

The Bulletin



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NYC TRANSIT'S REHABILITATION PROGRAM

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

STATION REHABILITATION: NYC Transit would like to rehabilitate the Jackson Avenue, Prospect Avenue, Simpson Street, Freeman Street, 174th Street, and E. Tremont Avenue stations on the White Plains Road Line, the Roosevelt Avenue station on the Queens Boulevard Line, and the Marcy Avenue station on the Jamaica Line. Work includes repairing structural deficiencies throughout each station, incorporating progressive accessibility requirements as mandated by the Americans with Disabilities Act (ADA), upgrading communications and the lighting system, and enhancing lighting and signage. New fully-equipped agent's booths will be installed, visual clutter will be eliminated, and artwork will be installed.

INSTALLATION OF ELEVATORS: These contracts provide for installation of elevators that will meet ADA standards at the following locations: W. 4th Street, Eighth Avenue Line (3 elevators); Euclid Avenue, Fulton Street Line (3), 179th Street, Queens Boulevard Line (3), and Marcy Avenue, Jamaica Line. Work includes a CCTV system that incorporates cameras in each elevator cab and on the mezzanine and platform levels, new elevator machine rooms with thermostatically-controlled exhaust fans, and smoke detection systems. Public toilets and platform edges will be rehabilitated for ADA accessibility.

UPGRADE STATION LIGHTING: NYC Transit expects to upgrade the lighting and eliminate incandescent lighting in mezzanines, control areas, and stairways at 20 stations on the

Nassau Street, Eastern Parkway, Nostrand Avenue, Fourth Avenue, and Brighton Lines. Work includes installing vandal-resistant fixtures on all stairways, passageways, and elevated platforms, and DC emergency lighting with vandal-proof lenses.

REPLACE PLATFORM GAP FILLER: This contract provides for the installation of a prototype gap filler at the Union Square station, Lexington Avenue Line. One gap filler at the north end of the southbound express platform will be overhauled and upgraded. If this is successful, the remaining eight gap fillers will be replaced under a future contract.

PURCHASE TRACK GEOMETRY CAR: NYC Transit expects to purchase a self-propelled track measuring car capable of taking measurements at all speeds on all tracks. The installation of a grade measuring device will provide NYC Transit with data to design and operate the new Communication-Based Train Control system and the CBTC-equipped trains. This car will be able to record the profile and horizontal alignment of both track rails, track gauge, and superelevation. It will also record platform and third rail height and gauge. Lasers will measure the cross section of the tunnel at average train speeds.

PURCHASE FOUR SNOW-THROWER CARS: This contract provides for the purchase of four snow-thrower cars to clear the tracks during snowstorms. These cars will be equipped with a rotary auger and an impeller blower to discharge snow to the sides or front of the right-of-way. (The equipment that is in service cannot solve the problem of snow buildup in the middle of the track). The cars will be self-propelled diesel-powered units

(Continued on page 16)

GRAND STREET LINE by Bernard Linder

Owners:

HORSE CARS AND STREET CARS

April 17, 1860	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

BUSES

September 4, 1932	Avenue B & East Broadway Transit Corporation
March 29, 1980	Manhattan & Bronx Surface Transit Operating Authority

Route:

HORSE CARS AND STREET CARS

Member Lawrence F. Hughes furnished copies of the 1866 franchises.

The original franchise, dated May 10, 1866, authorized the construction of a railroad "from the junction of East Broadway and Grand Street in and through Grand Street to Sullivan Street, in and through Sullivan Street to Canal Street, through and across Canal Street to Vestry Street, and in and through Vestry Street to the

North River." The May 1, 1866 franchise authorized the construction of "a double track from Greenwich Street in and through Desbrosses Street to the North River."

We do not know when the cars started operating. The oldest ***Bullinger's Monitor Guide***, dated 1869, informs us that horse cars operated from the Grand Street ferry to the Desbrosses Street ferry.

August 2 1905	Last day of horse car operation. Service discontinued until underground conduit was installed
November 6, 1905	Electrified from Broadway to Desbrosses Street ferry
November 19, 1905	Electrified from Grand Street ferry to Broadway
November 28, 1905	Additional branch from Desbrosses Street ferry to Bridge Plaza, Brooklyn
1918 (approximate date from <i>Eagle Almanac</i>)	Grand Street ferry service cut back to Broadway
December 20, 1931	Shuttles operated on Sunday between Desbrosses Street ferry and Broadway because of Holland Tunnel traffic
January 21, 1932	Discontinued Brooklyn service. Grand Street ferry service extended to Desbrosses Street ferry
September 3, 1932	Last day of street car operation

BUSES

September 4, 1932	M-8 buses started operating, probably over the same route as the street cars. We do not have a complete record of the route changes. When we checked this line in 1947, we found that non-rush hour buses were turned at Varick Street. Rush hour service was probably extended to West Street
December 18, 1948	Discontinued two-way operation on Grand Street west of Chrystie Street. Eastbound buses still ran on Grand Street, but westbound buses were rerouted via Chrystie Street, Broome Street, West Broadway, Watts Street, and Varick Street
1960 franchise	Non-rush hour buses operated from FDR Drive to Varick Street. Rush hour service was extended via Canal Street, Hudson Street, and Vestry Street to West Street. Eastbound buses operated via Watts Street (reverse direction—1973 franchise)
June 26, 1988	Last day buses operated

HORSE DRAWN STAGES

Member Lawrence F. Hughes sent us a copy of Chapter 883, Laws of New York, dated May 10, 1866. This act states that the Telegraph Stage Company was

running a line of stages to and from Grand Street ferry through Grand Street, Broadway, and certain other

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Grand Street Line

(Continued from page 2)

streets. Before building the Grand Street Line, Dry Dock was required to purchase the horses, stages, and other materials used by the Telegraph Stage Company and to notify the president of said company of its desire to do so within one month after the passage of this act. If the parties were unable to agree on the price, they could have asked the court to appoint three commissioners at the joint expense of both parties. They were allowed to set a price which was binding on both parties. If the stage company refused to sell, Dry Dock was allowed to build and operate its horse car line. But if Dry Dock bought the stages, it was required to discontinue service as soon as the horse cars started running.

Unfortunately, we were unable to find out the disposition of this case.

TRANSFERS

Checking the transfers, we find that this line was designated as line #8. This number was never displayed on the street cars.

ONE-MAN CARS

One-man cars started operating at different times. Passengers entered and left the car through the front door. We have different dates from two sources:

SOURCE #1		SOURCE #2	
May 17, 1925	Nights and all Brooklyn cars	July 13, 1925	After 7 PM weekdays
June 23, 1925	Late runs	December 21, 1925	All weekday
December 13, 1925	Sunday	January 18, 1926	Brooklyn service
January 10, 1926	All runs		

701-850-SERIES CARS

The 701-850-series cars built by Brill in 1908 were assigned to the Dry Dock and other Manhattan lines. After the Contract 3 subway lines started running, riding fell off and most cars were transferred to the Bronx and Westchester County.

The cars were originally built with a single sliding door in the front and a double folding door in the rear. Passengers entered into the car body through double sliding doors, 24 inches wide. When changing ends, the Conductor locked the sliding door and pushed the folding doors outward until they locked into a guide above.

Before the cars were converted to one-man, the sliding and folding doors were replaced by four-leaf folding doors. When one-man operation began, the rear door was sealed. Many years ago, Walter Ench informed us that the required safety features for one-man cars and the deadman control were never installed in the Dry Dock cars.

CAR ASSIGNMENT

Following is an incomplete car assignment:

July 1, 1910	721-781
January 1, 1911 and June 30, 1911	721-776
June 30, 1914	821-850
December 31, 1915-June 30, 1916	713-720, 771-800
December, 1919-June, 1923	771-800, 841-850
May and June, 1931 (observed)	785-817

After the street cars ceased operating, they were stored in the Amsterdam Avenue car house. They were subsequently towed to the Garden Avenue yard, Mt. Vernon, where they were scrapped.

On February 28, 1934, we observed 785, with poles installed and block route signs removed, on line #3, Broadway-Yonkers. We never saw this car again.

(Continued on page 4)

NEW IRT AND BMT SCHEDULES

Because of the destruction of the World Trade Center, there was no service on the IRT Broadway-Seventh Avenue Line between South Ferry and Chambers Street and the BMT Broadway Line between Canal Street and Whitehall Street. Effective September 17 on the BMT and September 19 on the IRT, several lines were dis-

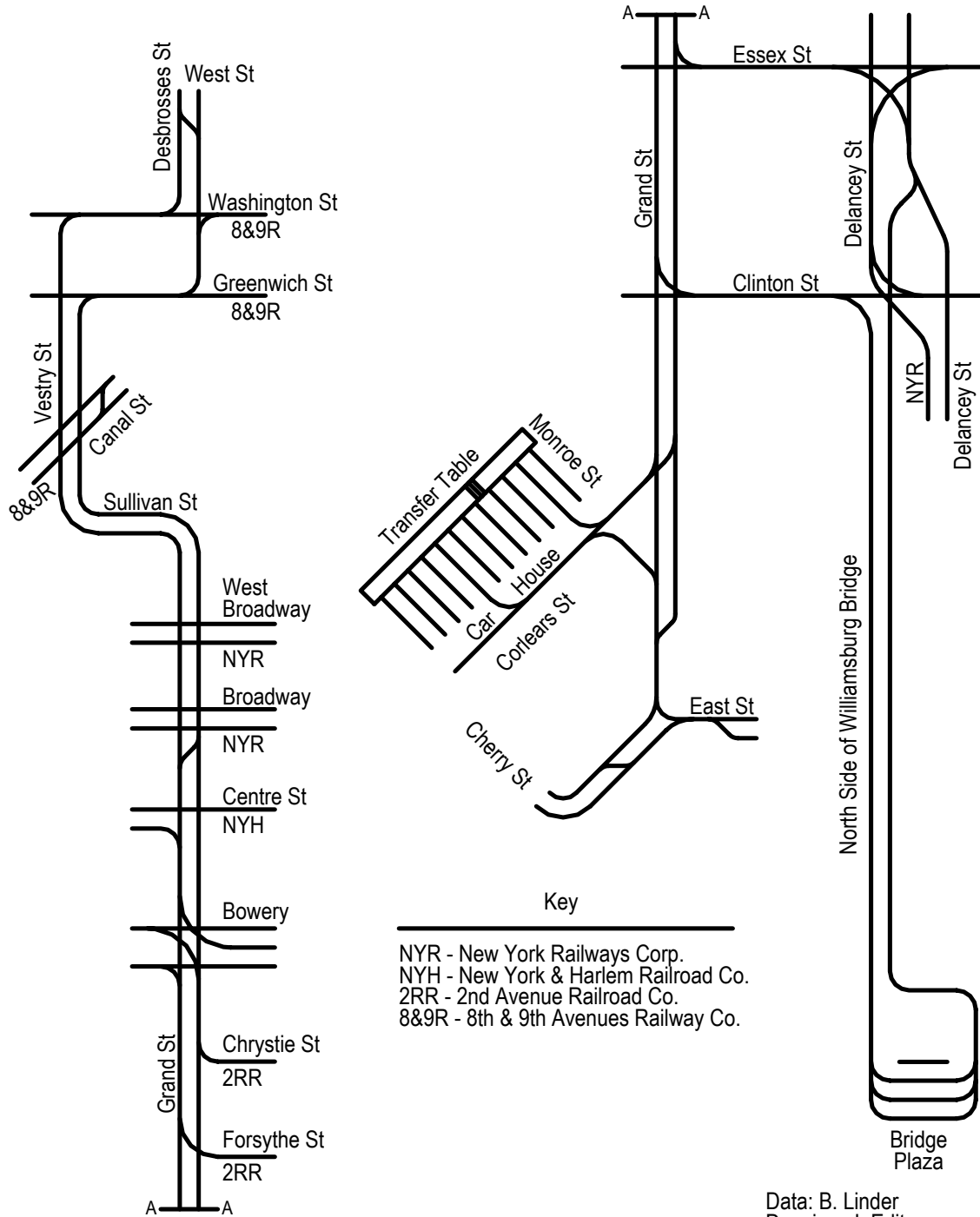
continued and rerouted because of this tragedy. Following is a summary of the BMT schedules in effect from September 17-October 28 and the IRT schedules that have been in effect since September 19:

