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IRT COMPOSITE CAR CENTENNIAL

The first IRT subway cars were delivered 100 years ago, the early part of 1902. These two prototypes, 3340 and 3341, were numbered 1 (*August Belmont*) and 2 (*John B. McDonald*), respectively. They were equipped with a variety of appliances and furnishings so that the officials could select the best design. After making the necessary modifications, the IRT was unable to order 500 cars because the car builders were extremely busy. When the contracts were signed in December, 1902, the orders were distributed among the following four car builders:

BUILDER	CARS
Jewett	2000-2059, 3000-3039
Stephenson	3040-3139
St. Louis	2060-2119, 3140-3279
Wason	2120-2159, 3280-3339

Most or all of the composites were delivered before the subway was opened on October 27, 1904. Two hundred cars were placed in service and tested on the Second Avenue "L" during the winter of 1903-4.

When the IRT engineers were designing the new subway in the spring of 1902, they would have liked to specify all-steel cars that would have been fireproof. But they were unable to order them because no steel cars had ever been built. Unfortunately, the car builders were so busy that they had no time to design a prototype. There were other unsolved problems — avoidance of excessive weight, thermal insulation, and prevention of excess noise.

The composite cars were wooden cars with steel framing that was supposed to be practically indestructible. To protect the passengers against fire, the floor was completely covered on the underside with ¼-inch transite board, while all parts of the car framing, flooring, and sheathing were covered with fireproofing compound. Because sheets of copper covered the wooden sides of the cars, they were nicknamed "coppersides."

Meanwhile, the Pennsylvania Railroad built the first steel passenger car in the United States for the IRT in its Altoona Shops. When it was apparent that a steel car could be built, the IRT was able to place orders for several hundred steel cars.

The IRT expected to equip 160 cars, 2000-2159, as trailers and 340 cars, 3000-3339, as motors. But the 674 steel cars that were delivered between 1904 and 1910 altered the motor-trailer ratio because they were all motors. Therefore, 78 composite motors were equipped as trailers when they were received from the builders. When this conversion was completed in 1910, there were only 124 composite motors. Steel and wooden cars were mixed in nearly every train. The Public Service Commission ruled that this practice was unsafe and ordered the IRT to transfer the cars to the elevated lines as soon as enough steel cars were available.

The remaining 476 composites were transferred to the elevated lines shortly after the flivvers and high-voltage trailers were placed in service.

The following two paragraphs contain excerpts from Walter Ench's April, 1982 **Bulletin** article.

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WEST END LINE

Edward B. Watson/Arthur J. Lonto Collection

CORPORATE HISTORY

February 19, 1862	Brooklyn, Bath & Coney Island <i>Rail Road</i> Company founded
January 22, 1879	Brooklyn, Bath & Coney Island <i>Railroad</i> Company successor
November 25, 1885	Brooklyn, Bath & West End Railroad Company successor
April 26, 1893	Brooklyn, Bath & West End Railroad Company leased to Atlantic Avenue Railroad Company
April 1, 1896	Atlantic Avenue Railroad Company leased to Nassau Electric Railroad Company
September 21, 1898	Brooklyn, Bath & West End Railroad Company merged into Atlantic Avenue Railroad Company
January 26, 1899	Atlantic Avenue Railroad Company merged into Nassau Electric Railroad Company
February 15, 1899	Nassau Electric Railroad Company now controlled by Brooklyn Rapid Transit Company
April 1, 1899	Nassau Electric Railroad Company leased to Brooklyn Heights Railroad Company
June 30, 1904	Nassau Electric Railroad Company operating its own lines; lease was canceled
June 7, 1923	New York Rapid Transit Corporation, a Brooklyn-Manhattan Transit subsidiary
June 1, 1940	Board of Transportation of the City of New York
June 15, 1953	New York City Transit Authority

