeal the decision, but we were unable to find out the disposition of the case.

Dry Dock passenger traffic fell off rapidly during the 1920s, and the company asked for permission to raise the fare or charge for transfers. On July 18, 1928, the Transit Commission suspended the 7-cent fare schedule filed by Dry Dock and ordered a September hearing. On May 20, 1929, the Transit Commission rejected Dry Dock's tariff approving a 2-cent charge for transfers, and denied a rehearing on July 12, 1929. When Third Avenue Railway replied that its franchise did not require free transfers, the Supreme Court ordered the Transit Commission to show its record of the hearing. On February 15, 1930, the Appellate Division of the Supreme Court ruled that Dry Dock, Third Avenue Railway, and Steinway could not file tariffs for a fare rise or transfer charges. The company should have filed a complaint and application under Section 49 to be followed by a hearing before the Transit Commission. On July 8, 1930, the Court of Appeals denied street railways permission to raise their fares to 7 cents. It stated that fares were fixed by statute and could not be raised by filing new schedules with the Transit Commission under Section 29.

After the company was denied permission to raise the fare, it decided to abandon the unprofitable Dry Dock lines.

On December 1, 1931, Third Avenue Railway refused to pay interest on Dry Dock bonds, and the bondholders' committee secured an order for the sale of Dry Dock. Meanwhile, the company continued operation using money obtained from rentals of real estate. Dry Dock expected to discontinue service on Avenue B because it needed \$20,000 for new batteries and it also expected to discontinue Williamsburg Bridge service because it was too expensive to repair the tracks. Within the next few months, Dry Dock discontinued service. Post Office and Grand Street-Brooklyn ceased operating on January 21, 1932, Avenue B followed on July 30, 1932, and Grand Street quit on September 3, 1932. Avenue B and East Broadway Transit Company, which was not affiliated with Third Avenue Railway, operated buses on Avenue B and Grand Street and exchanged

(Continued on page 15)

**CORTLANDT STREET LINE (1864-about 1906)
CANAL STREET & GRAND STREET FERRIES LINE (about 1907-1918)
by Bernard Linder**

Owners:

HORSE CARS AND STREET CARS

1864	Dry Dock, East Broadway & Battery Rail Road Company
August 23, 1897	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company

Route:

We do not know when the horse cars started operating. The Board of Railroad Commissioners' April 1, 1864 report states that the portion of the line from Grand Street and East Broadway to Washington and N. Moore Streets was built. The portion from Canal Street and

Broadway via Lispenard Street, West Broadway, and Beach Street to Greenwich Street was bought from owners.

The oldest ***Bullinger's Monitor Guide***, dated 1869, informs us that horse cars operated from the Grand Street Ferry to the Cortlandt Street Ferry.

1907 (approximate date from <i>Bullinger's Monitor Guide</i>)	Cut back to Washington and N. Moore Streets. Cars formerly ran north on Greenwich Street and south on Washington Street to Cortlandt Street Ferry
October 3, 1911	Battery cars replaced horse cars
May, 1912	Cut back to Canal and Forsythe Street
October 10, 1918	Discontinued

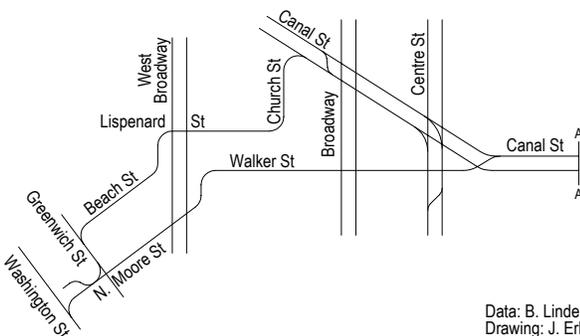
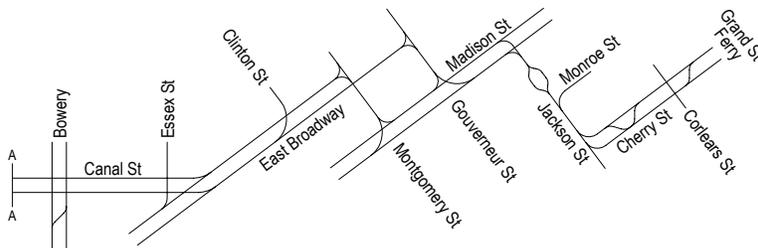
TRANSFERS

Checking the transfers, we find that this line as designated as line #7. This number was never displayed on the cars.

CAR ASSIGNMENT

Battery cars 1152-1201, built by Brill in 1911, were assigned to the Dry Dock lines.

Canal & Grand Street Ferries
1907



Data: B. Linder
Drawing: J. Erlitz

INCREASED RUSH HOUR IRT SERVICE

When the new IRT schedules went into effect on August 5, 2001, rush hour service was increased on line #1/#9, #3, and #7. Although riding on lines #1/#9 increased in 1999, NYC Transit did not have enough cars to increase rush hour service. It decided to relieve the morning rush hour overcrowding by borrowing four trains from line #3, which was not as overcrowded. Effective October 4, 1999, four AM rush #3 trains, which formerly started from 148th Street-Lenox Avenue, were put in service at 137th Street-Broadway. These trains switched to the express track at 96th Street and continued in #3 service. The last four northbound #3 trains arriving at 96th Street from 11:36 PM to 12:12 AM discharged passengers there and probably operated light to 137th Street.

The August 5, 2001 schedules provided for four additional AM rush hour trains and two additional PM rush hour #1/#9 trains. With four additional trains replacing the borrowed #3 trains, the level of service between 137th Street and 96th Street was not changed but the AM rush hour service was increased from a 3½- to a 3-

minute headway on the rest of the line. PM rush hour service was increased from a 4- to a 3½-minute headway. Because of the increased #1/#9 service, AM rush hour #3 trains no longer started from 137th Street-Broadway and #3 rush hour service returned to the same level as it was before the October 4, 1999 schedule change. At the present time, four #3 trains leave E. 180th Street from 5:45 to 6:40 AM and the last four northbound #3 trains arriving at 96th Street from 11:36 PM to 12:12 AM still discharge passengers there, after which they probably operate light to E. 180th Street.

Because the Livonia Avenue structure rehabilitation has been completed, #4 weekday midday service was extended from Atlantic Avenue to Utica Avenue.

The #5 Through Express span of service was increased. The last Through Express arrives at Dyre Avenue at 8:02 PM.

With two additional #7 rush hour trains, the peak combined local and express 2¼-minute headway lasts twice as long in the AM rush and slightly longer in the PM rush.

NYC Transit's 2001 Goals

(Continued from page 1)

30th Avenue-Grand, Broadway, 36th Avenue-Washington, and 39th Avenue-Beebe stations.

PAINT ELEVATED STRUCTURES: In 2000, contract painting was completed on 0.45 miles of West End Line elevated structure, 0.75 miles of Jamaica Line structure, and 0.30 miles of Liberty Avenue Line elevated structure. The 2001 goal is to paint 0.80 miles of the West End Line elevated structure.

REHABILITATE LINE STRUCTURES: In 2000, design and award was completed for the interlocking configuration at Atlantic Avenue, Canarsie Line. The new track layout was published in Jeff Erlitz's column on page 8 of the

September, 2000 *Bulletin*. Design was completed for the Nassau Loop Reconfiguration Project. The new track layout appeared in Jeff Erlitz's column on page 5 of the April, 2001 *Bulletin*. Design began on the Culver Elevated Structural Rehabilitation Project from Avenue N to Van Sicklen Street. The Eastern Parkway Subway Tunnel Rehabilitation, Phase II, was completed. The 2001 goal is to award the Stillwell Avenue Terminal Reconstruction and complete Phase I, temporary facilities. NYC Transit also expects to complete design and award structural rehabilitation of the Flushing Line elevated structure from Queensborough Plaza to Hunters Point Avenue and the Brighton Line elevated structure rehabilitation from Sheepshead Bay to W. 8th Street.

Around New York's Transit System

(Continued from page 18)

any visible obstruction. The Train Operator must sound a series of blasts on the horn or whistle before moving. When coupling cars, the Train Operator must stop at least two car lengths, then 50, 10, and 2 feet, from standing cars, after which he/she must move slowly with caution. When uncoupling cars, employees on the tracks must give the signal to go by moving the hand, light, or flag up and down. When uncoupling and moving backwards, the car must not be moved more than one foot in reverse. When operating from other than the front end, a flagging Train Operator must be stationed at the front end of the lead car to relay instructions to the

operating Train Operator by using sound-powered phones or radios. If there is no communication, the train must stop and stay until communication is resumed.