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Grand Street Line

(Continued from page 3)

Grand Street
1931



TECH TALK by Jeffrey Erlitz

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

LINE	STATION	CON-TROL AREA	MVMs	OPENING DATE	LINE	STATION	CON-TROL AREA	MVMs	OPENING DATE	
Flushing	Queensboro Plaza	R509	2	1/16/01	Lexington Avenue	Bowling Green	R202X	1	2/13/01	
	74 th Street	R525	2	1/16/01		Wall Street	R203	3	2/13/01	
BMT Broadway	Times Square	A21	2	1/18/01			R203A	1	2/13/01	
	Rector Street	A54	2	1/18/01			R204	2	2/13/01	
		A55	1	1/18/01	Canarsie	Eighth Avenue	H1	2	2/15/01	
Broadway-Seventh Avenue	Chambers Street	R116	3	1/18/01	Eighth Avenue	86 th Street	N43	4	2/15/01	
	Times Square	R147	1	1/18/01		Lexington Avenue	Grand Central	R237B	2	2/15/01
	Times Square	R148	2	1/18/01			86 th Street	R249	1	2/15/01
	Times Square	R153	2	1/18/01		Brighton	Avenue J	B21	2	2/20/01
Lexington Avenue	Canal Street	R214S	1	1/18/01	Fourth Avenue	9 th Street	C12	1	2/20/01	
Fourth Avenue	Pacific Street	C9	2	1/23/01	Queens Boulevard	Seventh Avenue	N300	2	2/20/01	
Eighth Avenue	175 th Street	N10	3	1/23/01			N301	1	2/20/01	
Broadway-Seventh Avenue	Cortlandt Street	R109	1	1/23/01	Flushing	Fifth Avenue	R501	3	2/20/01	
Canarsie	First Avenue	H7	3	1/25/01	Broadway-Seventh Avenue	50 th Street	R154	2	2/22/01	
		H8	2	1/25/01		Lenox Avenue	110 th Street	R301	1	2/22/01
Fulton Street	Franklin Avenue	N113	1	1/25/01		116 th Street	R302	2	2/22/01	
Brighton	Newkirk Avenue	B19	2	1/30/01		125 th Street	R304	2	2/22/01	
	Avenue M	B22	1	1/30/01		135 th Street	R306	2	2/22/01	
Eighth Avenue	Broadway-Nassau	N95	3	1/30/01	New Lots Avenue	Sutter Avenue	R627	2	2/27/01	
Rockaway	Broad Channel	N183	1	1/30/01		Saratoga Avenue	R628	3	2/27/01	
IRT Broadway-Seventh Avenue	96 th Street	R168	2	1/30/01		Junius Street	R630	1	2/27/01	
		R169	3	1/30/01		Pennsylvania Avenue	R632	2	2/27/01	
Sea Beach	Fort Hamilton Parkway	D4	1	2/1/01		Van Siclen Avenue	R633	2	2/27/01	
	New Utrecht Avenue	D6	1	2/1/01	Brighton	Kings Highway	B23	1	3/1/01	
Canarsie	Sutter Avenue	H37	1	2/1/01			B24	2	3/1/01	
Eighth Avenue	96 th Street	N39	2	2/1/01			B24A	3	3/1/01	
Nassau Street	Bowery	A64	2	2/6/01	Eastern Parkway	Utica Avenue	R626	4	3/5/01	
BMT Broadway	Court Street	C1	2	2/6/01	Liberty Avenue	Rockaway Boulevard	N134	2	3/6/01	
Crosstown	Metropolitan Avenue	N409	2	2/6/01	Queens Boulevard	46 th Street	N316	1	3/6/01	
Lexington Avenue	Spring Street	R215	2	2/6/01	Broadway-Seventh Avenue	Canal Street	R119	1	3/6/01	
		R216	1	2/6/01				R120	1	3/6/01
IRT Broadway	207 th Street	R188	2	2/8/01		Houston Street	R123	1	3/6/01	
	215 th Street	R190	2	2/8/01	Brighton	Avenue U	B25	1	3/8/01	
	225 th Street	R192	2	2/8/01		Neck Road	B26	1	3/8/01	
	231 st Street	R194	2	2/8/01		Sheepshead Bay	B27	1	3/8/01	
	238 th Street	R196	1	2/8/01		Brighton Beach	B29	2	3/8/01	
	242 nd Street	R197	2	2/8/01						

**ON QUEENS BOULEVARD, V IS FOR VELOCITY
PLANNING & REHEARSING 63RD STREET CONNECTOR SERVICE**

by Joseph P. Chan

"New Routes, More Options, Less Crowding" - *MTA NYC Transit brochure announcing 63rd Street Connector Service Changes, November, 2001*

On Monday, December 17, 2001, New York City's newest subway route -- the V -- makes its debut. This new service is likely to capture media and public attention for its nomenclatural novelty (the orange-bulleted "V" has never been seen in the subway) but it is only one part of a much larger set of service changes going into effect in mid-December. These changes, which will affect over 500,000 riders daily, are designed to ease crowding and improve service reliability on the heavily used Queens Boulevard Express routes (E and F).

The recently completed 63rd Street Connector makes these improvements possible. This link joins the Queens Boulevard Line to the 63rd Street Tunnel and gives trains an additional route between Queens and Manhattan. Under the new service plan, an additional 9 trains per hour will enter Manhattan during the peak period, an increase of 20%. The Connector will also provide a much-needed alternative route for Queens Boulevard trains should significant service disruptions block the 53rd Street or 60th Street Tunnels.

(Railfans will know that the Connector actually opened for revenue service nearly a year ago, but has been used only for service diversions due to system reconstruction. The December, 2001 changes inaugurate regular weekday service via 63rd Street.)

The New Queens Boulevard Weekday Service Changes at a Glance

- E - (unchanged) Queens Boulevard Express, Jamaica Center to Canal St via 53rd Street Tunnel (limited number of rush hour trips to/from Jamaica-179th Street)
- F - Queens Boulevard Express, Jamaica-179th Street to Coney Island via 63rd Street Tunnel
- G - Crosstown Local, Court Square to Smith-9th Streets (extended to Forest Hills evenings, nights, and weekends)
- R - (unchanged) Queens Boulevard Local, Forest Hills to Bay Ridge via 60th Street Tunnel
- V - Queens Boulevard Local, Forest Hills to Second Avenue/Lower East Side via 53rd Street Tunnel (weekday service only)

In addition to the above changes, passengers will also benefit from new transfer options related to the change. Subway-to-subway *MetroCard* transfers will now be permitted between Lexington Avenue-63rd Street F and Lexington Avenue-59th Street 4 5 6 N R stations and between the Court Square G and 45th Road-Court House Square 7 stations. Passengers transferring between the G and the EV at the Court Square/23rd Street-Ely Avenue complex will also enjoy the conven-

ience of an "airport-style" moving walkway, the first ever installed in a New York City subway station.

A Brief History of the 63rd Street Tunnel

Queens grew rapidly following the completion of the Flushing Line and, later, the subway under Queens Boulevard. However, transit construction failed to keep up with population growth, and the borough's two major subway lines became increasingly crowded. Originally conceived as link a between the Second Avenue Subway and an entirely new line to southeastern Queens, the 63rd Street Tunnel was to have been an important part of the effort to improve and increase transit service in Queens. Construction began on the Second Avenue Subway and the 63rd Street Tunnel, but funding problems plagued both projects and in the end only the latter was completed. During New York's fiscal crisis in the 1970s, the plan for a new subway to southeastern Queens was shelved indefinitely. To make use of the 63rd Street Tunnel, which was becoming known as the "tunnel to nowhere," the decision was made to link it to the Queens Boulevard Line.

The Strategy Behind the Service Plan: Load Balancing

The Queens Boulevard Line is one of the most heavily traveled rapid transit corridors in the world and is second in New York City only to the Lexington Avenue Line in terms of crowding. But this doesn't tell the whole story -- as on the "Lex," the express services (EF) are much more crowded than the locals (GR) on Queens Boulevard. That passengers have a preference for the express trains isn't surprising -- they are the only choices for those living east of Forest Hills and are usually 5 minutes faster than the locals on a typical southbound run between Forest Hills and Queens Plaza.

You cannot blame riders for choosing the service that is more attractive to them. However, the uneven balance between express and local passengers on Queens Boulevard can have an effect on service reliability systemwide given the interdependence of most subway routes. A primary goal of the new service plan was to maximize the attractiveness of the locals (RV) to riders who would otherwise take the expresses. A study of likely travel patterns under a number of different service scenarios was conducted and, in the end, the analysis suggested a plan built on two Queens Boulevard/Sixth Avenue services -- a local via 53rd Street (V) and an express via 63rd Street (F).