OPENING DATES

Laws of 1862	Company was authorized to build a railroad from Fifth Avenue and 36 th Street to Coney Island
April, 1864	Trains started running to Bath Beach
December 12, 1864	Common Council authorized an extension via Fifth Avenue to 27 th Street
1867	Extended to Coney Island (this was the first railroad to reach Coney Island)
1887	Trains were rerouted to the New York & Sea Beach depot at Coney Island
1891	Cut back to 36 th Street and Fifth Avenue
July, 1892	Trains operated to 39 th Street ferry
December 18, 1900	First electric elevated through train from Park Row to Bath Beach
June 23, 1916	West End trains started operating from Chambers Street via Fourth Avenue local tracks and 38 th Street Cut to 62 nd Street. Trains were single-tracked between 62 nd Street and 18 th Avenue
July 8, 1916	All tracks were in service between 62 nd Street and 18 th Avenue
July 29, 1916	Extended to 25 th Avenue
July 21, 1917	Trains operated to temporary terminal at Stillwell Avenue
December 18, 1918	Two-car steel test train operated via a temporary connection into the new Stillwell Avenue terminal at 2:30 PM
December 23, 1918	Trains operated to Stillwell Avenue via permanent tracks. The first train arrived at 8:54 AM and departed at 9:08 AM

ROUTE AND SECTION NUMBERS

ROUTE 39—NEW UTRECHT AVENUE ELEVATED LINE

Section	
1	Fourth Avenue—33 rd Street to 38 th Street and Culver Cut — Fourth Avenue to Tenth Avenue
2	New Utrecht Avenue, 86 th Street, and Stillwell Avenue—39 th Street to Coney Island

38TH STREET CUT IN SERVICE

In July, 1892, West End trains reached the 39th Street ferry via an open cut from Third Avenue to Ninth Avenue. They also ran to 36th Street and Fifth Avenue. Five hundred men worked night and day for two years, excavating 700,000 tons of earth. This cut was 40 feet wide at the base and 130 feet wide at the top. Retaining walls were 10 feet high and 7-10 feet thick. The deepest cut was 80 feet and the average was 56 feet. Several years

later, a round roof was built over the tracks and the cut was backfilled. At the present time, **M** and **W** trains operate on this right-of-way between 36th Street and Ninth Avenue.

A 600x150-foot depot was built at the 39th Street ferry terminal. Assigned to this branch were 9 locomotives and 60 coaches that made the trip from Coney Island to 39th Street ferry in 45 minutes.

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REDBIRD UPDATE

by George Chiasson

1) R-142/142As Through January 13, 2002:

R-142s delivered: 6751-6760, 6831-6845

R-142As delivered: 7571-7585

R-142s in service on ②: 6731-6740, 6781-6800

R-142As in service on ⑥: 7541-7545, 7551-7555

2) R-33 Transfers and Status

R-33s 9070-9083 were transferred from ② to ⑤ on December 11, 2001.

R-33s 9084-9099 were transferred from ② to ⑤ on December 18, 2001.

R-33s 9100-9107 were transferred from ② to ⑤ on January 2, 2002.

R-33s 8874/8875 were back on ⑤ as of December 14, 2001.

R-33s 9014/9015 struck an overhead obstruction at the west end of the Joralemon Street Tunnel on December 21, 2001 and suffered damage (see page 13). The fate of this pair is unclear.

R-33s 9236/9237 were retired from ④ as of Decem-

ber 21, 2001. On January 1, 2002 R-33s 8856/8857 were transferred from ⑤ to ④ to replace them.

3) Additional Redbirds Removed From Service Through January 12, 2002:

R-26: 7768/7769, 7772/7773, 7786/7787, 7832/7833, 7852/7853 off ⑤

R-28: 7864/7865 off ⑤

R-29: 8570/8571, 8580/8581, 8582/8583, 8588/8589, 8590/8591, 8592/8593, 8604/8605, 8618/8619, 8646/8647, 8648/8649, 8652/8653, 8656/8657, 8664/8665, 8668/8669 off ⑥; 8702/8703, 8728/8729, 8732/8733, 8766/8767, 8774/8775, 8804/8805 off ⑤

4) Redbirds Reefed on January 10, 2002 (32 total):