R-142/142A Interoperability Test

From late May through late June, a train composed of one five-car set of R-142s (6441-6445) and one five-car set of R-142As (7311-7315) was operated on line #6 (and reportedly for at least one day on line #2) to determine whether the cars could successfully operate together in a train as required by the cars' contracts. Although we do not have the final results, we understand that a communication problem was encountered that resulted in a delay in one set receiving a braking command given by the other set, causing some jerking in the second set.

TECH TALK

by Jeffrey Erlitz

It never fails: no sooner do I mention what I believe at the time to be fact, than it turns out to be false. Contrary to what I said in my discussion of the Roosevelt Avenue (Queens Boulevard Line) route request pushbuttons in the April and May *Bulletins*, the ones on the southbound tracks (D1 and D3) *do* indicate in the tower at Roosevelt Avenue. They are shown on the Dispatcher's Control Console that was installed with the new holding lights. Other than showing the Tower Operator on duty at Roosevelt Avenue what the southbound train has selected, they serve no function at that location.

Beginning at 9:30 AM on Monday, June 25, two route familiarization trains for Train Operators began running over the south side of the Manhattan Bridge. Consisting of four R-68 cars, these trains ran between Times Square and Pacific Street. Trains last ran over this side of the bridge in December, 1990, 10½ years ago.

The Nassau Street Reconfiguration contract (C-34572) did have its bid opening back on May 2. The joint venture of Railworks/Comstock was awarded this \$35.5 million contract.

The final fixed-block signal rehabilitation contract (S-32308) was advertised to bidders starting on June 14 and bids are scheduled to be opened on August 7. We'll see about that. I hate to sound cynical, but when was the last time you heard me mention a bid opening date that had *not* been postponed past its original date? This contract will replace all of the signals on the IND Concourse Line from north of 145th Street to 205th Street. Beneficial use is scheduled for August 31, 2005 on this \$200.3 million contract.

Contrary to what I had originally thought, the master tower for the line will be located in the mezzanine of Bedford Park Boulevard station, *not* in Concourse Yard. In looking over the contract drawings, I found some interesting bits of information:

- Traffic control on all three tracks (!) between 161st Street and 167th Street Interlockings, in addition to the middle (C3-4) track on the entire line
- Grade time signals at 205th Street replaced with station time signals, similar to Times Square on the Flushing Line. This way, if there is no train beyond the station on the turnback track for which the switches are aligned, a northbound D train will be able to enter the station at normal speed
- Fordham Road Interlocking removed from service (two single crossovers)
- Route request telephones (Control talk-back system) *will* be installed at all (or most) interlockings
- Automatic operation will be available only at 205th Street on the turnback tracks
- Maintainer's Control Panels in the relay rooms at

161st Street, 167th Street, Tremont Avenue, Bedford Park Boulevard, and 205th Street

- Dispatcher's Indication Panels at 161st Street, Bedford Park Boulevard, and 205th Street
- Assistant Train Dispatcher's Indication Panel (a first, I believe) at Bedford Park Boulevard
- Concourse Yard is *not* included in this contract
- One Central Instrument Room (CIR) will be located at 155th Street-Eighth Avenue.

The Dispatcher's Panel at 161st Street will show indications from 145th Street to 167th Street. The panels at Bedford Park Boulevard and 205th Street will show indications from 145th Street to 205th Street. The Assistant Train Dispatcher Panel will also show indications from 145th Street to 205th Street but will be much smaller.

Over on the West End Line, all of the new automatic signals are now in service between Ninth Avenue and 62nd Street. Track circuit testing on all three tracks from south of 55th Street to south of 20th Avenue was performed on weekends from June 30 to July 15. All signal equipment whose power is going to be supplied from 62nd Street Relay Room, 640 Central Instrument Room (CIR) at 79th Street and 670 CIR at 20th Avenue, was tested. I got a chance to see the new Maintainer's Indication Panel in the new Relay Room at 62nd Street last month. Though sizable, it's a bit plain for a modern-era Mauell control panel. There are no route request pushbuttons or telephones anywhere within the interlocking. This implies that there will be no route request telephones anywhere on the West End Line under this contract.

At this point, I don't know what the standard is for route request telephones. The Court Square portion of the 63rd Street Connector contracts *did* include them. The main portion of the 63rd Street Connector contracts *did not* include them. Because of that bit of indecisiveness, none of the talk-back intercoms (telephones) at Court Square can be heard at Queensborough Plaza Master Tower. The West End Line apparently does not have them but the brand new Concourse Line contract *will* have them. Bergen Street is supposed to have them also. Can anybody tell me *what* is going on with these devices?

Speaking of route request telephones, I found a bunch of them in a most unlikely place, until I thought about it a bit. At W. 4th Street Interlocking, north of the station, there are 10 of them. The control panel (actually a box) for them is mounted on top of the interlocking machine on the left side. I was a bit amazed to see them on an old unit lever interlocking machine (a GRS Model 5 in this case); this is probably the only such in-

(Continued on page 6)

BMT-IND CAR ASSIGNMENT Effective July 22, 2001

LINE	CARS REQUIRED— AM RUSH	CARS REQUIRED— PM RUSH	LINE	CARS REQUIRED—AM RUSH	CARS REQUIRED— PM RUSH
A	110 R-38, 216 R-44	110 R-38, 216 R-44	M	144 R-42	144 R-42
B	80 R-68	80 R-68	N	100 R-32, 60 slant R-40, 32 R-68	100 R-32, 60 slant R-40, 32 R-68
C	112 R-32, 40 R-38	104 R-32, 32 R-38	Q	Express: 140 slant R-40 Local: 136 R-68	Express: 140 slant R-40 Local: 144 R-68
D	104 R-68	104 R-68	R	216 R-46	216 R-46
E	220 R-32	230 R-32	W	8 R-68, 160 R-68A	160 R-68A
F	392 R-46	376 R-46	S (63 rd Street)	24 R-32*	24 R-32*
G	72 R-46*	72 R-46*	S (Grand Street)	4 R-46**	4 R-46**
J/Z	80 R-40M, 72 R-42	72 R-40M, 80 R-42	S (Rocka- way Park)	12 R-44**	12 R-44**
L	40 slant R-40, 128 R-42	40 slant R-40, 128 R-42	S (Franklin Avenue)	4 R-68***	4 R-68***

* 6-car trains ** 4-car trains *** 2-car trains

Tech Talk

(Continued from page 5)

stallation anywhere on the subway. I realized that they were undoubtedly installed when the new express tracks were built between W. 4th Street and 34th Street in the 1960s.

In other news on the West End Line, Mauell has finally delivered the new Master Control Panel to 38th Street Yard Master Tower, but it is still in pieces, at least as of July 7. A huge portion of the west wall of this tower was removed as well as a piece of the south wall behind the existing Master Control Panel. I presume that this was done to deliver the new control panel sections, which are large sitting on their delivery pallets.

The new Queens Plaza Interlocking on the Queens Boulevard Line is scheduled to be placed in service over the Labor Day weekend. As I have already mentioned, most if not all of the new signals and train stops are already installed in the field. Still to be done are the replacement of all of the existing switch machines (GRS Model 5) with new US&S Model 3 (all-electric) machines. On July 6, the diamond crossover south of 23rd Street-Ely Avenue (switches #49 and 50) was taken out

service to replace the switch machines. These switches will remain out of service until the Labor Day weekend. On July 13, the diamond crossover north of Queens Plaza (switches #29/(30) and 31/(32)) was also removed from service until Labor Day to replace the switch machines.

In the July *Bulletin* I mentioned a pair of home signals at Continental Avenue that have a *selective* stick feature. There are other stick signals around the subway system, all on the former IND. All but one of them *apparently* can have the stick feature toggled on and off, just like at Continental Avenue. Home signal L18 at Bergen Street (governing the northbound F/G split) is *not* selectable and always has the stick feature. Of course, just about every home signal that governs the normal direction of traffic on a route-type, all-relay, pushbutton control panel has selective fleeting. If the home signal button is not turned in the direction of traffic when being pressed, the signal will not fleet.

Finally, a train of R-142s was scheduled to be operated between Hunters Point Avenue and Times Square on the Flushing Line for parking brake tests between 12:01 and 5 AM on July 28 and 29, 2001.

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

Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

New timetables under General Order No. 202 went into effect at 2:01 AM July 9. On the Hudson Line, all trains that were operating in the pre-April 1 schedules are back, with the completion of the Wappingers Creek Bridge work. Some off-peak and weekend trains are being adjusted to permit rock slope remediation work between Peekskill and Garrison and track work between Garrison and Beacon. One additional post-peak train is stopping at University Heights and Morris Heights. Harlem Line work is ongoing at three locations: Bridge 11.90 (which carries the Harlem and New Haven Lines over the Bronx River), Upper Harlem Line platform rehabilitation, and Wassaic Branch signal work. One new activity, the start-up of the Mid-Harlem Third Track Project, is scheduled to begin this month, and will only affect off-peak service at this time. The schedules will give the contractor a maximum train-free construction window in which to the work. Northbound and southbound North White Plains Locals and Brewster Expresses will be scheduled to operate within a few minutes of each other on signal headways. On the New Haven, work continues to replace the 1907-era catenary in Connecticut.