Rehearsing the Service Plan

In another first for NYC Transit, an all-day "dress rehearsal" of the service plan was conducted on Satur-

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Commuter Notes

by Randy Glucksman

Thanksgiving

Metro-North and Amtrak published their usual timetables for the holiday. Amtrak planned to operate up to 40 extra trains, most of which will be Reserved.

Metropolitan Transportation Authority

With U.S. Attorney General John Ashcroft's announcement on October 30 that there was an increased risk of a terrorist attack, Governor George E. Pataki ordered that National Guard patrols on duty at Grand Central Terminal and Penn Station be armed. They carried sidearms, not M-16 rifles.

The MTA's new Internet address is www.mta.info.

MTA Metro-North Railroad (East)

Here is the follow-up to Metro-North's timetables, which went into effect on October 28. An extra panel, listing extra trains, has been added in all three timetables for Martin Luther King Day, January 21, 2002, when a Saturday schedule will be operated. Signal work on the Upper Harlem Line, Dover Plains to Wassaucott, was completed on November 18, and so there are two sections (highlighted in yellow) for the weekend service to New York: October 28-November 18 and November 24-April 6. Commuters from Mt. Vernon West will now save seven minutes with an express trip into Grand Central Terminal, as Train #622 now stops there.

There is more weekend service to the Dobbs Ferry, Hastings, and Marble Hill stations on the Hudson Line. Eight new Saturday midday trains, four in each direction, have been added on the Lower Harlem Line between North White Plains and Grand Central, thereby providing half-hourly service from 5:30 AM-7:30 PM. To benefit riders who remain in the city a little later, a new Saturday train, #9573, has been added. It departs from Grand Central at 11:06 PM, making all stops to North White Plains. New Haven Line riders also have extra Saturday express service. Train #6511 (7:49 AM New Haven) makes all stops to Fairfield, then Westport, and then runs non-stop to Grand Central. (No 125th Street stop.) Its counterpart, Train #6556, departs Grand Central at 7:34 PM, making a few additional stops enroute to New Haven. Half-hourly service is also being provided to outer stations between 4:07 and 8:07 PM on weekends.

During the third week of October, acceptance testing was completed on the final two New Haven Genesis locomotives, 230 and 231. Meanwhile, 229 failed its tests after it was involved in a cable fire. Repairs were made by Harmon Shop forces. All of the other Metro-North units in this order have been accepted. One Metro-North employee told me that the FL-9s are available to a museum, etc. at very reasonable prices. About two weeks after I wrote the aforementioned, I learned

that due to "teething" problems the new Genesis engines are having, all FL-9s have been classified "ready reserve/stored active." One Genesis unit had been assigned to the Dover Plains shuttle.

Metro-North's annual Open House was held on October 20, and the weather could not have been nicer – fall-like, but not cold. All of the usual displays of equipment could be seen, and there were giveaways. Inside the shop there was a line-up of the following engines: 223 (Genesis)–2042 (FL-9AC)–2012 (FL-9 in New York Central colors)–410 (FP-10). Now if only they had been outside... Recently delivered Genesis locomotives in New Haven colors (228-231) were there, too. This will probably be the last Open House at Croton-Harmon for a few years, as the shop complex will undergo a major rebuilding.

Due to the New Canaan shuttle train breaking down during the morning of November 2, the equipment from Trains #1710 and 1745 were run with the second Danbury mini-train. Equipment was FL-9 2012, in New York Central paint, and two red-banded Connecticut DOT Bombardiers. According to member Josh Weis, it was the first time that a New York Central-painted FL-9 had operated on the New Canaan Line.

The 2000-2004 Capital Program calls for the purchase of 180 M-7 EMUs, and, for West-of-Hudson service, 65 Comet V push/pull cars and 2 diesel locomotives. Plus, 242 M-2s will be remanufactured with the financial assistance of Connecticut DOT.

Something that I noticed during a recent visit to Grand Central is that a number of the open-top metal carts that commuters toss their newspapers into have been replaced by ones with a solid metal cover that has a small opening on the top. This makes it virtually impossible for other commuters to recycle these newspapers for their own use. No doubt the vendors in Grand Central are happy with this, as they get to sell more newspapers.

Connecticut Department of Transportation

What a deal! The beer distributing company that owns land at a site that has been proposed for the Orange Metro-North station is offering to finance the \$26.2 million cost of the project. This idea matches a similar proposal made by another company if the station is constructed in West Haven. Building a station there could cost \$35.6 million and take 3 years, while the Orange site would require 2 years. A decision was expected to be made on 12th of this month by the Transportation Committee of the South Central Regional Council of Governments. The full COG meets one week later. Thanks to member David A. Cohen for the sending the article from the *New Haven Register*.

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Commuter Notes*(Continued from page 7)***MTA Long Island Rail Road**

A special Belmont Park Breeders' Cup timetable was issued for October 24-28. One news report that I heard mentioned that this is only the fourth time that this prestigious thoroughbred racing event has been held at Belmont Park. Unlike the normal Belmont Park service, two trains each day, for this event (on Saturday, October 27) there were a dozen trains to the park, and 8 returning after the race. Trains carried numbers in the 9900 series.

This year's report card for the Long Island is out, and the results are a "C-plus." Parking (or the lack thereof) topped the list of complaints by 28% of the 1,100 respondents. However, on the Ronkonkoma Line 37% said that they used a station other than the one closest to their home because of this. Riders on the non-electrified branches particularly liked the new bi-level cars. The survey was conducted prior to September 11, so safety improvements in the East River Tunnels were not listed as a "top priority" requested by riders. That would probably have ranked higher after September 11.

NJ Transit

Ridership on NJ Transit trains into Penn Station has risen by 44% in the aftermath of the World Trade Center tragedy. This is attributed to the loss of PATH's line to the World Trade Center, and restrictions on single-occupant cars entering from the Lincoln and Holland Tunnels. However, on October 16 it was announced that these restrictions would be reduced by another hour, so the ban is in only effect between 6 and 10 AM. At the Holland Tunnel, at least for now, the restriction is in effect 24 hours a day, seven days a week.

The New York Times, New Jersey section (November 3), had a front page story with the headline, "When Getting There Isn't Half the Fun." In the report the overcrowding conditions on trains were cited, as was something that I wrote about years ago – savvy commuters line up on the lower level, in view of the departure monitors, so that they can make a mad dash to the train and get a seat. The reporter wrote: "Stragglers fill the aisles and wedge tightly into the vestibules. No one bothers to read signs urging passengers not to ride between cars. No one can see them anyway; riders are already crammed against the doors." Even before September 11 ridership had been increasing – there were 8,000 standees each day on trains, and another 14,000 aboard NJ Transit's buses. And with PATH's line to lower Manhattan out of commission for the foreseeable future, many of these former 38,000 PATH riders are using NJ Transit from Newark to gain access to midtown Manhattan. NJ Transit officials expected an increase in ridership over the next ten years, but what they got was this increase in one week!

New Alstom (single-level) rail cars are on the way

(they would add about 16,000 new seats), and so are the more powerful ALP-46s that can haul longer trains. No contract has been awarded yet for double-decker cars. One transportation expert who was interviewed stated that NJ Transit decided to add double-deck cars to its fleet in 1998, but now it does not have the funds. The transit agency is facing a \$1.5 billion deficit over the next five years, which is partly attributable to the fact that there has been no increase in fares in ten years. All this ridership may cause a delayed opening next year of Secaucus Transfer, because there just is no space on the trains now. It was estimated that 16,200 Bergen, Rockland, and Orange County commuters would switch from Hoboken-bound trains at Secaucus Transfer, and occupy seats that were vacated at Newark by PATH riders. That may not happen because those riders are staying on the trains. During October, I drove past Secaucus Transfer and saw that work had been started on the large dome that tops the station.

As promised in last month's column, here is information about the *Clockers*. At its September meeting, the Board of Directors voted to make three amendments to NJ Transit's Northeast Corridor agreement with Amtrak. First, the existing cross-honoring agreement has been changed so that NJ Transit "flash" tickets will be honored on the *Clockers*, which run between New York and Philadelphia. Amtrak will receive \$12.3 million per year to do this. Secondly, beginning in the spring of 2006, NJ Transit will be responsible for operating the *Clockers*. This date was selected as the time that NJ Transit would have sufficient equipment. Until then NJ Transit will spend \$2 million per year to upgrade rolling stock to be used for this service. Years ago, *Clockers* operated hourly, but at the present time, there are three northbound and four southbound weekday runs and one Sunday evening southbound trip. Finally, with the approval of both parties, Amtrak received a one-time \$10 million payment for one peak-hour slot into Penn Station.

Alstom Transportation, Inc. was awarded a \$175.34 million contract to build 33 locomotives. 28 of these units will replace GP-40s (built in 1968) including 4100-4112 (originally operated by CNJ) and very likely the 4130-4144 group, which were built between 1966-70 but acquired in 1978-79 after remanufacture by Morrison-Knudsen. All received an upgrade between 1987 and 1989. The remaining five will be used for service expansion. Two options, if exercised by September 30, 2003, could increase the contract by another 42 locomotives. These diesels will have additional power so that they will be capable of handling a 10-car train of single-level cars or eight (yet to be ordered) bi-levels, vs. seven singles or four bi-levels.

An 800-foot-long high-level center platform will be built at Montclair State University. This station is immediately west of the Great Notch Yard. In anticipation of in-

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Commuter Notes*(Continued from page 8)*

creased ridership and the need to store additional train-sets when Secaucus Transfer opens, a \$3.78 million contract was awarded to expand Suffern Yard. At the present time, 8 diesel locomotives and 46 cars can be stored. When work is completed, there will be capacity to store 8 diesel locomotives and 60 cars. New wayside power outlets and a compressed air system will permit the engines to be shut down at night during maintenance. Water hydrants will allow for cleaning of cars and new high mast lighting will enable work to go on overnight. Norfolk Southern will install one turnout on the north end of the yard that will allow access from that direction.

A full-color brochure was produced for the Newark *Airtrain* service. In it are listed what are termed "affordable" fares to the airport. Another brochure that was published describes the "mechanics" of riding to and from the airport, i.e., ticketing, parking, etc. On the reverse are color maps of NJ Transit's rail system, rail and ferry connections and *Airtrain* Newark.