R-26: 7794, 7795, 7812, 7813, 7816, 7817, 7824, 7825, 7830, 7831

R-28: 7868, 7869, 7878, 7879, 7880, 7881, 7898, 7899, 7914, 7915, 7916, 7917, 7932, 7933, 7936, 7937

R-29: 8688, 8689, 8696, 8697, 8748, 8749

IRT Composite Car Centennial

(Continued from page 1)

In 1917, composites became frequent visitors to the "L" after they had been rebuilt as Low-Vs for elevated service. The original trucks, which were too heavy for the elevated structure, had a concentrated load of two motors, probably 200HP each, on one truck and a lighter load on the trailer truck. They were replaced with special maximum traction trucks that distributed the load on the trucks, both of which were motorized with lighter 120HP motors. All cars were motorized because the large motors were replaced with smaller motors.

When the cars were operated in the subway, the upper sash was the drop sash. To prepare them for elevated service, the windows were altered so that the lower sash could be raised. After the cars had been running on the "L" for a short time, the front platforms were altered by replacing the steel storm door by a sliding door with a window. The storm doors were rebuilt and fabricated into two-piece fold-back doors that formed the Motorman's cab. The inner sliding bulkhead doors were replaced by an open archway. When the cars left the subway, the fans were removed and metal discs covered each fan location. The cars retained the standard subway décor with white ceilings and green side-walls and bulkheads.

The composites were still too heavy to be operated full-time on the latticework elevated structure. They were operated in rush hours only on the Third Avenue Through Express, occasionally on the Third Avenue Local-Express, and on the Freeman Street Second Ave-

nue Express, whose express tracks were reinforced for heavier loads. They operated light on the local tracks. Two-car composites were single-tracked between Kingsbridge Road and Woodlawn and between Pennsylvania Avenue and New Lots Avenue until construction was completed in 1924. They also provided shuttle service between E. 180th Street and 241st Street until through service was operated in 1929 and between Fordham Road and 241st Street until through service began in 1937.

Just before the Ninth Avenue "L" ceased operating in 1940, member Karl Groh was surprised to see the composites transferred to the 155th Street shuttle via the Ninth Avenue "L," where these cars were never allowed to operate because the structure was even weaker than the Third Avenue "L"'s structure. Composites continued operating on the 155th Street shuttle until they were replaced by steel cars about 1949.

When the Board of Transportation attempted to replace the composites with Q-cars, it found that the latter were too heavy for the Third Avenue "L" structure. In 1950, it removed the Q-cars' trucks that were equipped with two 200HP motors. They were replaced by the composites' trucks that were equipped with two 120HP motors. Unfortunately, the cars were slower than all the other cars because two trailers were coupled in each six-car train set. Although the composites were scrapped, their motors and trucks were in service for nearly two decades until the Myrtle Avenue "L" finally quit in 1969.

This concludes the story of the cars the IRT ordered because it had no choice.

TECH TALK

by Jeffrey Erlitz

The moving walkway in the transfer passageway between Court Square and 23rd Street (Ely Avenue) was placed in service on or about October 19, 2001. This walkway is the first one to be used on a New York area transit system since the Hudson & Manhattan Railroad's moving walkway at Pavonia was last used in the late 1950s. The H&M walkway was placed in service in 1954. Apparently, it was not a particularly reliable piece of equipment and was out of service quite a bit. The walkway at Court Square is in two sections, with one on either side of the fare control area under the Citicorp tower (Booth N400A). The walkway apparently operates in the peak direction of travel, from Court Square in the morning and to Court Square in the afternoon/evening. I am not sure what vendor supplied the moving walkway since there are no builder's plates on the ends of them. This walkway, by the way, was built under contract A-35903, which also included the additional and reconfigured staircases from the platform to the mezzanine at the Court Square station.