During the third week of June, the first of the new Genesis Locomotives, 219, was delivered and operated during the overnight for its 1000-mile burn-in prior to acceptance from General Electric. This testing process requires that the new engine be placed north of an existing Genesis locomotive on a push/pull trainset laying over at Harmon. This complete set runs between Poughkeepsie and Grand Central Terminal all night, until prior to 4:30 AM, when the new locomotive is removed and the push/pull set released for its normal morning rush hour trip.

Metro-North had a promotion that offered free rides on the Haverstraw-Ossining Ferry and on the Hudson Line during the final week of June.

The 2001 editions of ***Metro-North Manhattan Getaways*** and ***Weekend Rail/Bus Service to the Berkshires*** (May 25-September 4) have been published.

A number of Metro-North's facilities were used recently to film scenes for program episodes and commercials such as "Dawson's Creek" and Coca-Cola. Some upcoming movies also were filmed, including "Unfaithful" (starring Richard Gere and Diane Lane, at the Ardsley station), and at various locations in Grand Central for: "Spiderman," "Men In Black 2" (Tommy Lee Jones and Will Smith), and "Black Sheep" (Chris Rock and Sir Anthony Hopkins).

Joseph Brennan, the "owner and operator" of a website devoted to abandoned subway stations, is also a

Division member. He wrote the following update to what was reported in the July ***Bulletin***: "I'm working on a major expansion with a page for each station, which should be done by the next issue of the ***Bulletin***, and have numerous corrections to my previous work. 86th Street station under Park Avenue opened on 15 May 1876, when the New York Central initiated what they called a 'rapid transit' service, one of the first uses of the term. Trains ran about hourly, not on a clock interval, making local stops to Williams Bridge. Manhattan stations were 86th, 110th and 125th Street. The NYC credited air brakes for making the service possible, because of the frequent station stops. The 86th Street station was a wood frame building in the mall of Park Avenue, which was wider then than it is now, and was still open until about 1895. The 1876 rapid transit service did not include stops at the 59th or 72nd Street platforms, and I now believe they never had regular service. They did not have station buildings either. The 1900 employee timetable, however, does list one train in each direction stopping at 72nd Street, so there was at least limited service there. I am hoping some other member will contradict your lines with more detail. This is the most I have been able to learn. New York Central's archives were mostly destroyed in 1968 when the Pennsylvania Railroad took over, but I wonder what documentation has survived in private hands."

Connecticut Department of Transportation

Member David A. Cohen sent two articles from the New Haven ***Register***. One reported the results of a (non-scientific) survey that was made at the New Haven and Milford stations – that there is "strong interest" in constructing a station in West Haven. However, there is no agreement that a station will in fact be built, and if so, whether it would be in West Haven or in Orange.

In the other article, as a result of the public hearing that was held on June 20, by a vote of 6-3, the Connecticut Rail Commuters Council sent a proposal to Metro-North that the railroad set aside one "quiet" car on each train, similar to what Amtrak has done. Dissenting members voiced their concern that conductors would not be anxious to become (cellular) "telephone cops." Metro-North spokesman Dan Brucker told the New Haven ***Register*** that at some stations, passengers can only board certain cars, making it difficult to designate a specific car for this purpose, and that there are freedom of speech issues.

MTA Long Island Rail Road

In mid-June, I heard a report on WCBS-880 that transportation officials in Long Island were considering reopening the Republic station, which has not seen ser-

(Continued on page 8)

Commuter Notes*(Continued from page 7)*

vice since October 26, 1986. Member Larry Kiss tells me that Republic was closed because at the time, the stations on the Ronkonkoma Line were being high-leveled, and the Long Island Rail Road did not want to spend the money on that station. Suffolk County Transit's Route S-1 bus line runs directly under the site that would be used for the station, which is on heavily trafficked Route 110. As there is no parking, a deal is in the works to acquire some land adjacent to the station. The primary reason for reopening the station is to encourage a connection to the aforementioned bus line, but this could not happen until a pedestrian overpass is built to serve the southbound bus line.

On June 19, it was announced that the entire diesel and dual-mode fleet of 46 units would have to undergo some major repairs to fix cracks that have developed in the steel frames. Rail Road officials believe that service would not be impacted greatly under their plan to ship the locomotives, two at a time, to be repaired. What this plan will do is drag out the time that it takes to complete the project, and further delay the addition of more through service on the non-electrified Oyster Bay, Montauk, and Port Jefferson Branches. In order to expedite the process, perhaps the railroad should lease some of Amtrak's surplus F-40s to power their diesel trains until this project is finished. It would certainly make rail photography a bit more interesting on Long Island! According to a report in *The New York Times*, ever since the units arrived, these locomotives have been problematic. First it was the radio equipment, then the air-conditioning and heating systems, the lights, and the horns which were too loud, and the steps to the engineer's cab. More recently there have been cracks in the shock absorbers or yaw dampers, which reduce the lateral swaying as the locomotives travel along the tracks. Those repairs will be done at the same time as the cracked frame problem is addressed.

Member Joe Gagne sent an article from *Newsday*, in which the head of the head of the Brotherhood of Locomotive Engineers referred to the locomotives as "lemons." Robert M. Evers also reported that his engineers "would not be able to operate this equipment if we adhered strictly to federal law, but to do so would cause cancellation of train service." According to the news story, 14 of the 46 units were classified as out-of-service, and eleven of those were in various stages of cannibalization due to parts shortages. Of the 32 in service, 26 were being operated with so-called "in-service" defects.

A brochure in the same format as previous year's has been published for the 2001 edition of *Main Line Track Rehabilitation*. Thanks to member Russ Avvocato for sending copies.

Timetables, including a special (tan) one for the

Queens Village and Hollis stations, were issued for the period June 18 through August 26. Timetables going into effect next will include a major revision due to construction on the Ronkonkoma and Babylon Lines. Mid-day headways on the latter will go from 30 to 60 minutes east of Freeport, for track work east of Amityville.

"Talk low, so no one will know" is the title of a handout published by the Long Island Rail Road. Inside are tips for cell phone users, that hopefully they will follow, so as not to annoy other riders.

Metropolitan Area

Is it possible that mayoral candidate Peter Vallone or one of his staff reads the *Bulletin*, or is there another explanation for his suggestions on July 18 that Metro-North, the Long Island Rail Road, Amtrak and the Staten Island Railway re-activate tracks and stations that have been abandoned? We reported about these stations in the June and July *Bulletins*. According to the report in *The New York Times*, among the stations that Mr. Vallone has proposed be reopened to alleviate crowding on the Lexington Avenue Line are 86th Street, 73rd Street (sic), and 60th Street (sic). Actually the last two are 72nd and 59th Streets. MTA's spokesman Tom Kelly would not comment until he had seen a more detailed proposal.

NJ Transit

A ceremony commemorating the end of operation of PCC cars in the Newark City Subway has been tentatively scheduled for noon on Friday, August 24. The cars are scheduled to run all day (until 8 PM), and then buses will operate all weekend. LRVs will start running the following Monday, August 27.

Despite fears that attempting to operate a nearly full-schedule through only one set of tunnels would be a commuting catastrophe, according to reports from friends who ride into Hoboken, the Bergen Tunnels Rehabilitation project's affect on their trains has been (thankfully) largely minimal. On one occasion during one of the first weeks of this operation, one of the rescue engines, which have been placed on a pocket track at East End and on the wye at West End, had to be called into service. At most, on that day, trains were delayed up to four minutes. In addition to a handout explaining the necessity of the project, and a new set of timetables, a four-page summary of all the service adjustments was also published.

With the approval of the Board of Directors, a new rail station will be constructed between Ramsey and Mahwah on the Main/Bergen Line. A large park & ride is also to be built. The site selected has good road access from nearby, busy Route 17.

Train #55, the 4:05 PM Hoboken/Port Jervis, derailed near the Plauderville station in Garfield, New Jersey on June 20. Twenty-seven of the estimated 400 passengers who were aboard at the time were injured. Service was disrupted on the Bergen County Line while repairs

(Continued on page 9)

Commuter Notes*(Continued from page 8)*

were made. It was reported later that a truck might have shoved some dumpsters too close to the tracks.

NJ Transit plans to replace the remaining wooden catenary poles on the Gladstone Branch with steel ones in the near future, according to a report in the Jersey Central NRHS *Bulletin*.