In November, a weekend trip to Florida, for which we departed from Newark Airport, gave me an opportunity to experience this service. I arrived at EWR (as the NJ Transit tickets refer to NIA Station) on time. On the platform we were confronted by an out-of-service escalator. Those without luggage did not have to search for another escalator or elevator. The station is spacious, and it was a short walk to the fare control area. You must have one of the new tickets with a magnetic stripe, which is inserted into the turnstile with the stripe "up" (there are TVMs nearby.) Like the fare collection machines on PATH, the turnstile displays the words "Ticket Captured," so there will be no souvenirs. Arriving at the monorail, one of the two tracks in the station was out of service while mechanics made repairs to a train-set, so instead of a train every five minutes, it was more like ten. There is a very interesting arrangement to switch the trains from one track to the other - the switch rotates from a straight move to allow a crossover move.

I hate to keep harping on the fare structure, but when one analyzes the fare, those riding from New York are being charged an extra two dollars. The fare from Penn Station (New York) to Newark is \$2.50, plus \$1.65 (Newark to EWR) and \$5.00 (monorail). This totals up to \$9.15, and the cost of a ticket is \$11.15. Riding from Newark is \$6.65, plus the \$5 monorail fee, so by purchasing two separate tickets (you will have to change the originating station on the TVM from Penn Station (New York) to Newark) you can save \$2.00.

Hudson-Bergen LRT re-issued its April 21 timetable, with a Revised September, 2001 date. The reason was that the information concerning PATH has been deleted.

Port Authority Trans-Hudson Corporation

On September 26 PATH issued a notice that between

7 and 9:45 AM, passengers would not be allowed to enter the Christopher Street station due to a dramatic increase in passengers exiting that station. It was recommended that passengers utilize either the 9th or 14th Street stations.

Due to the events connected with the World Trade Center attack, the canopy was not installed at the 9th Street station during September. This work has been rescheduled for sometime after Thanksgiving.

With the line to the World Trade Center knocked out for the foreseeable future, there have been calls for a rebuilding and possible extension of the service to a point further east in Manhattan, although that is not one of the options that PATH officials are considering. This, according to an article which appeared in the *Star-Ledger*. An 18-month to 2-year timetable has been proposed for a project with costs that could reach \$1.7 billion. Included in that time span is a period of one year just for debris removal. Should it be determined that the station has sustained too much damage, there is consideration to a reopening of Hudson Terminal, closed in July, 1971 (with the opening of the World Trade Center station. Just this past July World Trade Center celebrated its 30th birthday. Please see article in the July, 2001 *Bulletin*). Instead of extending the line, there are plans for an underground network of corridors and motorized walkways that would provide easier access to the network of subways that surround the area of what was the World Trade Center. One 7-car train was left at the World Trade Center station, and three of those cars were crushed by falling debris.

CBS Correspondent Dan Rather, on the October 31 edition of *60 Minutes II*, descended six levels below the World Trade Center to get a first hand look at the destruction. New York City's Environmental Protection Commissioner, who is in charge of the debris removal, led the team. At one point, the camera was trained on one of the clocks that are mounted above the tracks - it was stopped at 10:05 AM, the time that the South Tower fell. The group walked down a staircase to track level that I had used numerous times over the years. There was a discussion about the fact that no one was killed in the PATH station. The train (see above) was shown, including a view of car 160.

Member Harold Geissenheimer reported that PA-1 622 has had an LED sign installed. When he saw the car, it was displaying Hoboken, in red.

When new schedules are issued on December 2, the following car service requirements will be used: Newark/33rd Street - 19; Hoboken-33rd Street - 8; and Journal Square/Hoboken - 5. Service is operating as follows:

- Weekdays except midnights—Newark/33rd Street, Hoboken/33rd Street, and Hoboken/Journal Square
- Midnights every day, weekends until about 9:30

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Commuter Notes*(Continued from page 9)*

AM, and evenings after about 6:30 PM — Newark/33rd Street via Hoboken

- Weekends about 9:30 AM to 6:30 PM — Newark/Hoboken, Journal Square/33rd Street

During rush hours, trains from Newark to 33rd Street and Hoboken operate on a five-minute headway, and Journal Square/Hoboken service operates every 10 minutes. Between 7:50 and 8:30 AM, trains depart Newark every 4 minutes, and there is a brief 8-minute headway from Journal Square to Hoboken. MIDDAYS, all services are on 10-minute headways. Under the pre-September 11 schedules, Hoboken/33rd Street needed just 6, but 15 were required for Newark/World Trade Center and 7 for Hoboken/World Trade Center. Translated another way: 39 trains before September 11, 32 now.

In last month's *Bulletin*, in connection with the new car cards with the strip maps, it was incorrectly reported that the late night service is Yellow/Blue; it is actually Red/Blue.

Amtrak

Amtrak's National Timetable (T-2) was issued with the return to Standard Time. It is a few pages lighter than the edition it replaced, due to the removal of the listings for the *Twilight Shoreliner*, *Vermont*, *Ethan Allen Express*, *Maple Leaf*, and *Adirondack*. Now, those trains only appear in the Northeast Timetable.

If you are already outraged by the fares that NJ Transit charges to ride to its new Newark International Airport station, then you had better sit down before reading this. Amtrak has set the following fares from Penn Station New York: \$23 weekdays and \$24 weekends. This makes NJ Transit's \$11.15 (NY) and \$6.65 (Newark) seem cheap.

The Urban Transit Club reported that the first of the rebuilt RTL-3 Turboliners were expected to go into service this month. They will be used in the New York/Albany corridor.

Finally, after years and years of planning and discussion, *DownEaster* service between Boston and Portland was scheduled to begin on December 15, with a ceremonial train one day earlier. Each train will be composed of three coaches, a café car, and a locomotive. At the other end will be an F-40 "cabbage" control car. It has been nearly 36 years since trains last made the 114-mile trip between Boston and Portland. Start-up was delayed for several reasons, including the speed limits. For now, trains will be limited to 60 mph, but it is hoped that in the near future trains will operate at 80 mph. A one-way ticket from Portland to Boston (North Station) costs \$21, and same-day, round-trip service will be \$35. Four trips have been scheduled in each direction. The service is being provided under the auspices

of The Northern New England Rail Passenger Authority. Thanks to member Glenn Rowe for the report.

When you are listening to WCBS-880 and hear a promotion for Amtrak's *Acela* service and you think that the voice is familiar — it is. It is member and meteorologist Todd Glickman.

Other Transit Systems**Boston, Massachusetts**

MBTA's "Preliminary 2002 Service Plan" is available for viewing on-line at: <http://www.mbta.com/schedmaps/serviceplan/2002PSP.pdf>. Warning: it is 65 pages (Adobe Acrobat is needed to see it), and Todd Glickman advises that most of the proposals deal with buses. I looked at it and found that there was some additional service for the Blue and Orange Lines, but a slight reduction of headways on the Green Line, where cars would operate every 5 minutes instead of 4.5 minutes during AM and PM peak hours. Public hearings were held around the Boston area during November.

Todd reported that during the last week of October, at long last, Track 1 at North Station has been returned to service. "So, we have all ten now, right! NOT! Track 10 is back out of service for more big dig construction. I would guess this would be finished before the December 14 inaugural of the Portland service."

MBTA published new commuter rail schedules with the return to Standard Time, October 28. On most lines, one panel shows an American flag with the wording "UNITED WE STAND." Thanks to Todd for sending copies.

Acting Governor Jane M. Swift reopened the Blue Line's Aquarium station at the end of October. The station can now accommodate six-car trains.

Philadelphia, Pennsylvania

New timetables went into effect on SEPTA's Regional Rail Lines as follows: September 2 — both halves of the R-8; September 30 — both R-7s; and October 1 — R-2/Wilmington. In addition, Broad Street and all Subway-Surface Lines got new timetables on September 2 and Market-Frankford got them on September 3.

One hundred parking spaces have been added to the Spring Mill station (R-6/Norristown) thanks to a joint effort between SEPTA and Montgomery County. The station, which was also made ADA-compliant, may one day also be served by Schuylkill Valley Metro trains. Parking at many of SEPTA's Regional Rail Stations is scarce, with many lots operating at 90-100% of capacity. Since 1990, SEPTA and PADOT have added about 5,000 spaces around the system. Work continues to install the new ATC (Automatic Train Control) signal system on the Market-Frankford Elevated Line. Over the next 2½ years, there will be weekend shutdowns with bus replacement. When completed, all interlockings and switches will be under the control of SEPTA's Control Center. The western portion of the line, 46th Street to Millbourne, is also being rebuilt (November *Bulletin*). In conjunction with the ATC project, temporarily, 90-100

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Commuter Notes*(Continued from page 10)*

ATC poles are being installed in this section. Thanks to member David W. Safford for the information.

From **Cinders**: In a patriotic gesture, SEPTA has placed American flag decals on the sides of all of its MU and cab cars adjacent to the Engineer's window. Bombardier coaches are also receiving them. In spite of a 12% fare increase on July 1, the average one-way ridership has gone up 2% when compared to July, 2000, to 682,000. August ridership was 1% below August, 2000, which was attributed to the Republican National Convention being in town last year. A new edition of the Philadelphia Transit Map is available for sale. It replaces one issued in 1998.

PATCO's Fall/Winter timetable was issued without an "effective date." This is the first edition that I have seen that is not printed the glossy paper which has been used since 1990. On the cover is a photo of a two-car train on the Ben Franklin Bridge.

Washington, D.C. area

MARC issued a Penn Line timetable to coordinate its operations with Amtrak on September 30, and the Mass Transit Administration (now known as the Maryland Transit Administration) issued its latest System Map. Thanks to member Steve Erlitz for sending copies.

Steve reports that service to Frederick, Maryland will start on December 17. Initially three trains will operate and at least two will be expresses stopping only the two stops on the line, Gaithersburg, Germantown, Rockville, and either Silver Spring or Kensington. No Point of Rocks since the wye is east of the station.

The announcement from Virginia Railway Express that it has have leased two train sets (12 Bombardier coaches and two locomotives) from Sound Transit in Seattle came as a surprise. VRE will now have a rather eclectic fleet, which is composed of single-level Mafersa cars, Kawasaki bi-levels, and leased Metra gallery cars. The first trainset entered service on November 6, and was assigned to Manassas Line trains #328 and #329. The train set that originally operated as #328 and #329 replaced the MARC (140-series) car set on Manassas line train #324 and #335. Seating capacity on both of these trains was increased. Do not wait too long to get your photos and videos, as these cars are only leased for 18-24 months.