The new staircase from the Flushing Line mezzanine to the northeast corner of 23rd Street and 45th Road has now been built. This staircase is also part of the Court Square contract. This stair, as well as the reopened

Crosstown Line mezzanine, was placed in service the weekend of the Fall "B" Division timetable change, December 16, 2001. This contract was a fairly small-ticket item, by Capital Program standards. The total budget is only \$4.4 million.

You may have been wondering what ever happened to the Nassau Street Line reconfiguration project, contract C-34572. Bids were cancelled back on August 22, 2001 and this contract was re-advertised to bidders at the end of October. The new bid opening date was scheduled for November 29 but has already been postponed until January 10, 2002. This contract is now C-34572-R. The track work will now be done by in-house (MOW-Track) forces. There were other changes in the scope of work but I have not noticed any changes in the signal system or track layout.

Back in the September, 2001 *Bulletin*, I talked about signal contract S-32268. This contract dealt with the installation of Train Operator route request pushbuttons around the subway system. At the time, I used the information I had from the very detailed single line drawings. I have since had the time to go through my file of signal bulletins and came up with the actual in-service dates for the pushbuttons at the following locations:

LOCATION	LINE	TRACK(S)	SELECTION(S)	INSTALLED	NOTES
Morris Park	Dyre Avenue	Y3, Y4	Ready	11-5-86	
s/o Morris Park	Dyre Avenue	Y2	Track Y2, Track Y3, Track Y4	11-5-86	
York Street	Sixth Avenue	B1	Eighth Avenue	5-27-87	
High Street	Eighth Avenue	A3	Sixth Avenue	5-27-87	
n/o Jay Street	Eighth Avenue/ Sixth Avenue	A3/B1	Sixth Avenue, Eighth Avenue	5-27-87	
Middletown Road	Pelham	2	Track 2, Yard	11-24-86	
Westchester Square	Pelham	3	Track 3, Yard	11-24-86	
Kings Highway	Sea Beach	E1	Stillwell Avenue, Coney Island Yard	10-10-86	
Kingsbridge Road	Concourse	C2	D , C	11-25-86	1
s/o Bedford Park Boulevard	Concourse	C2	D , C	11-25-86	1
Bay 50 th Street	West End	D1	Track D1, Track D3-4, Coney Island Yard	1-20-87	
Bay 50 th Street	West End	D2	Track D2, Track D3-4, Coney Island Yard	1-20-87	
Bay 50 th Street	West End	D3-4	Track D3-4, Stillwell, Coney Island Yard	1-20-87	

Note 1: This location was originally scheduled for 7-8-86 but was postponed.

I do not why there was a discrepancy between these in-service dates and those shown on the single line drawings. During the time this contract was being worked on, a set of pushbuttons was installed at 88th Street on the Liberty Avenue Line on southbound Track K1. This work was done by in-house forces separate from the above contract. The selections were Rock-

aways or Lefferts Boulevard and were placed in service on February 5, 1987. These buttons had nothing to do with the operation of Liberty Junction. All they did was activate the new train annunciator in the mezzanine at the Rockaway Boulevard station.

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

THE IRT'S "MAIN LINE WORLD'S FAIR" CARS

By George Chiasson, Jr.

CAR NUMBERS	EQUIPMENT	CLASS	BUILDER	YEAR	REBUILDER	YEAR
9346-9523	Westinghouse	World's Fair R-36	GSI-St. Louis Car	1963-64	Various	1982-85
9558-9769	General Electric	World's Fair R-36	GSI-St. Louis Car	1963-64	Various	1983-84

In 1963, the New York City Transit Authority acquired 430 new cars from the St. Louis Car unit of General Steel Industries, with the express intent of re-equipping line 7 (Flushing). This would update (though not necessarily upgrade) that busy route's passenger rolling stock and expand its fleet to permit the extension of train consists to 11 cars, the system's longest. Included were 40 single units under Contract R-33 (9306-9345), as companion to 390 cars procured through Contract R-36 (9346-9523 and 9558-9769) that would be configured in the now-standard married pair configuration. A unique brightly-colored paint scheme and other optical effects were incorporated into this particular fleet to commemorate the (1964-65) World's Fair, which was returning to New York for the first time in 25 years. Car-body construction was also modified slightly on this breed, with a one-piece fiberglass-encased window installed in place of individual drop sashes. This unique feature and the bright paint scheme of these 430 cars clashed with the otherwise boxy, grime-encrusted fleet dominating the IRT at that time, and gained them the obvious moniker "World's Fair" cars, a title they have retained to the present.