Public scoping meetings were held during July in Rockland and Bergen Counties to receive comments and suggestions about the plans for rail service in the West Shore Region. Three days prior to the hearings, Bergen County officials unveiled their own plans for expansion of commuter rail in their county, and they mirrored those of NJ Transit. The main difference was the timeframe: Bergen County wanted all of these lines constructed at the same time, while NJ Transit has made no commitments to when (or if ever) it would get done. Under consideration are:

- West Shore Corridor – West Nyack (possibly later on to West Haverstraw)/Hoboken via CSX(ex-Conrail (Penn Central/New York Central) tracks, a heavy rail operation, with connections with the Meadowlands Sports Complex and Secaucus Transfer
- Northern Branch Corridor – connection from the proposed northern terminus of Hudson-Bergen LRT at the Vince Lombardi Park & Ride Lot to Tenafly or Englewood, utilizing light rail cars
- Bergen-Passaic Cross County Corridor – which would also begin at Vince Lombardi and use New York, Susquehanna & Western trackage to Maywood, with a possible extension to Paterson and Hawthorne, also using light rail cars

The New Jersey Association of Rail Passengers' June *Newsletter Report* contained an article that gave the association's best estimate of the status of NJ Transit's ongoing rail construction projects. NJ-ARP believes that the Newark City Subway extension will not open until "sometime" this fall; it was to have opened in 2000. The date for the opening of the Montclair Connection seems to be in early 2002, and not in "late fall" of this year. Newark Airport's rail station should open next month, and Secaucus Transfer is still targeted for next year. Finally, the 1-mile extension of HBLRT to Hoboken, which had an original opening date of fall, 1999, looks more like fall of 2002.

In April, the Rancocas Bridge, which spans the creek of the same name, and will be used for the Southern New Jersey LRT, toppled while being positioned. As of late June, NJ Transit was anticipating that the bridge would be righted by mid-July, and this was not expected to set back the project's completion date, the first quarter of 2003.

Port Authority Trans-Hudson Corporation

The PATH turnstile area in the World Trade Center is being remodeled and is now under reconstruction. This work is part of a \$20 million project. Also, red signs are suspended from the ceiling over the turnstiles, which are for exiting only; they seem to help the flow of pedestrian travel. Work also began at Pavonia/Newport to re-open the unused side platform (July *Bulletin*). This 18-month project is expected to cost \$15.7 million.

Amtrak

Vermont service was resumed on Sunday, June 24, starting with northbound train #56. The following day southbound train #55 began running. Service had been suspended on May 31 due to track defects, requiring in slow speed orders, on the portion of the line that is controlled by the New England Central Railroad. Passengers (guests) were informed that ongoing maintenance work being performed by NECR could add up to 45 minutes to the trip time between St. Albans, Vermont and Springfield, Massachusetts.

The usual Northeast Corridor timetable booklet (Form T-3) was issued on July 9, to reflect another increase in the number of weekday *Acela Express* runs, which were doubled between Washington and New York. There are now six trains in each direction. From Washington, trains depart at 5 and 7 AM (replacing *Metroliner* #102), 7:25 AM, 2 PM (replacing *Metroliner* #116), 3 PM, and 5:30 PM. From New York, departures for Washington are at 7:30, 10 and 11, AM (replacing *Metroliner* #111), 3:50 PM, 7:00 PM (replacing *Metroliner* #127) and 9 PM. A non-stop weekday train (#2180) began stopping at all *Acela Express* markets to extend this premium service in more cities. One more roundtrip was added between Boston and New York, to a total of five. Departures from Boston are at 6:12 and 7:12 AM, 3:12 PM, 5:12 PM, and 6:42 PM. From New York, *Acela Express* departures for Boston will be at 7:03 AM, 8:03 AM, 10:03 AM, 5 PM, and 6 PM. On weekends, Amtrak added one roundtrip between Boston and New York each Saturday and Sunday, bringing the number of *Acela Express* trains to three in each direction.

When all 20 high-speed trainsets are in service, there are to be 19 *Acela Express* roundtrips between New York and Washington and 10 round trips between New York and Boston each weekday.

Amtrak won a favorable decision at the end of June, when the Surface Transportation Board ruled that passenger trains may operate at speeds up to 79 mph on selected portion of Guilford Rail's line between Boston and Portland. The recommendation counters Guilford's long-standing position that trains should operate at maximum speed of 59 mph. Guilford will abide by this ruling, so service should start later this year.

Member George Chiasson reported that the final pieces of welded rail for this service were installed during late April on the MBTA's "Wildcat" Branch. This is a single-track connection from the ex-B&M New Hamp-

(Continued on page 10)

Commuter Notes*(Continued from page 9)*

shire Main at Wilmington to the Western Route at North Wilmington. Ground was also broken for the route's new passenger station in Exeter, New Hampshire, adjacent to the surviving Boston & Maine depot. The first crew qualification train, consisting of Amtrak P-40BH 827 and "Cabbage" unit 90214 running light, reached Portland on June 16.

Museums

For those who like baseball and transit, this year's edition of "Autumn in New York" at the Shore Line (Branford) Trolley Museum will explore the relationship between the two. We all know how the Brooklyn (Trolley) Dodgers got their name. This event has been scheduled for September 29/30.

The National Capital Trolley Museum in Wheaton, Maryland has received one of the PCC cars that operated in The Hague, Netherlands. 1329 was part of the 1301-1333 group, built by La Brugeoise in 1971. The caption under the photo (newspaper unknown) says that shipping charges were \$15,000, while the original cost of the car was \$13,500. Thanks to member Joe Gagne for the report.

Other Transit Systems*Albany, New York*

The Capital District Transportation Authority canceled plans for initiating a commuter rail service between Albany and Saratoga Springs. This action was taken because only \$5.3 million of the estimated \$33.8 million cost for necessary track work had been appropriated. A new opening date was set for the Albany-Rensselaer station, that being next June. After that, when funding is approved, new tracks will be installed so rail freight can bypass the station. Thanks to member Bob Kingman for the reports.

Boston, Massachusetts

Boston's "Big Dig" aka a Central Artery Project is in the news again. Member Todd Glickman sent an article from *The Boston Globe*, reporting that the State of Massachusetts wants a \$7 million reimbursement from the MBTA. These funds were used for excavations made in the early-1990s to determine whether or not it was feasible to build the one-mile connection between North and South Stations. The article went on to mention that (unfortunately) it was unlikely that the connection would ever be built, and the cost of the project could ultimately reach \$5 billion. As of July 12, 13 of the 100 Type 8 trolleys are accepted and in service on the B/Boston College line.

Could it be that Boston's summer is shorter than anyone else's? Todd sent copies of the summer subway and light rail lines schedules, which will only be in effect from June 23-August 31. Autumn generally begins around September 21.

Philadelphia, Pennsylvania

In celebration of the Ben Franklin Bridge's 75th anniversary, special ceremonies were held on July 1. No fares were charged to ride PATCO or to park in its lots from 3 AM to 1 PM, and the City Hall station, which is normally closed on Sundays, was open from 5 AM to 8 PM. The bridge was closed to vehicular traffic for most of the morning to enable who wished to walk on the bridge, to do so. A "motorized" shuttle was available for those who did not want to walk to mid-span for the ceremonies. Coffee and pastries were also provided. In addition, a special train composed of Bridge cars 1008 and 1013, were hauled by Locomotive 404, since the cars have been out of service for over 13 years. They had been cosmetically restored to near their as-built June, 1936, appearance in a blue/gray scheme, with the silver lettering "Delaware River Joint Commission." Philadelphia's J.G. Brill Company constructed these cars.

Construction is underway to build an intermodal terminal, to be known as the Frankford Transportation Center, to replace the 75-year old Bridge-Pratt station. The station will include a climate-controlled waiting area, electronic schedule information, a sales office, retail shops, a customer information booth, and all of the usual amenities such as elevators, escalators, and ADA accessibility. 1,500 feet of the existing rail structure will be demolished and replaced by a new one. Thirty-six bus loading docks and the trackless system will all be new construction and there will be a covered interchange to the new terminal, completion of which is set for mid-2003, with an 1,100-space parking garage, entering service in 2004.

SEPTA held two public meetings in June to discuss its Fiscal Year 2002 Annual Service Plan. On the rail side, it is proposed that when the new Kimmel Center for the Performing Arts opens in December, additional Regional Rail service be operated from Center City. Weekdays, this would add later service in the form of one trip each to Warminster and Marcus Hook (R-2), and extend one R-5 train from Lansdale to Doylestown. Saturdays, the 10:45 PM R-5 to Thorndale would depart Suburban Station at 11 PM, and later trips would be added to R-7/Chestnut Hill West and R-8/Fox Chase. Also under consideration is an increase in Sunday service frequency from every two hours to hourly on the R-7/Chestnut Hill East and R-8/Fox Chase Lines. Thanks to member David W. Safford for the articles from *Metro*.