A plan to ease congestion on Metrorail that could cost \$6.3 billion was put forward during October. As proposed, the "New Blue Line" could have 11 new stations, including one in Georgetown at M Street NW and Wisconsin Avenue. When Metrorail was under construction, residents rejected a station in Georgetown; however, with the increase in traffic, that has changed. The "New Blue Line" would run through its own new tunnel beneath the Key Bridge under the Potomac River. When it reaches the District, the new line would run north of the

existing Orange Line, and would be separated from the Yellow and Green lines. This has been excerpted from an article that appeared in **The Washington Post**.
Pittsburgh, Pennsylvania

First Avenue, a new station, was opened on November 16. It is just over the Panhandle Bridge, between Station Square and Steel Plaza, and is above where the Baltimore & Ohio commuter trains once stopped. A multi-level 1,200-space garage adjoins the station.

Tampa, Florida

On October 9, after five years of studies and public hearings, the Hillsborough County Area Regional Transit Authority (HARTline) approved a 20-mile, \$950 million light rail system. The route that was selected connects Ybor City and downtown Tampa with the University of South Florida to the north and the West Shore business district to the west. Federal funds are needed to pay for about 50 percent of the costs. 25 percent would come from the state and 25 percent from a sales tax, which has still has to be approved by voters. The system will eventually have three legs: Port Tampa, Raymond James Stadium, St. Joseph's Hospital and Tampa International Airport. Thanks to member Karl Groh for the article from the **Tampa Tribune**.

South Florida

The chairman of Florida's High-Speed Rail Authority reported that plans are "under way and moving forward" to build the first leg of this project. According to a report in the **Sun-Sentinel**, several consortiums of engineering and other firms have made bids to become the authority's general consultant for planning and design. Thanks to member Joe Gagne for the report.

Chicago, Illinois

Metra Electric's timetable for the Chicago to University Park line (June 3, 2001) now lists the new 93rd Street station, which replaces 91st Street. Thanks to member Jim Beeler for sending copies. Details of this new station can be found in the August, 2001 **Bulletin**.

Dallas, Texas

Trinity Railway Express service was scheduled to reach Fort Worth on December 3. TRE is using the historic former Texas & Pacific station.

Houston, Texas

Believe it or not, some Houstonians gathered enough signatures to have a referendum placed on the November 6 election ballot to try to stop construction of the Main Street light rail line (which began earlier this year), and have the tracks ripped up. Fortunately, an opposing proposition in support of LRT was also on the ballot, and it defeated that proposition, which would have ended the project. There is one hitch, though: any future rail extensions will now require a referendum.

Salt Lake City, Utah

In mid-October, the first 14 of 29 Dallas (DART) LRVs arrived in Salt Lake City atop flat cars. They were tested, well in advance of the 2002 Winter Olympics,

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Commuter Notes

(Continued from page 11)

which begin on February 8, 2002. The remaining 15 cars were to arrive in November.

On December 15, the four-station, 2.3-mile-long University Line was set to open. It branches off from the North/South Line at Gallivan Plaza station, but only passengers traveling north from Sandy will have to change at Gallivan Plaza, as the branch will also be served by cars originating at the Delta Center terminus.

Seattle, Washington

With a record 13,266 boardings during one week in September, Sounder had its highest level of ridership since it began in September, 2000.

The first tracks were expected to be laid for the Tacoma Link light rail line by the end of November. Work will start west of D Street on 25th Street and continue toward Pacific Avenue.

Sacramento, California

Although I did not see it during my visit in early October, **Western Transit** reported that the Sacramento Regional Transit District borrowed car 850 from Valley Transit Authority to determine whether or not the fleet would be suitable for service in Sacramento. According to the report, the car operated over the entire system without major problems; however, certain raised elderly/handicapped platforms would need to be trimmed and internal ramps for the four end doors would need to be designed and installed as VTA uses an external lift at each station. The two fleets are not compatible, they have different types of controls, and the car lengths differ - VTA's are nine feet longer. If any are purchased, WT believes that they would be operated in their own three-car consists. Sacramento operates four-car trains in peak hours. The prices are \$150,000 (unrefurbished) and \$200,000 (refurbished). 801-850 were purchased from UTDC (now Bombardier) between 1986-87, and are to be replaced by 50 low-floor Kinki Sharyo cars, similar in design to Hudson-Bergen LRT and the Newark City Subway. Apparently there is competition for these cars. **Railway Age** reported that TRAX (Salt Lake City) is also interested in acquiring them.

San Francisco, California

Through the courtesy of John Swindler, Harold Geisenheimer published the following roster of SF Muni in his **TRANSNET** newsletter.

Breda LRVs

NUMBERS	TYPE	YEAR ACQUIRED	NOTES
1400-1476	LRV-2	1995-1999	1402, 1410, 1435, 1443, 1451 out of service due to wrecks
1477-1535	LRV-3	1999-	Up to 1523 delivered 10/01
(29)	LRV-4	2003-	

Boeing LRVs

NUMBERS	TYPE	YEAR ACQUIRED	NOTES
13 out of 101	Boeing	1978-1980	1214, 1215, 1219, 1220, 1221, 1224, 1234, 1242, 1249, 1258, 1264, 1268, 1275
13 out of 30	Boeing	1983-1984	Ex-MBTA - 1301, 1303, 1305, 1306, 1308, 1312, 1314, 1316, 1319, 1320, 1323, 1325, 1327
3535-3575	Boeing	1983-1984	Ex-MBTA - Scattered numbers

Historic Fleet

NUMBERS	TYPE	YEAR ACQUIRED	NOTES
1007, 1010, 1015	PCC	1948	"Torpedoes"
1050-1063	PCC	1993-1995	Ex-SEPTA 2091-2140 series 1055-1056 out of service, accident damage
1811,1814, 1815, 1818,1834, 1856, 1859,1893, 1895	"Ventotto Peter Witts"	1997	Milan ex-1911, 1814, 1515, 1818, 1834, 1556, 1895, 1793, 1795 - Built 1928

Active Historic Streetcars:

1	Muni A-type	1912
130	Muni B-type	1914
228	Blackpool, England "Boat"	1934
496	Melbourne W2	1927
578	Market Street Ry	1895
952	New Orleans Public Service	1924

In connection with the above, Todd Glickman forwarded a report from Walter Rice, Chair of the San Francisco Cable Car Museum, that the Boeings are only running on the L/Taraval line. By January 5, they may all be gone because on that date, the new General Signup begins and the L line goes 1 Operator/2 cars, like the rest of the system.

A strike by BART's employees that could have shut down the entire system was averted when a new contract was agreed to on October 24. Under the settlement, the 238 Train Controllers and Supervisors will receive a cumulative increase in wages of 22% over the next four years.

San Juan, Puerto Rico

Well, another transit opening that was supposed to occur in 2001 did not. Tren Urbano should have been running last month, but will not open until at least November, 2003! **Engineering News Record** reports that rising costs, from \$260 million to \$1.9 billion, have caused Congress to look into the matter. In the meantime, USDOT's Inspector General has held up any payments until quality issues are resolved. One of the problems cited was that a tunnel was misaligned and when the two ends met, the difference was about two feet. A

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NYC TRANSIT'S 63RD STREET LINE—A PLANNING AND CONSTRUCTION HISTORY

by Subutay Musluoglu
(Continued from November, 2001 Issue)

As of this writing NYCT has scheduled the implementation of the 63rd Street Connector operating plan on Sunday, December 16, 2001. For more, see Joseph Chan's article elsewhere in this issue.

Following the TA's decision in December, 1964 to finally set the alignment of the new Queens-Manhattan underriver subway tunnel on 63rd Street, the engineers refined their design and prepared contract documents to put out for bid. Design was completed in mid-1965 on a pair of single-track tunnels that would be built under the East River using the shield-driven, compressed air method, the same technique used previously on most East River subway tunnels. The TA called for bids on the under-river tube in the summer of 1965, internally estimating a construction cost of \$34 million. When only a single bid of \$56 million was received on August 3, 1965, the TA rejected the bid and hired an outside consultant to verify their own cost estimate and present alternative solutions. In December, 1965 the consultant reported a number of findings. The chosen alignment under 63rd Street and the TA's design were sound. The consultant's independent estimate of the cost came in at \$50 million, finding that the contractor's bid price was reasonable. However, the consultant proposed an alternative method using precast, sunken tubes placed in a trench across the riverbed, which could reduce overall cost.

It is important at this point to review some tunneling history. At that time the sunken tube or trench method, commonly referred to today as the immersed tube method, was beginning to earn worldwide popularity in tunneling projects. For example, planners in the San Francisco region who were then designing the Bay Area Rapid Transit system proposed using immersed tubes for the crossing under San Francisco Bay between the cities of Oakland and San Francisco. The resulting Transbay Tube was built and opened in September, 1974, representing a significant use of this method. At a length of 3.6 miles, it is currently the longest subaqueous transportation tunnel in the United States.

In New York City almost all of the previously built underwater rail tunnels were driven with shield machines, in many cases working under compressed air, using cast iron rings or concrete for the linings. One exception was the tunnel that extended the First Subway under the Harlem River (used by the 2 line today) in 1905. It was built in a complicated procedure using cofferdams within which caissons were constructed, followed by the excavation of the tunnels within the caissons under compressed air. The twin, single-track tubes are cast iron with a concrete lining, with the exterior encased in concrete as well. The other exception was the 1914 construction of the tunnel under the Harlem River for

the extension of the Lexington Avenue Line into the Bronx. This was one of the earliest worldwide uses of the immersed tube method. A trench was prepared along the bed of the river. Five sections of steel structure, encased in concrete, were flooded with water and lowered in sequence into the trench. Each section contains 4 overlapping tubes for the tracks, arranged side by side. After the water was pumped out, the tubes received a concrete lining and the entire installation was covered over with backfill, with an average of 7 feet of cover from the top of the tunnel to the river bottom.