Several of the single R-33s began to show up in late 1963, followed by the first batch of paired R-36s. By the spring of 1964 they successfully supplanted all of the older SMEE equipment (R-12, R-14, R-15) that been stationed on the Flushing Line for more than a decade. When schedules were expanded in time for the 1964 Fair season, sufficient World's Fair R-33s were not yet available, and some single-unit R-17s were imported to Corona to act as an "11th" car. The last of these departed Queens in early 1965 and from that time forward the 430 World's Fair R-33s and R-36s carried on the task of providing service to customers of line 7 for many years.

As part of a brake evaluation test in April, 1972, one complete train set of "Main Line" R-36 cars was temporarily reassigned to service on the Flushing Line. In return, World's Fair cars 9376/9377, 9408/9409, 9418/9419, 9474/9475, 9496/9497, and 9516/9517 became the first of their type to reach the IRT "mainlines," being used in regular service on lines 1 and 3 until May, 1973. The assignment of 12 cars was to insure one spare unit, but the brightly-colored World's Fair cars were nevertheless mixed among scores of dust-covered

red, green, or silver SMEEs parading up and down the Broadway-Seventh Avenue Line at the time. In those days any given IRT train set could contain a crazy mix of the different car types assigned to that particular pool; a single 1 train of the era could have cars from up to eight different contracts!

For the next few years all 430 World's Fair cars were restored to their 7 duties in unflinching fashion, until the city's fiscal crisis finally demanded its share of cuts from the subway system. Services and train lengths were curtailed and routes altered; effective October 22, 1976 the IRT's extensive fleet of rolling stock was unilaterally trimmed by 200 cars. As part of this reorganization line 4 gained a dedicated fleet of older SMEEs from around the system, including 40 R-17s from the joint 1/3. In turn, the last 20 Westinghouse-equipped World's Fair R-36s (9504-9523) were re-deployed from the Flushing Line's maintenance base at Corona to the big barn at W. 240th Street and Broadway. Again, these 20 were intermixed with other assigned equipment from the outset, making it possible to see both the World's Fair R-36s and the R-12s, R-14s, and R-15s they had once replaced in the same train. In 1978, 9504-9523 began to appear in the MTA livery of silver with blue striping, a scheme that had already spread to the other classes of equipment. Their distinctive World's Fair blue-green interiors at first gave way to an institutional combination of green and gray, then in 1979-80 to beige and orange as all were retrofitted with air-conditioning.

On June 2, 1978, a 10-car train composed of the next lowest Westinghouse World's Fair cars (9494-9503) was dispatched from Corona to the Bronx. These had already been retrofitted with air-conditioning and were freshly done up in MTA colors. They were assigned to service on line 4. This service was then using a fleet of worn, aging, completely non-air conditioned R-17s and R-21s cobbled together in the October, 1976 cutbacks, and the lone train of World's Fair cars was positioned on Jerome Ave. until a more permanent arrangement could be made. Indeed, the agency's fiscal circumstances had begun to improve and air-conditioning was slowly starting to be installed on the IRT's married-pair equipment. Finally, 30 retrofitted Main Line R-33s took up permanent residency on line 4 during August, 1978.

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The IRT's "Main Line World's Fair" Cars

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Further, these were mixed with the older single units to spread them around faster, and the 10 World's Fairs became somewhat of a "cool" curiosity. They remained on line ④ well into the following winter, worked their way to E. 180th Street by February, 1979 (where they ran on both lines ② and ⑤), and were finally returned "home" to Queens during May, just in time for summer.