The remains of Tropical Storm Allison, which began her life in the Gulf of Mexico, worked her way north and struck the northeastern United States over the weekend of June 16-17. (Meteorologist Todd Glickman says that once the winds go below 40 mph, it loses its official name, no matter how much rain is left.) Members Lee Winson and David W. Safford sent reports about the very heavy rains that hit Montgomery County, Pennsylvania (suburban Philadelphia) and washed away part of

(Continued on page 11)

Commuter Notes*(Continued from page 10)*

the SEPTA R-5/Lansdale-Doylestown Regional Rail Line. The washout occurred in the Fort Washington/Ambler area and the damage was serious. Passengers from the outer ends of the line rode trains to Ambler, where they were bused to the Jenkintown station to transfer to other lines. This was expected to last for about three months. Allison affected other sections of the railroad as well, but these were repaired more quickly. David also sent an article from *Metro*, which reported that following a five-year, \$8 million rehabilitation, the Chester station (R-2) was re-dedicated during ceremonies that were held during the second week of June. The Classical Revival architectural style building was constructed in 1903.

Start getting your Market Street El photos/videos now, as SEPTA will shortly begin rebuilding the western end of this line. Under the plan, the present structure will be replaced by one having a single support column. Six stations will be rebuilt, and two new equipment buildings will also be added under this project, which is budgeted at \$420 million. David wrote that renovation of the eastern (Frankford) end of the line was recently completed in kind, which he suspects is due to the relative newness of that line. The Market Street end, however, was elevated over its entire length, and terminated at the waterfront near the Camden Ferries, actually turning south from Market Street. Later it was extended north to Bridge-Pratt, and the waterfront stub was abandoned (May 8, 1939). On November 6, 1955, the original Market Street portion was placed underground as far west as 46th Street, but the elevated tracks west of there are the original construction.

New schedules for SEPTA City and Suburban Transit Victory District bus, trolley and subway/elevated routes were issued effective Sunday, June 17 and Monday, June 18.

When SEPTA's base fare went up to \$2 on July 1, it tied San Diego for the highest transit fare in the nation. Realistically, most riders purchase fare media, monthly/weekly passes, or tokens, and those fares are discounted.

From *Cinders*, in May, SEPTA received a second former Long Island Rail Road "power-pack." 622 (F-7) was destined for Hydro Power in Bridgeton, New Jersey, after it left New York. It will join 615 in "gel train" service this fall. Three wrecked Silverliner IVs, 130, 296, and 403, have been sent to the Delaware Car Company for repair. We previously reported that Silverliner I 269 had P E N N S Y L V A N I A lettering above its windows. This was done several years ago as a tribute to the original owner. As of June, the car still retains that lettering. The Baldwin station, which was located between Crum Lynne and Eddystone, will be returned to service in 2003. Its location was the site of the long gone Baldwin

Locomotive Works. SEPTA trains served that station (but only for BLW employees) until sometime in the 1980s. SEPTA is preparing to receive bids to rebuild 18 (plus an option for 8) PCCs, currently stored at Luzerne Depot, for the 15/Girard Avenue Line.

Washington, D.C. area

Member Steve Erlitz reported on the service that the Washington, D.C. area and Baltimore rail systems operated on our 225th Independence Day. Metrorail's is similar to last year's, with the exception of the recent extension of the Green Line to Branch Avenue.

- Red Line - Silver Spring short-turns after 11 AM
- Green Line - Short-turns at U Street from Branch Avenue after 3 PM
- Yellow Line to Roslyn upper level (Replacing the Blue Line)
- Blue Line - to Mt. Vernon Square (replacing the Yellow Line)
- Orange Line - Double service from Vienna alternating between Addison Road and New Carrollton

Baltimore's Metro (normally closed on Sundays and holidays) operated from 5-11 PM; in the past it ran from 3-11 PM. The Light Rail (normally 11 AM-7 PM on Sundays and holidays) operated from 11 AM-11 PM as usual for July 4.

MARC had its one Penn Line special departing for D. C. from Baltimore at 4:30 PM, returning at 10:50 PM. No commutation tickets were honored, but one child under 15 could ride free on each adult ticket. VRE ran its two trains on each line again to D.C. It honored all regular tickets.

Steve was also kind enough to send copies of the April 29 and July 9 MARC timetables; the latter had several adjustments to the timings of several Penn Line trains. The latest edition of the *MARC Train Service Guide* has a note that service to Frederick will begin this December.

In connection with the aforementioned, an influential group of neighbors and politicians, calling themselves the Frederick Area Committee for Transportation, wants the state of Maryland to look into building a light rail line that would connect downtown Frederick with Urbana, Hyattstown, Clarksburg, Germantown, and the Shady Grove Metro station. This 22-mile Montgomery-Frederick line that would run just east of I-270 could cost as much as \$800 million. Thanks to member Phil Hom for the report.

For the first time since 1995, VRE will operate a round-trip on the Manassas Line to Camden Yards, for the August 11 game between the Baltimore Orioles and the Boston Red Sox. In order for the trip to operate, at least 500 tickets at \$40 each had to be sold, and they were. The price covers the cost of a seat in the upper reserve section and transportation to and from the ballpark. Return trains depart 30 minutes following the end

(Continued on page 12)

Commuter Notes*(Continued from page 11)*

of the game. In early July VRE was waiting for CSX approval to operate another baseball train excursion on September 15, this time for Fredericksburg Line riders.

The former Metra gallery cars have been assigned to Manassas trains #330, 327, 338, and 337.

South Florida

One of the stories that I heard on the evening news occurred during a brief trip to Florida. On two days, June 18 and 19, an Amtrak train led by a Florida East Coast locomotive made a trip from Jacksonville to Miami using FEC trackage. Amtrak intends to add service to Florida as soon as next summer; however, the proposed routing calls for the trains to use FEC tracks only to West Palm Beach before rejoining the current routing, which utilizes CSX tracks. At this time there is no track connection in West Palm Beach between the two railroads. An estimated \$45 million must be found for tracks, sidings, and signals before service can begin, and stations and platforms must also be constructed at St. Augustine, Daytona Beach, Titusville, Cocoa Beach, Melbourne, Vero Beach, Fort Pierce, and Stuart. Those stations have not had passenger service in nearly 30 years.

Tri-Rail is hoping to receive the \$30 million that has been earmarked by the House of Representatives Appropriations Committee to continue the double-tracking project and to rebuild stations in Broward and Palm Beach Counties. These funds are part of a \$59.1 billion transportation bill that was approved by the committee during mid-June. Thanks to Joe Gagne for the report from the **South Florida Sun Sentinel**.

Member Daniel Marsala wrote that he had been in Miami at the end of May, and wanted to update some information that appeared in the January *Bulletin*. The extension to Palmetto is expected to open in November, 2002, and the correct name of the system is Metro-Dade Transit. At the Government Center station, he found a display of planned transit improvements, which include an extension from Earlington Heights to a multi-modal transit center at the Miami Airport. Another rail project is a light rail line between Miami and Miami Beach.

When proposed three years ago, the price tag for the Ybor City Street Car, now to be known as the TECO Line in Tampa, had been estimated at around \$23 million. Member Dennis Zaccardi sent an article from the St. Petersburg *Times* which reports that with the completion date now set for next April, the project may wind up costing as much as \$53.5 million. The escalation is being blamed on the higher costs of acquiring land, a fancier car barn, and track upgrades. One piece of good news is that Hillsborough Area Regional Transit officials have raised their estimates on the number of yearly riders from 260,000 to 500,000. City officials who ap-

proved the project had been planning on being responsible for just \$5 million of the cost and now must come up with \$12.7 million.

Chicago, Illinois

Member Karl Groh forwarded the following report about the proposed rebuilding of the Blue Line. "Apparently having learned their lesson when they closed the Green Line (Lake Street) elevated line for a two-year period and promptly lost 40% of their riders, the new plan will cost more, take longer, show some engineering imagination and will be much more cost effective in the long run. The plan calls for a four-year 'rebuilding' of the Cicero portion of the Blue Line. This is part of the original Metropolitan system, which predated electrification and is currently 105 years old! Unfortunately, it has not aged gracefully and contains long stretches where temporary shoring holds up the current structure. When the head of CTA brought U.S. Congressmen out to view the line in order to squeeze federal funds for rebuilding, most of the lawmakers declined to stand under the structure when trains went by. Point made. They got the money. The intention is to put three crossovers along the route to enable the line to run on single track during part of the rebuilding. At the same time, an entirely new elevated structure, tracks, stations, and all, is to be built "cheek-by-jowl" to the old line. The article was not clear if completed portions would be cut in when finished but that would seem too logical and could undercut the publicity when the "new" line is reopened so probably will not happen. Anyhow, no matter how bad the new service will be, even during the interim period, it will not be as bad as the current service featuring long stretches of 15 mph slow order running. Because of budget diddling, the reconstruction, which was supposed to start in Spring of 2001, 'should' start in the fall. It should be interesting."