The decision to consider the use of immersed tubes for the building of a new rail crossing under the East River coincided with the creation of a new public agency tasked with the mission of improving regional mobility. On January 20, 1966, the Legislature of the State of New York created the Metropolitan Commuter Transportation Authority (MCTA) to take over the bankrupt Long Island Rail Road and begin a major program of improvements, one of which was to study the feasibility of bringing the LIRR to the East Midtown area via a new East River Tunnel. The LIRR's solitary Manhattan terminal at Pennsylvania Station was located too far west for many of its customers and the existing East River Tunnels were approaching capacity. However, a new East River tunnel for the LIRR would be subject to the same alignment and geologic considerations that had occupied the TA's planners for so long. In the interest of financial savings and institutional uniformity, the MCTA and others proposed a higher level of coordination.

Thus the concept of a shared use tunnel emerged, first as a 3-track tunnel in which LIRR and TA trains would operate services over the same trackage. The complications (technical, institutional, operational, labor, financial, etc) inherent in this proposal led to the proposal to separate LIRR and TA services, where LIRR services would use the third track in the peak direction, stopping at a new East Side terminal, with reverse services looping through a connection with the existing LIRR tunnels at 33rd Street. This was deemed unsatisfactory as well, so the entire scheme evolved into a four-track tunnel; two tracks for use by TA subway services and two tracks for the LIRR. Now the question arose as to how to configure the trackage, side by side or in a stacked arrangement. In July, 1967 the same consultant that had recommended the immersed tube method presented the preliminary design for the shared use tunnel. They proposed three alternative schemes, all with a stacked arrangement. The project received a major boost in November, 1967, when the voters of New York State approved a Transportation Bond issue

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63rd Street Line*(Continued from page 13)*

worth \$2.5 billion, providing the funds necessary to begin work.

In January, 1968, a separate consultant retained by the TA recommended the connections for both ends of the 63rd Street Line. In Manhattan, the line would be blasted through rock under E. 63rd Street and Central Park, connecting to the Broadway Line and the Sixth Avenue Line. Provisions were to be built to allow for future connections to the Second Avenue Line. After passing under the East River and Welfare Island (Roosevelt Island), the line would enter Queens under Queensbridge Park and proceed under 41st Avenue to Northern Boulevard, where a 2-track interconnection would link it to the existing Queens Boulevard line (quite similar to the configuration of the recently completed 63rd Street Connector). Service on the Queens Boulevard Line would be routed through 3 underriver tubes: 53rd, 60th, and 63rd Streets.

In addition, a new single-track line would be built within the right of way of the LIRR Main Line from Queens Plaza to Forest Hills, equipped with a reversible signal system to allow service in the peak direction. This line was to be used as a high-speed bypass for trains to and from the eastern reaches of Queens, relieving Queens Boulevard Line congestion and allowing for expansion. Initially this bypass was to be connected only to the Queens Boulevard Line just east of Queens Plaza; a provision for a separate connection to the 63rd Street Line would be built for future use. In Forest Hills the bypass would diverge from the Main Line between 67th Avenue and Yellowstone Boulevard, descend into subway and continue to a new lower level at the existing 71st-Continental Avenue station on the Queens Boulevard Line. East of the station the line would ascend and connect to the Queens Boulevard Line west of the 75th Avenue Station.

In February, 1968 the MCTA issued **Metropolitan Transportation-Program – A Program For Action**, a report outlining a major expansion program of the New York subway and commuter rail system. Also referred to as the “Grand Design”, the ambitious \$3 billion program proposed the building of 52 miles of new subway routes throughout the city. To be implemented in two phases, the focus of the program was a Second Avenue Line running the length of Manhattan with connections to existing lines in the Bronx, and interconnected with the 63rd Street Line, which would accommodate services from the existing Queens Boulevard Line, and from what was now being referred to as the Super Express Bypass. The resultant increase in capacity would also permit the building of two new branch lines in northeast and southeast Queens. The 63rd Street Line would be built as a bilevel, 4-track tunnel; 2 upper level tracks for use by subway services and 2 lower level tracks for the

LIRR to access a new East Midtown Terminal. After all of the preceding debate that had raged for years regarding joint use and shared facilities, a common East River Tunnel was the extent of a cooperative solution.

On March 1, 1968, the MCTA was replaced by the Metropolitan Transportation Authority (MTA), which assumed control of the LIRR and the New York City Transit Authority. This was a very significant event that affected the lives of most New Yorkers, city dwellers and suburbanites alike. In June the Grand Design, with some modifications, was incorporated into New York State law. However, the City of New York expressed concerns about some of the details of the Grand Design, specifically the manner in which some of the lines were to be connected. In July, when the NYC Board of Estimate formally received the Grand Design, it referred it to three city agencies, the City Planning Commission, the Transportation Administration, and the Bureau of Budget for further analysis to assure that the City of New York was receiving the best possible plan for the city's rapid transit needs. These agencies reported back to the Board of Estimate on August 14, 1968 with **Standards for Rapid Transit Expansion**, which basically accepted the majority of the MTA Program for Action, however with several recommendations. These recommendations were considered by the Board of Estimate, which formally approved the program in September, 1968.

A “Route and General Plan” was adopted for each line as required by the Rapid Transit Law. The 63rd Street Line was designated as Route 131-A in the NYC subway route and general plan sequence while the bypass was designated as Route 131-B. The recommendations in the Board of Estimate report along with continuing pressure by civic groups resulted in an alignment modification to the bypass via the LIRR Main Line. The TA, after further scrutinizing the one-track bypass and the recurring concern over the operation of a reversible direction track, refined the bypass into a two-track line. The connections in the Long Island City area were altered and simplified, resulting in a single direct connection to the 63rd Street Line. The bypass was redesignated as Route 131-B (Remodified).

The new under-river tunnel and bypass were designed to relieve existing and forecasted congestion and free up space for service expansion in Queens. The Grand Design proposed a pair of new lines in Queens that would extend the system's reach into the underserved corners of the borough. The Northeast Queens Line, designated as Route 131-C, was to diverge from the Queens Boulevard Line in Elmhurst and proceed east along the alignment of the Long Island Expressway to Kissena Boulevard. The building of the line was to be undertaken simultaneously with the highway's expansion and provide an alternative to growing auto use from the expanding residential communities of northeast

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New IRT And BMT Schedules

(Continued from page 3)

ROUTE

Line	Midnights	Other Times
①	242 nd Street to Chambers Street (L)	242 nd Street to New Lots Avenue (L)
③	No service	148 th Street to 14 th Street (X)
J	Jamaica Center to Broad Street weekdays, Jamaica Center to Chambers Street weekends	Jamaica Center to 95 th Street (L)
	95 th Street to 36 th Street	
M	Metropolitan Avenue to Coney Island (L)	Metropolitan Avenue to Coney Island (L)
N	Discontinued—replaced by M and W	
Q	Coney Island to 57 th Street-Seventh Avenue (L)	Coney Island to Continental Avenue (L)
R	Discontinued — replaced by J and Q	
W	Ditmars Boulevard to 34 th Street (L)	Ditmars Boulevard to Coney Island (A)
	36 th Street to Coney Island (L)	

(L) Local (X) Express (A) local Manhattan and Queens, express Brooklyn

RUSH HOUR HEADWAYS

Line	AM Rush	PM Rush
① (242 nd Street)	5, 4	5
① (New Lots Avenue)	6	5, 7
③	7, 5	7, 5
J (95 th Street)	8	8
J (Jamaica Center)	6, 8	8
M	8	8
Q	6½	6½
W	6½	6½

UNUSUAL RUNS

CHAMBERS STREET SHORT-TURNS

Midnight ① trains and several rush hour ① trains from 242nd Street are turned at Chambers Street. Because the following ② train is 12 minutes behind its leader, ① trains should be able to take their nine-minute layover on the southbound express track during the midnight hours. To avoid delaying Brooklyn trains, rush hour short-turns relay and operate on the northbound express track to south of 14th Street, where they switch to the local track and enter service.

The 7:01 and 7:13 AM ① trains leaving 242nd Street terminate at Flatbush Avenue. On their return trip they operate as ⑤ trains to Dyre Avenue and E. 180th Street respectively. They replace two ⑤ trains that are turned at Bowling Green instead of Flatbush Avenue.

New Lots Avenue riders are lucky that non-rush hour service has been increased appreciably because Manhattan riding on ① is much heavier than on the ③ trains that previously operated there.

When ③ trains were lengthened from 9 to 10 cars, only a few trains could be laid up in 148th Street Yard because most tracks are not long enough to hold 10-car trains. The twelve ③ layups are routed as follows:

The last four ③ trains layup at E. 180th Street after 11 PM and are put in service there before the AM rush. Two trains arriving at 241st Street at 6:14 and 6:35 PM probably layup in the yard and are put in service at 241st Street at 7:29 and 7:52 AM. Four trains are probably laid up on the 148th Street Yard tracks that accommodate 10-car trains and two more are probably laid up

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63rd Street Line

(Continued from page 14)

Queens.

The Southeast Line, designated as Route 131-D, was to branch off the Queens Boulevard Line south of the Van Wyck Boulevard station using a bellmouth provision left there during the line's construction in 1937, and continue into the Jamaica Central Business District. This would permit the demolition of the Jamaica Avenue "L" in the business district, which was seen as an obstacle to the future growth of the community. Its removal, coupled with an economic plan for the district, was considered to be an important factor in the revival of downtown Jamaica. However, in order not to lose the connection to Brooklyn and lower Manhattan the elevated would be linked to the new subway as well, just west of the demolished portion. This connection was designated as Route 133.

Proceeding east and then south of downtown Jamaica, the Southeast Queens Line was planned to ascend to the surface and access the right of way of the LIRR's Atlantic Branch, continuing to Springfield Boulevard. The LIRR was to relinquish its control of the Atlantic Branch after adding an extra track to the nearby, parallel Montauk Branch, allowing it to consolidate its services. This portion of the new line was envisioned to possibly serve as an airport access line as well; in fact the Grand Design clearly identified this route as an op-

tion for rail access to John F. Kennedy International Airport.

The story of the Southeast Line is quite interesting. Part of it opened as the Archer Avenue Line in 1988 and we will return to its story in a future installment.

The remainder of 1968 and most of 1969 were spent on refining the immersed tube design, which now as a bi-level tunnel was the tallest immersed tunnel yet to be attempted in the world. When the contracts documents were let, potential bidders were advised that they did have the option of retaining the shield method for the tunnel, if they were able to propose a cheaper way of building it. However, it would have to have a diameter of 40 feet in order to accommodate the stacked arrangement of trackage; even today such a large diameter shield-driven tunnel is an ambitious project.