On June 4, a new 93rd Street terminal for the South Chicago branch of the METRA Electric Line was dedicated, replacing the 91st Street station. This new \$8.5 million facility is located between 92nd and 93rd Streets near Baltimore Avenue. It includes a 510-foot platform with a full-length canopy, which includes the two gatehouses at each end. There is also a 26-space kiss-and-ride lane and a new 700-space fenced parking lot. The original wooden station has been in service since 1926, and with its 1,000 daily boardings, has the highest ridership of all eight South Chicago branch stations. METRA plans to modernize all of these stations, and last year replaced the South Shore station at a \$3 million cost. Three other rehabilitated stations were expected to be placed into service this summer. They are: Palatine on the Union Pacific Northwest Line, Chicago Street Elgin station on the Milwaukee West Line, and Brainerd on the Rock Island District.

The Great Lakes station (Metra/Union Pacific North Line) will be rebuilt at a cost of \$3.5 million. When Rear

(Continued on page 13)

Commuter Notes*(Continued from page 12)*

Admiral David Polatty, current commander of the Great Lakes Naval Training Station, arrived last August, he saw the need to replace the run-down 83-year-old commuter rail station. Working with state, local and rail officials, the money was secured for the upgrade of this station, located in North Chicago on Sheridan Road. Thanks to member Michael Greene for the report.

St. Louis, Missouri

As was done with Metrolink's opening in 1993, free rides were provided for the first weekend of service on the St. Clair County Extension to Belleville, Illinois. My sister-in-law sent a copy of the May, 2001 Metrolink schedule. To ride end-to-end (Lambert Airport-Main to College), requires 71 minutes. Not all trains run through to (Southwestern Illinois) College; there are various short turns between Lambert-Main or Union Station and Emerson Park. The map on the reverse side shows the proposed alignment of the 8.6-mile extension to Scott Air Force Base and the Mid America Airport, but no date is given for when this would occur.

Kansas City, Missouri

Voters will be going to the polls on August 8 to vote on a proposal that would institute a ½-cent sales tax for the next 25 years, with the funds going to construct a 23-mile light rail system from midtown and downtown across the Missouri River to Northland. There could possibly be a small extension to the airport. Trolleys last ran in Kansas City on June 23, 1957. According to the book **PCCs In North America** by Dr. Harold E. Cox, many of the cars were resold for further use: Philadelphia Transportation Company purchased 40, Toronto Transportation Commission bought 30, and the Sociedad Cooperativa de Transportes Electricos Tampico (Mexico) obtained 10. The controls, motors, and trucks from 79 cars were removed and sent to BN in Belgium to construct cars for the Brussels streetcar system, while 24 cars were scrapped. One car, 795, was put on display in Swope Park in Kansas City. I still had part of the ERA flyer from January, 1966, which had the price of this book - \$2.00! Thanks to member Karl Stricker for the report from **Passenger Transport**.

Minneapolis, Minnesota to Denver, Colorado

With the main reason being a trip to Mt. Rushmore, my wife and I departed from Newark Airport on June 23 for Minneapolis. During this 8-day adventure, we would visit 8 states, drive over 2,100 miles, and see many interesting sights. We stayed in Bloomington, which is near the airport and also home to the Mall of America, paying a visit to this, the largest such mall in America. It has three levels with more than 500 retail establishments. In its center is an amusement park. MOA also has a bus terminal with numerous lines that serve much of the Twin Cities area. We rode one of the local bus lines into downtown Minneapolis, and the driver pointed

out some of the construction areas where the Hiawatha LRT line will run. When the 11.6-mile long line opens in 2003, there will be 15 stations between downtown Minneapolis and both the Airport and MOA. On the return trip, we took an express, which costs fifty cents more but was well worth the time saved.

Minneapolis is home to the Como-Harriet vintage trolley line, which is operated by the Minnesota Transportation Museum. Two cars that I got to ride during my visit were 1300 (Twin Cities Shops, 1904) and 322 (St. Louis Car Company, 1946). 322 spent most of its life running in Newark as 3, first for Public Service Coordinated Transport, then for Transport of New Jersey. In 1978, it was sold to the Cleveland RTA for use on the Shaker Heights Rapid Transit Line. In 1991, upon delivery of the Breda cars, the car was purchased by MTM. The line is just short of a mile in length (actually 4,670 feet), but this was a part of the Como-Harriet Line, which operated until June 18, 1954, when all electric operations ended in the Twin Cities. During the months that the trolley runs, Metro Transit's #6 and #28 buses stop at the outer end of the line, which is approximately a half-hour ride from downtown.

We took the "scenic" route, going via North and South Dakota, Iowa, and Nebraska. (For the record, besides Minnesota, the other states were Wisconsin, Wyoming, and Colorado.) After visits to the Badlands, Mt. Rushmore, and several of our National Parks, the next "electric" operation that we encountered was in Ft. Collins, Colorado. We arrived there at about 10 AM, and only after finding the car house did we learn that their sole car, 21 (American Car Company Birney, 1921) operates between noon and 5 PM. With a full agenda of places to visit and the need to get to Colorado Springs that evening, we decided that we could not wait the two hours. I even considered inquiring about a charter and having my own fan trip so I could ride and take photos, but that thought faded when I found out that the mechanics would be working on the car until it went out at 12. So, we headed south, made our planned stops, and arrived in Denver later that afternoon. Arriving at the 30th/Downing terminus of Denver's LRT, we learned that the normal Saturday schedule from the timetable dated May 13, 2001, was not being operated, due to construction work associated with the 1.8-mile Central Platte Valley extension (West 7th/Colfax to Union Station). So, the normal 15-minute headway was more like 30 minutes due to two single-track operations. The northern end of the line is single-tracked from just south of the terminal to 24th Street, and the street running ends just north of the 10/Osage station. Apparently work had been completed for the day, and our train was used as the "test" train. Thereafter, the service was increased. Two-car articulated trainsets were being operated, and the Operator told me that RTD's yard can only hold the current 31-car fleet.

(Continued on page 14)

Commuter Notes*(Continued from page 13)*

In the surrounding Denver area, there are quite a number of tourist rail operations including the Cripple Creek & Victor Narrow Gauge Railroad, 1880 Train, Georgetown Loop Railroad, Leadville, Colorado & Southern Railroad, Pikes Peak Cog Railway, and the Royal Gorge Route, plus the Colorado Railroad Museum.

On our last day in Colorado, we were able to secure reservations on the first morning departure (8:00 AM) to Pike's Peak. Two types of diesel-powered cars are used. Single units 14-17 (80 seats) were built in 1964, while articulated units 18, 19, 24, and 25, (216 seats) were delivered between 1976 and 1989. All were built by the Swiss Locomotive and Machine Works of Winterthur, Switzerland. Going back to 1964, when additional equipment was needed, railway officials asked General Electric, which had built all of their older cars, if it were interested in the project, but GE was not so to Switzerland they went. This cog railway is similar in operation to the one at Mt. Washington, New Hampshire, except that steam engines are not used here. During the peak season, trains operate every 80 minutes, and there are several passing sidings en route to the summit that has an elevation of 14,100 feet. Both trips that we passed descending were composed of a single and an articulated unit. There are also a few service cars.

Before heading back to Denver, we stopped in Colorado Springs in search of the Pikes Peak Historical Street Railway Preservation Society's tourist operation. According to the *Trains* magazine's 2001 Guide to Recreational Railroading, it operates "trolley rides and have displays, year-round, while times vary." I even found that the organization was listed in one of the tourist guides for the area. When we finally found the yard, it appeared to be abandoned, and the cars looked rather shabby, even PCC 2129, which had been repainted into the organization's new color scheme. In short, the cars

did not look nearly as good as they did in Andrew Grahl's slide presentation at the June Division meeting. Also on the property were ex-SEPTA 2093, 2097, 2102, 2109 and 2722; LAMTA 3100; and TTC 4418.

Los Angeles, California

Member Bruce Russell sent copies of timetables dated April 30, 2001 for Metrolink's Antelope Valley, Orange County, San Bernardino & Riverside, and Ventura County Lines.

From the History Files

170 Years Ago: On August 9, 1831, the first trains were operated by the Mohawk & Hudson Railroad, which would in later years become part of the New York Central Railroad.

10 Years Ago: On August 19, 1991, the Mitsui bi-levels entered service on the Long Island Rail Road. They were withdrawn upon delivery of the Kawasakis, and have been stored, pending sale.

CORRECTION – June, 2001 Bulletin

Member Jeffrey Moreau wrote to inform me that not only did Nevada have one electric trolley system, but it also had an electric interurban. The Reno Traction Company operated local trolley lines in the city of the same name, and a suburban line to nearby Sparks, to a large shop complex owned by the Southern Pacific Railroad. The California Central Traction Company owned Reno Traction, and many of its city cars wound up in Reno. The interurban was known as the Moana-Reno Interurban and served a territory to the southwest of downtown Reno. Their cars entered Reno on trackage rights of the Reno Traction Company. Jeff mentioned that the May, 1944 issue of *Electric Railroads (No. 8)* contained an article about Nevada's trolleys, which was written by the late E.J. Quinby. To be published this fall is a new book entitled *The Traction Company – California's Last Interurban*, which Jeff has co-authored with David G. Stanley. There will be a sidebar on Reno Traction Company and its relationship to the C.C.T.

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

NEW SIR BALLPARK STATION OPENS**by Clifton Stapleton, Staten Island Railway Correspondent**

On Sunday, June 24, 2001, the Staten Island Railway opened its newest station, at the Staten Island Yankees' ballpark in St. George (see May, 2001 *Bulletin*). The opening of the new \$3.9 million station coincided with the opening day of the Staten Island Yankees' new waterfront ballpark, which was erected on the site of the former St. George freight yard. The inaugural train, which sported a Staten Island Yankees destination sign, carried some 350 Staten Islanders to the new Ballpark on the Bay. Shuttle trains from St. George carried an additional 450 passengers, including Mayor Rudolph

Giuliani, Senator Charles Schumer, and Staten Island Borough President Guy Molinari.

The Baseball Special provides service from Tottenville to the Ballpark station before and after each of the 38 Staten Island Yankees home games, serving all SIR stations except St. George.

Opening Day saw the Staten Island Yankees triumph over the Hudson Valley Renegades 3-1. Following a fireworks display, the Baseball Special left for Tottenville with a full load of happy fans.

Car Assignments and Deviations Therefrom

(Continued from page 20)

Member George Chiasson has submitted the following additions/corrections to information provided in the May and July, 2001 issues about subway car transfers related to the placement in service of R-142 and R-142A trains:

December 29, 2000	R-36s 9548-9557 from line #6 to line #7
January 5, 2001	R-36s 9536-9539 and 9542-9547 from line #6 to line #7
March 1, 2001	R-62As 1886-1890 from line #6 to line #3
April 17, 2001	R-62As 1881-1885 and 1891-1895 from line #6 to line #3
May 3, 2001	R-62As 1656-1660 from line #6 to lines #1/#9
May 14, 2001	R-36s 9760-9769 from line #7 to line #5
May 17, 2001	R-62As 1651-1655 from line #6 to lines #1/#9
May 18, 2001	R-36s 9526-9535 from line #6 to line #7
On or about June 25, 2001	R-33s 8856-8915 (except the retired 8884-8885) from line #2 to line #5
July 11, 2001	R-36s 9760-9769 from line #5 to line #7

George also provided the following information as to scrapped cars (these are dates the cars were observed at 207th Street Shop):

April, 2000	R-36s 9540-9541 from line #6
April 9, 2001	R-36s 9486-9487 from line #6
May 13, 2001	R-33s 9056 (to Smithsonian)-9057 from line #2
May 23, 2001	R-26s 7834-7837 from line #5; R-28s 7902-7903, 7942-7943 from line #5; R-29s 8712-13, 8800-8801 from line #5 and 8600-8601, 8626-8627, 8636-8637, 8654-8655, 8674-8675 from line #6; R-36s 9492-9493, 9508-9509 from line #6
June 13, 2001	R-36s 9544-9545 from line #7
June 18, 2001	R-28s 7870-7871 from line #5
June 20, 2001	R-26s 7788-7789 from line #5

George later gave us the numbers of additional cars that were out of service as of July 16:

R-26s 7778-7779, 7796-7797, 7844-7845, 7850-7851 from line #5
 R-28s 7874-7875, 7890-7891, 7908-7909, 7950-7951 from line #5
 R-29s 8706-8707, 8742-8743 from line #5 and 8574-8575, 8614-8615, 8634-8635, 8638-8639, 8658-8659 from line #6
 R-33s 8958-8959 from line #2
 R-33S: 9321 from line #7
 R-36s 9482-9485, 9488-9491, 9494-9503, 9510-9511, 9514-9515, 9518-9525 from line #6

Member Glenn Rowe has provided additional information on cars stripped and/or designated for scrap as of July 19:

R-26s 7750-7755, 7758-7759, 7814-7815 from line #5
 R-29s 8610-8611 from line #6
 R-33s 9018-9019 9124-9125 from line #2

George Chiasson has also been keeping track (so to speak) of the entry of R-142 and R-142A cars into passenger service. Here is the status of deliveries through July 16:

R-142s 6301-6350, 6411-6445, 6501-6505, and 6576-6610 in service on line #2; 6611-6635 delivered (6351-6410 and 6446-6500 have been delivered as well, but are believed to be awaiting/undergoing braking system modifications)
 R-142As 7211-7435 in service on line #6; 7436-7460 delivered

Dry Dock, East Broadway & Battery Rail Road Co.

(Continued from page 2)

transfers with the Third & Amsterdam Avenue street cars.

A judgment of foreclosure and sale was issued on August 15, 1932, and Dry Dock was sold at foreclosure on September 20, 1932. The real property was bought by representatives of the bondholders' committee for

\$22,000. The franchise, rolling stock, and other rights were sold to Richard B. Wilson for \$81,000 and were assigned to Dry Dock & Corlears Park Properties, Incorporated on October 13, 1932. Real estate was assigned to Knickerbocker Utilities Corporation on October 28, 1932.

The abandonment of the Dry Dock lines helped keep Third Avenue solvent during the Depression.

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

"WOW," where do I begin? So much will be happening in the near future. Let's start off with the IRT, where we have the realignment of Track #4 at 72nd Street, a concrete pour at Nevins Street, the Atlantic Avenue station rehabilitation that will soon be rearing its (hopefully not ugly) head on the Brighton part of the complex, the continuation of the Flushing Line signals project, and the demolition of the old Jerome Yard Tower.

On the IND, besides the 63rd Street Connector nearing completion, Verizon is installing wires in the Cranberry Street Tubes. I'm not sure if they are regular phone lines or fiber optic, or possibly an antenna for cell usage. There are also major switch renewals north and south of Queens Plaza that have everything straight-railed, meaning that southbound express trains at Queens Plaza are committed to the 53rd Street Tube and trains on the local track are committed to either the Crosstown Line or to the 60th Street Tube.

Now the big ones: By the time you read this, there should be a brand new, never-before-seen diamond crossover north of Broadway Junction on the Canarsie Line. This will allow us to split the L at Broadway Junction and not have to use shuttle buses as much. The Atlantic Avenue reconfiguration gets into full swing with

the permanent outage of Track P2 and the last sections of Tracks PK1, PK2, and PK3 from the old Fulton Street "L." A temporary Track P2 will be built and tied into Track Q2 at the south end of Broadway Junction. This will put Track J2A from Atlantic Avenue to the Jamaica Line out for at least a year. Also starting will be a major track panel job and switch renewal on the Jamaica Line between Alabama Avenue and Cypress Hills. This will cause a split J and bus between Eastern Parkway and Cypress Hills. This job is a massive undertaking by Maintenance of Way, which is putting every day worker on the panel and switch job. They are replacing 161 panels, which would normally take 16 weekends to do, in 5 weekends. Also included are the switches at Alabama Avenue. They are also doing 29 panels north of Queensborough Plaza. We also have fire lines in the Montague Street and 60th Street Tubes. With all of that we have the R-143s being tested all over Subdivision "B."

How do we do it? Sometimes it amazes me. But we try as hard as we can to get as much work done with as little inconvenience as possible to the passengers. Oh, well, I think I better get onto the meat of the article or I will need a supplement for the **Bulletin**...