Four bids were received by the TA, three using the immersed tunnel and one with a shield driven tunnel. The bid using the shield came in at \$84 million. The lowest bid for an immersed tunnel came in at \$69 million. This was the bid that won the contract, going to a joint venture of Peter Kiewit Sons of Omaha, Nebraska, Morrison-Knudsen Co. of Boise, Idaho, and Slattery Associates, Inc. of Maspeth, Queens.

In October, 1969, ground was finally broken on the 63rd Street Tunnel.



Next time: Construction continues on the 63rd Street Line, but the obstacles keep coming.

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New IRT And BMT Schedules

(Continued from page 15)

in the 148th Street station.

In the October, 2001 *Bulletin*, we did not mention that N trains, which ran between Astoria and 34th Street, operated on the express track south of 57th Street while the  and  trains made local stops between Canal

Street and 57th Street from September 11-17, 2001.

On Sunday, October 28, 2001,  and  service was restored, with trains skipping the Cortlandt Street station. On the same day, the Park Place station on the Broadway-Seventh Avenue Line was reopened.  service was restored on Monday, October 29.

NYC Transit's Rehabilitation Program

(Continued from page 1)

that can be run separately or coupled to other cars. Each car will have a discharge rate of up to 100 feet and the ability to remove snow at a rate of 2,500 tons per hour, and will be able to operate in the forward or reverse direction over all tracks and main line switches.

PURCHASE RAIL INSPECTION CAR: NYC Transit would like to purchase a self-propelled rail inspection car, which should be able to perform all required measurements while operating at speeds of up to 30 miles per hour. The car must be equipped with probes that can transmit and receive ultrasonic waves at specific angles to inspect the entire rail head, web, and central portion of the base of the track rails. A laser system will meas-

ure the profile of the track rail, the cant, and corrugations.

REHABILITATE TUNNEL—EIGHTH AVENUE SUBWAY: NYC Transit expects to rehabilitate the structural defects in the Eighth Avenue Line subway tunnel between 125th Street and 168th Street. Work includes water condition remedy, replacement of structural steel and concrete, communication and signal work, and installation of tunnel lighting on a portion of the line.

SIGNAL SYSTEM—CANARSIE YARD: This project will modernize the signal system in Canarsie Yard. The new signal system, which will operate on 60Hz power, will be compatible with the new CBTC system to be installed on the main line. The new tower, which will control the interlockings in the project area, will be located on the Rockaway Parkway station platform.

REDBIRD UPDATE

by George Chiasson

1) R-142/142As

R-142As 7496-7530 were placed in service by November 16, skipping over cars 7486-7490, which had been testing. Cars 7531-7540 were testing the week of November 12, and cars up to 7570 had been delivered on November 19. It was confirmed that all of the first 400 R-142As (up to 7610) were on hand at Yonkers for assembly as of November 5.

As of October 23, R-142s 6541-6545, 6686-6690 and 6696-6705 were placed in service on ②, followed by 6551-6555 and 6711-6725 as of November 9, for a total of 295. Cars up to 6745 had been delivered by November 13. Production at the Plattsburgh facility was through the first 500 cars by early October, up to car 6800. Again, all R-142s will continue to be introduced on ② until such time as they are reliable enough to carry all service on that route.

R-142s 6306-6310, 6351-6360, 6591-6600, and 6676-6705 (at least) are equipped with the so-called "A-Plus" brake system, which requires a higher level of air pressure for both emergency and full-service application than other R-142s. The original arrangement on the balance of the fleet is now known as the "A" brake system. Cars with "A-Plus" braking are denoted by a blue strip beneath the lead number boards on the "A" (cab) cars, and must be trainlined only with other "A-Plus" cars. Likewise, 5-car sets with "A" braking must only be mated with other "A"-configured cars.

2) R-62A changes

There were no new R-62A transfers as of October 22, but 30 unitized cars assigned to the ③ fleet by early 2001 (1871-1900) have finally received blue stickers beneath the number boards. Most of the R-62As transferred to ①/③ in August (1726-1735, 1821-1830, 1856-1865) now have red stickers. Those reassigned from Pelham on September 15 (1671-1675, 1711-1715, 1771-1775 and 1816-1820) retain their yellow stickers.

R-62As from the ① and ③ fleets continue to operate in separate consists, regardless of use on ① or ③.

There are two trains of ①/③-assigned R-62As appearing on ② weekdays. These cars sport either red (①) or blue (③) stripes, depending on their shop assignment, and have also been found on ⑤ when circumstances warrant.

3) Redbird Transfers

As of October 15, R-33 consists on ② and ⑤ were no longer being divided between "former" GE and Westinghouse groups, as trains reverted to a more strict adherence to actual assignments. With very few exceptions, trains composed of cars 8806-8835, 8856-8883, 8886-8957, 8960-8967, 8970-8979, and 8982-8999 (plus 9026-9035 as of November 5 and 9036-9043 as of No-

vember 13) were together and assigned to ⑤; trains composed of cars 9000-9017, 9020-9025, 9044-9055, 9058-9075, 9076-9113, 9115/9212, 9116-9123, 9126-9129, 9130/9225, 9132-9151, 9154-9211, and 9214/9215 were together and assigned to ②. They do continue to be used on each other's lines as required.

4) Redbirds Removed From Service Since The Report of October 10, 2001:

R-26: 7794/7795, 7824/7825, 7826/7827, 7830/7831, 7838/7839 off ⑤

R-28: 7920/7921, 7936/7937 off ⑤

R-29: 8692/8693, 8700/8701, 8724/8725, 8758/8759, 8762/8763, 8788/8789 off ⑤; 8576/8577, 8584/8585, 8616/8617 (again), 8622/8623, 8624/8625, 8628/8629, 8650/8651, 8666/8667, 8680/8681 (again), 8686/8687 (again) off ⑥

R-33: 8820/8821, 8874/8875, 8928/8929 off ⑤ (stored reserve)

5) Work Car Conversions

Since removal from passenger service in May, R-29s 8600/8601 and 8636/8637 were temporarily assigned to the 207th Street Signal Dolly in place of the R-22s that had been assigned for years. These have recently been replaced by R-33s 8958/8959 and 9018/9019, which are doubling on the Signal Dolly and Trash Train. All four retain their original numbers and still bear worn Redbird colors, but now sport yellow safety striping on the car ends and forward body panels. Former Redbird R-33 8885 has been part of the Work Car fleet for a few years, being used a Rail Adhesion Car. It is usually parked at E. 180th Street Yard, easily visible in bright all-yellow paint. Mate 8884 was destroyed in an accident near President Street on July 14, 1997.

6) Redbird Reefing Activity

Reefing defined: When carbodies leave NYCT rails at 207th Street and are loaded onto the barge, they become custody of the transport barge company, under contract to Delaware DEP, and are subject to maritime restrictions.

Following the World Trade Center attack, shipping was not authorized for several weeks, and the first barge did not actually depart New York until October 15-16. A second barge was dispatched the week of October 23. Reefing is reportedly on hold until the spring.

Withdrawal of Redbirds has continued, albeit at a slower pace. The newly-stored cars have been retained intact and a few are starting to form the nucleus of a "reserve" fleet.

The following 74 cars have been added to those "reefed" since October 1, for a total of 203:

(R-26) 7766, 7767, 7792, 7793, 7798, 7799, 7838, 7839

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

Well, we made it through another year, barely. With all of the things we have done throughout the year there is still plenty more to go. I don't remember if I told you this last year at this time, but December is usually the slow time for work because many contractors give their workers time off for the holiday season. But this year, that is just not happening. The 63rd Street Connection (the project that just won't go away) is now slated to officially open on December 16, unless something else happens. All of the station rehabilitation projects are in full swing, including the newly added Stillwell Terminal rehabilitation. Fire lines are being installed in the Concourse and Crosstown Tubes, and the installation in the 60th Street

Tubes is coming near an end. The Howard Beach station rehabilitation, in conjunction with the construction of the Port Authority Airtrain, is moving right along. The Division of Maintenance of Way's track people have a whole bunch of interesting things for the New Year ahead, which I am sure you will enjoy (or not, depending whether you are looking for a photo opportunity or trying to get someplace). Oh, well... Before I move on I want to wish all of our members a healthy and happy holiday season and hope that next year is much better than this past one has been in the New York area. See you next year.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
12/4 to 12/14	Nights	4	Track E1 N/O Nostrand Avenue to S/E Utica Avenue	4 – S/B via Track 2 N/O Atlantic Avenue to s/o Utica, then normal	Remove lead paint and install wall tiles
12/8 to 12/23	Wkend	6	Track P3 N/E Pelham Bay Park to S/O Pelham Bay Park	Single pocket operation at Pelham Bay Park	Demolish existing third rail crew quarters
12/3 to 12/13	Nights	7	Track C2 S/O Times Square to N/O Grand Central	N/B single track via Track C1 N/O Times Square to N/O Grand Central	Tunnel lighting and fire line surveys
12/11 to 12/21	Nights	1/2	Track V4 S/E Chambers Street to S/E 14 th Street	N/B express via Track 3 from N/O Chambers Street to N/O 14 th Street	Type II-Type II completion work
12/13 to 12/31	Nights	1/2	Track K3 S/E Wall Street to N/E Chambers Street	1 – S/B terminate on Track 1 at Chambers Street then via Track 3 express to 14 th Street 2 – N/B single track via Track 2 S/O Wall Street to N/O Chambers Street, then normal	Type II-Type II chip-out
1/2/02 to 1/11/02	Nights	1/2	Track K3 S/E Wall Street to N/E Chambers Street	1 – S/B terminate on Track 1 at Chambers Street then via Track 3 express to 14 th Street 2 – N/B single track via Track 2 S/O Wall Street to N/O Chambers Street, then normal	Type II-Type II chip-out
12/4 to 12/8	Nights	4	Track MM3 N/O 33 rd Street to S/E Grand Central	N/B local via track 4 from S/O 14 th Street to N/O Grand Central, then normal	Drill geotechnical boring holes for East Side Access project
12/4 to 12/7	Nights	1/2	Track B4 S/O 42 nd Street to N/E 42 nd Street	N/B via track 3 n/o 34 th Street to S/O 72 nd Street, then normal	Installation of wall panels
12/7 to 12/10	Wkend	3	Tracks B2/B3 N/O 72 nd Street to S/O 72 nd Street	N/B via Track 3 S/O 72 nd Street to N/O 96 th Street S/B via Track 1 72 nd to 42 nd Streets	Signal equipment
12/17	Night	4/6	Track L4 N/O 86 th Street to S/O 125 th Street	N/B express via Track 3 from N/O Grand Central to N/O 125 th Street	Vacuum train
12/15 to 12/17	Wkend	A/H/Bus	Tracks F1/F2/F3/F4/FAF4A S/O Rockaway Boulevard to N/O Holland Avenue	A – all trains to Lefferts Boulevard H – suspended Bus #1 – Rockaway Boulevard to Howard Beach Bus #2 – Rockaway Boulevard to B. 98 th Street	(Airtrain) construction of mezzanine shed over station at Howard Beach
12/10 to 12/14	Nights	A	Track A1 N/O 34 th Street to N/E to W. 4 th Street	A – S/B express 59 th Street to Canal Street E – to Whitehall Street as per other project	Concrete floor repair, conduit installation, and plumbing at 34 th Street
12/15 to 12/17	Wkend Nights	E/F	Track D3 S/O Continental Avenue to S/E Roosevelt Avenue	S/B local via Track D1 from Continental to Roosevelt	Pandrol plate installation and container plate removal
12/3 to 12/14	Nights	E/F/S/Bus	Tracks D3/D4 S/O Roosevelt Avenue to N/O 42 nd Street	E – via 60 th Street Tunnel to Whitehall Street F – via 63 rd Street Tunnel in both directions S – 21 st Street-Queensbridge to Broadway-Lafayette – suspended and replaced by F Bus – Queens loop bus	Remove old existing signal equipment and punch list
12/3 to 12/14	Nights	G	Track E1 N/O Court Square to N/O Nassau Avenue	Single pocket on Track E2 at Court Square	Installation of train route request button
12/8 to 12/9	11 hours	G	Track E1 N/O Court Square to N/O Nassau Avenue	Single pocket on Track E2 at Court Square	Installation of train route request button