DATE(S)	TIME	LINE (S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
8/11 to 8/13	Wkend	#4/#5/S/ Bus	Tracks J1/JM S/O 149 th Street-Grand Concourse to N/O 138 th Street-Grand Concourse	#4 south – Utica Avenue/New Lots Avenue to 125 th Street #4 north – Woodlawn to 149 th Street-Grand Concourse #5 – runs all wkend Bowling Green to Dyre Avenue Bus – Third Avenue-138 th Street to 149 th Street-Grand Concourse	Concrete pour for switch #271A&B
8/11 to 8/18	Wed. nights	#7/#7 sh.	Track C1 S/E Hunters Point Avenue to N/O Times Square	#7 – single track via Track C2 Hunters Point Avenue to Times Square 7 sh. – Main Street to Queensborough Plaza	Emergency oil removal from pump room
8/6 to 9/28	Daily	#4	Track J1 S/E Mosholu Parkway to N/O Bedford Park Boulevard	S/B via Track M S/O Woodlawn to N/O Kingsbridge Road	Demolition of existing signal tower at Jerome Yard
8/7 to 12/2	7 nights a week	#6	Track P3 N/O Third Avenue-138 th Street to S/O Hunts Point Avenue	S/B via Track M Hunts Point Avenue to Third Avenue-138 th Street	Type II-II chip-out
8/18 to 8/20	Wkend	#1/#2 Local	Track B4 S/O 72 nd Street to S/E 96 th Street	N/B express via Track #3 from 72 nd Street to 96 th Street	Re-align Track #4 at 72 nd Street
8/18 to 8/20	Wkend	#2/#3/#4	Track E-3 S/E Nevins Street to N/O Nevins Street	#4 north – Woodlawn to Borough Hall #4 south – Utica Avenue/New Lots Avenue to Chambers Street, relay to 14 th Street #2/#3 run local both directions 34 th Street to Chambers Street	Concrete pour
8/14 to 8/17	Nights	#2	Track F3 S/O 110 th Street to N/O 110 th Street	N/B single track via Track F2 110 th Street to 142 nd Street Junction	Install electrical conduits and wires for new communication room
8/13 to 8/17	Nights	#4	Track L-2 N/E 86 th Street to N/O Grand Central	S/B local via Track #1 125 th Street to Grand Central	Connect cable and clean up
8/13 to 8/17	Daily	#7	Track C2 S/O 90 th Street to S/O Willets Point	N/B via Track M N/O Woodside to S/O Main Street	Install signal equipment

(Continued on page 17)

NEW YORK DIVISION BULLETIN - AUGUST, 2001

Track Construction Forecast for August, 2001

(Continued from page 16)

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
7/23 to 9/30	7 nights per week	D	Track C1 N/O 167 th Street to S/O 161 st Street	S/B via C3/4 N/O 167 th Street to S/O 145 th Street	Type II-II chip-out
7/27 to 8/27	24/7	E/F/G/R	Switches #29, #30, #31, and #32 N/O Queens Plaza	All moves straight-railed	Switch renewal
7/30 to 8/24	7 nights per week	A	Tracks A2 & A6V S/O 135 th Street to N/E 145 th Street	N/B express via Track A4 N/O 125 th Street to N/O 145 th Street	Switch #533 renewal
8/3 to 9/4	24/7	E/F/G/R	Switches #19, #20, #21, and #22 S/O Queens Plaza	All moves straight-railed	Switch renewal
8/6 to 8/18	Nights	A	Track A4 N/O 23 rd Street to S/O 59 th Street	No effect on service	Platform edge reconstruction and sound wall construction at 42 nd Street
8/6 to 8/17	Nights	G	Track E1 N/E 21 st Street-Van Alst to N/O Nassau Avenue	Single track via Track E2 N/O 21 st Street-Van Alst to N/O Nassau Avenue	Install fire lines
8/14 to 8/17	Nights	A	Track A3 S/O Canal Street to N/O Jay Street	S/B via Sixth Avenue Line S/O W. 4 th Street to N/O Jay Street	Verizon to install telephone cable
8/13 to 8/17	Nights	F	Track B2 S/O Delancey Street to N/E Second Avenue	N/B via Track Eighth Avenue Line N/O Jay Street to S/O W. 4 th Street	Lead abatement on platform ceiling paint
8/17 to 8/20	Wkend	D	Tracks B3 & B4 S/O 59 th Street to N/O 34 th Street-Sixth Avenue	D – 205 th Street to World Trade Center in both directions	Remove and replace platform edges at 42 nd Street-Sixth Avenue
8/6 to 12/31	24/7	L	Tracks PK1/PK2/PK3 at Atlantic Avenue	No effect on service	Install new turnout and construct temporary Track P2 (PK tracks out of service permanently)
8/3 to 9/4	24/7	L	Track DOY4 N/O Atlantic Avenue, Switch #533A to Switch #911	No effect on service	Switch blocked and clamped for P2 to P2/Q2 moves
8/6 to 8/31	Daily	L/L sh.	Track P2 S/O Atlantic Avenue to N/O Atlantic Avenue	L – Eighth Avenue to Track Q2 at Broadway Junction L sh. – Rockaway Parkway to Track Q1 at Broadway Junction	Construct temporary Track P2
8/27 to 12/31	24/7	L	Track JJ2A, Switch #481 to N/O Atlantic Avenue	No effect on service	Track J2A out of service until Atlantic Avenue reconfiguration is complete
8/11 to 8/19	Wkend	N/N sh./ Q	Track G2 N/E Queensborough Plaza to S/O 39 th Avenue	N – Stillwell to 57 th Street-Seventh Avenue N sh. – Ditmars Boulevard to Queensborough Plaza Q – Cut back to Times Square	29 Type III panels
8/11 to 9/16	Wkend	J/J sh./ Bus	Tracks J1 & J2 S/O Alabama Avenue to N/O Crescent Street	J – Chambers Street to Eastern Parkway J sh. – Jamaica Center. to Cypress Hills Bus – Eastern Parkway to Cypress Hills	161 Type III panels and switch renewal (Suspended 9/1 & 9/2 for Atlantic Avenue temporary Track P2 tie-in)
8/13 to 9/30	Daily 7 Days/wk.	N	Track E-4 N/O Kings Highway to N/O Eighth Avenue	No effect on service	R-143 brake testing
8/13 to 12/14	Nights	L/L sh./ Bus	Tracks Q1 & Q2 N/O Graham Avenue to N/O Myrtle Avenue	L – Eighth Avenue to Lorimer Street L sh. – Rockaway/Parkway to Myrtle Avenue Bus – Myrtle Avenue to Lorimer Street	Type II to II chip-out at Jefferson Avenue
8/31 to 9/4	Wkend	L/L sh./ Bus	Track P2 S/O Atlantic Avenue to S/E Broadway Junction	L – Eighth Avenue to Broadway Junction Bus – Rockaway Parkway to Eastern Parkway L sh. – Rockaway Parkway to Broadway Junction (Shuttle only runs Monday due to unavailability of buses)	Tie-in of temporary Track P2

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

Southerly Manhattan Bridge Tracks in Service Again

The southerly pair of Manhattan Bridge tracks, which were out of service since December 27, 1990 because of bridge rehabilitation, were back in service on July 22, 2001. The northerly pair of tracks will be out of service from July 22, 2001 until 2004. Route familiarization trains, whose consists were each four-car R-68s, began

operating 24 hours a day at 9:30 AM on June 25, 2001. Trains ran from 42nd Street via Broadway local or express tracks in Manhattan and then via bridge to Pacific Street. Northbound trains went through DeKalb Avenue on the bypass track. Southbound trains went through DeKalb Avenue on the bypass track or on the local track.

The following schedules went into effect on July 22:

NEW ROUTE LETTER	FORMER ROUTE LETTER	FROM	TO
B	B	Bedford Park Boulevard—rush hours 145 th Street—midday and evening	34 th Street-Sixth Avenue
D	D	205 th Street	34 th Street-Sixth Avenue
Q**	Q*	57 th Street-Seventh Avenue	Brighton Beach
Q*	D	57 th Street-Seventh Avenue	Coney Island
S	Q*	21 st Street-Queensbridge	Broadway-Lafayette Street
S	D	Broadway-Lafayette Street	Grand Street
W	B	Ditmars Boulevard—rush, midday, and early evening (A) 57 th Street-Seventh Avenue—late evening Pacific Street—weekends 36 th Street—midnights	Coney Island

(A) express between Astoria Boulevard and Queensborough Plaza southbound in morning, northbound in afternoon and early evening

* Q in circle ** Q in diamond

We will publish details as soon as the schedules are available.

Employees' Summer Uniforms

Conductors and Train Operators must wear the regulation summer uniform between June 1 and September 30, 2001. Wearing a hat is optional for Conductors in road service or platform duty. They must not wear baseball-type cap. Train Operators may wear the MTA baseball cap with the visor facing forward. Crews may wear short-sleeve shirts, but only the top collar button may be opened. They are not required to wear a tie. If necessary, they may wear the uniform button-down V-neck sweater or the bi-swing jacket. Suspenders are not permitted if the jacket is removed. Sneakers and soft buttoned shoes are not allowed; crews must wear black or

dark brown shoes. Train Operators and Conductors must wear safety glasses.

Train Operators in Yards

Train Operators assigned to work in yards must obey the following rules:

They must visually inspect all cars before adding to or moving them and check all wheels of the train for obstructions such as wheel chocks. The master controller must not be advanced beyond the series position and the speed must not exceed ten miles per hour. If the tracks are slippery or the weather is bad, trains must move at restricted speed and with extreme caution. Trains must stop at least three car lengths, then 50 feet, and then 10 feet, from shop doors, bumping blocks, or

(Continued on page 4)

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
July 9, 2001	Q	R-32 (two trains)
July 10-11, 2001	Q	R-32 (one train each day)

(Continued on page 15)