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Track Construction Forecast for December, 2001

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DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
12/7 to 12/10	Wkend	E/F/R/S/Bus	Tracks D3/D4 S/O Roosevelt Avenue to N/O 42 nd Street	E – suspended, combined with R F – via 63 rd Street Tunnel, replaces shuttle R – 95 th Street/Whitehall Street to Jamaica Center S – suspended, replaced by F Bus – Queens loop bus	Remove old existing signal equipment and punch list
12/14 to 12/15	19 hours	E/F/R/S/Bus	Tracks D3/D4 S/O Roosevelt Avenue to N/O 42 nd Street	E – suspended, combined with R F – via 63 rd Street Tunnel, replaces shuttle R – 95 th Street/Whitehall Street to Jamaica Center S – suspended, replaced by F Bus – Queens loop bus	Remove old existing signal equipment and punch list
12/8 to 12/9	23 hours	A	Track A4 N/O Broadway-East New York to N/E Utica Avenue	N/B local via Track A2 from N/O Broadway-East New York to N/O Utica Avenue, then normal	Pull new electrical cables from pump room to Electrical Distribution Room at Utica Avenue
12/3 to 12/15	7 nights per week	D	Track C3/4 S/E 145 th Street to N/O 167 th Street	No effect on service	Fire line installation
12/4 to 12/14	Nights	N/O/E	Track A2 S/E 57 th Street-Seventh Avenue to N/E 57 th Street-Seventh Avenue	N – N/B thru 57 th Street on Track A4 O – terminates on Track A3 single pocket at 57 th Street E – Operates via 60 th Street Tunnel as per D3/D4 plan	Completion work
12/8 to 12/10	Wkend	L/L sh./Bus	Tracks Q1/Q2 N/O Myrtle Avenue to N/O Graham Avenue	L – Eighth Avenue to Lorimer Street L sh. – Rockaway Parkway to Myrtle Avenue Bus – Lorimer Street to Myrtle Avenue	Concrete pour
12/4 to 12/14	Nights	N/R sh.	Tracks B1/F1/R1	N – S/B via Manhattan Bridge/Fourth Avenue express R sh. – exclusive use Tracks F2/F4 95 th 59 th Streets	Switch #87A/B renewal
12/8 to 12/17	Wkend	N/R	Tracks B1/F1/R1	N/R – S/B via Manhattan Bridge and Fourth Avenue express to 36 th Street then normal	Dig and install switch #87A/B
12/4 to 12/14	Nights	R sh.	Track F1 S/E 59 th Street to S/E 95 th Street	R sh. – exclusive use Tracks F2/F4 95 th to 59 th Streets	Install conduits, tunnel lighting fixtures, receptacles, and supports
12/9	Night	J	Tracks J1/R2/R4 S/O Broad Street to S/E Chambers Street	No effect on service	Vacuum Train
12/3 to 12/7	Nights	W sh.	Tracks D2/D4/DC2 S/O 9 th Avenue to S/O 36 th Street	N/B via Sea Beach Line from Stillwell Avenue to 36 th Street	Install electrical equipment
12/15 to 12/16	Wkend	W/W sh.	Tracks D1/D3/DC1/DC3-4 S/O 36 th Street to N/O Stillwell Avenue	S/B via Sea Beach Line from 36 th Street to Stillwell Avenue	In-service testing of new signals
12/7 to 12/10	Wkend	J	Track J2 N/E Essex Street to S/O Essex Street	S/B via Track J3/4 N/O Essex Street to Track J2 S/O Essex Street, then normal	Electrical and plumbing work

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 email at tderlitz@mindless.com.

On Queens Boulevard, V is for Velocity

(Continued from page 6)

day, September 8. The new service plan operated for 15 hours, with E F R V service running exactly as it would on a typical weekday, with all trains in revenue service. The primary goals of the rehearsal were to test the automatic train routing functions of the new Queensboro Plaza Master Tower and to identify and correct any operational problems. Senior subway managers closely supervised the rehearsal and a large team of observers using handheld computers tracked train movements. By the end of the rehearsal, the con-

clusion was clear: the service plan would work -- and probably work very well -- once it was implemented for real.

Will the V bring Victory to Queens Boulevard Riders?

"New Routes, More Options, Less Crowding" -- will the passengers believe it? At NYC Transit, we certainly hope so. We are confident that the new service plan is a sound one that will bring more reliable and less crowded subway service to Queens residents.

Joseph P. Chan is an Associate City Planner II in the Division of Operations Planning at MTA New York City Transit.

Around New York's Transit System

NYC Transit's Projected Budget Deficit

NYC Transit predicted that its operating deficit would increase to more than \$408 million by 2004 because of the weakening economy and the September 11 disaster. The agency almost always predicts a budget deficit, but usually finds ways of balancing the budget because the law requires it. Before September 11, it became apparent that there will be a large operating deficit by 2004 because the corporate taxes that subsidize the transit system were falling as the economy worsened. Shortly after the World Trade Center collapsed, transit officials estimated that the agency would lose as much as \$326 million because of reduced riding and reduced subsidies as a result of the attack, plus tens of millions of dollars for overtime and repairs during the emergency. Transit officials hope that the federal government will appropriate hundreds of millions of dollars to rebuild the badly damaged IRT Cortlandt Street station and the tunnel in the vicinity of the station.

The MTA will start negotiating with state and federal officials to determine the subsidy available for rebuilding the system and balancing the budget. If the budget cannot be balanced, service must be reduced or fares must be raised. But NYC Transit is reluctant to raise the

fare during this recession. It is also reluctant to raise the fare because it would discourage riders at a time when the city is urging them to relieve traffic congestion by using mass transit. Although the fare is \$1.50, the discounts and free transfers available to *MetroCard* users reduce the average fare to about \$1.07. Service cuts are unacceptable because service has not kept pace with increased ridership during the past few years, leaving many trains and buses crowded.

Transit officials are hoping that the federal government will respond with generous subsidies. Time will tell whether it will happen.

U.S. Flags Appear on Subway Cars

On October 16, U.S. flag decals began appearing on all cars except the R-32s (where fluting on the car sides makes installation difficult) and cars that are soon to be retired in commemoration of Operation Enduring Freedom. The decals are placed below the number boards and assignment stickers at each #1 end on cars other than R-142/142As (mid-car on those cars), but where assignment stickers were not replaced in deference to recent body repainting, they have been placed directly beneath the number boards. Thanks to George Chiasson for this information.

Redbird Update

(Continued from page 17)

(R-28) 7884, 7885, 7910, 7911, 7912, 7913, 7920, 7921, 7946, 7947, 7956, 7957

(R-29) 8600, 8601, 8636, 8637, 8706, 8707, 8712, 8713, 8736, 8737, 8742, 8743, 8762, 8763, 8776, 8777, 8778, 8779, 8788, 8789

(R-33) 9124, 9125

(R-36) 9478, 9479, 9480, 9481, 9490, 9491, 9492, 9493, 9496, 9497, 9498, 9499, 9500, 9501, 9502, 9503, 9506, 9507, 9512, 9513, 9514, 9515, 9518, 9519, 9520, 9521, 9540, 9541, 9548, 9549, 9554, 9555.

7) No, It Isn't A Dream

Fresh signage has been erected throughout the Broadway-Seventh Avenue and Eastern Parkway Lines reflecting the extension of 1 service to New Lots Avenue. Unlike the frequent paper and cardboard notices fastened on walls and pillars with masking tape, these are full-size, full-color signs at platforms or guides for making transfers. This was one of the more sobering sights these past few days, serving once again to confirm the World Trade Center's awful fate and its long-term aftermath. Late evenings and overnights, when 4 service is extended to New Lots, 1 trains are being discharged at Chambers Street southbound and relayed back to 14th Street via the express track (see page 15).

Commuter Notes

(Continued from page 12)

correction was made in design of the track at that point. Work began on this project in 1996. It is the first Federal Transit Administration "turnkey" project, with each segment having its own design-build contract. Siemens is constructing the rolling stock for the 10.7-mile line.

From the History Files

100 Years Ago: In December, 1901, a new station opened at Speonk. It replaced one that had been de-

stroyed the previous June by lightning.

95 Years Ago: On December 11, 1906, the New York Central & Hudson River Railroad operated its first electric train to Highbridge, in the Bronx. Upon arrival, a steam engine was coupled to the two motors and one trailer, and the train continued to Getty Square on the Yonkers Branch. That branch was subsequently electrified, but service ended in the midst of World War II, June 30, 1943.

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