When IRT cars were reassigned to specific routes on January 10, 1983 the 9504-9523 group were found on line ③. At the time this route traveled between 148th Street-Lenox Terminal and Flatbush Avenue using 9-car trains (the last of the IRT mainlines not to achieve full-length status). Starting on July 10 terminals in Brooklyn were swapped and line ③ was routed to New Lots Avenue, its fleet of cars then being based at the Livonia facility. By this time as well, the system-wide graffiti plague had taken its toll, and all 20 Main Line World's Fair cars were being maintained in a utilitarian all-white livery, designed to enable easy cover-up of the illicit "artwork" being exhibited around the system.

In a broad-based attempt to counteract years of deferred maintenance and regenerate the teenaged World's Fair cars, several pairs from the Flushing fleet were subjected to a thorough rebuilding by a variety of contractors between late 1981 and early 1983. Final specifications and costs were determined through this process, and a "production" program commenced. The TA's own Coney Island Shops ultimately shared duties with vendors Morrison-Knudsen of Boise, Idaho and New York Rail Car Corporation of Brooklyn, handling World's Fair cars equipped with GE control. As E. 180th Street was the debarkation and delivery point for the R-36 rebuild program, some were seen in passenger service on lines ② or ⑤ during the summer and early fall of 1983, either on the way out or after returning. The Westinghouse-equipped World's Fairs, then the Main Line R-36s and finally the World's Fair R-33s followed the GEs through rebuilding, all over a 2½-year period. By the spring of 1984, 9504-9523 were still running on line ③, mixing with R-14s, R-15s, R-22s, and Main Line R-33s and R-36s. They sported a coating of grime and graffiti-besmirched white paint, roofs thick with brake dust which formed an acidic paste, and rumpled flooring. The Main Line World's Fairs cars, like any other group on line ③ at that time, were also prone to break down.

With the arrival of a reform management team under the guidance of NYCTA President David Gunn in early 1984, a greatly revised specification was being developed for application to much of the system's remaining postwar fleet. Unfortunately, as timing went this action was too late to be of help for the R-36s, whose on-going rebuilding was perceived as a costly process that did

little to improve the cars' underlying technology (or reliability). Nevertheless, the World's Fair project represented the Transit Authority's only immediate hint of relief at the mechanical and aesthetic onslaught that had become the system's hallmark. In late April, 1984 the Flushing fleet began to receive a distinctive paint scheme of fox red, silver, and black, as part of an all-out offensive to eliminate the effects of pervasive grime and graffiti. Originally pegged "Silver Foxes," these were the first trains of what has become a New York Subway classic: The Redbird.

On June 20, 1984, Main Line World's Fair cars 9514-9523 were beckoned home to Queens as they departed for their respective vendors, followed by 9504-9513 on July 5. This had not been without controversy, as it was questioned by some whether the inclusion of these 20 cars was necessary to the system's overall equipment needs. When ordered the 1,150 R-62s and R-62As had been deemed sufficient to retire up to 1,200 older cars, but the Main Line World's Fairs' non-conventionality, along with potential cost savings if they were omitted from the process, fleetingly made them candidates for a premature retirement. Faced with the future uncertainties of ridership (fortuitously as it turned out), this line of thought was dismissed and by early July, all 20 had passed on to what was by this time referred to as the "GOH" (General Overhaul) process.

As 9504-9523 were reunited with their sisters, other equipment was assigned to line ③ in their place. By late 1984, R-62s were steadily being delivered for line ④, and much equipment was shifted around to enable corresponding retirements of R-14s and R-15s. As their numbers dwindled, a lone train of World's Fair R-36s was brought to line ③ on December 9, composed of GE-equipped 9610/9611, 9630/9631, 9634-9637, and 9670/9671. It had been chosen for purely cosmetic reasons — line ③ was not yet included in the Car Appearance Program (whose equipment bore the distinctive "Redbird" colors or was new), while many of the GEs were still painted white. The Car Appearance Program was at the time just starting to be implemented throughout the New York subway system, mandated to counteract the effects of municipal malevolence. Within a few days, the GE train was swapped back to Corona for some of the few white-painted Westinghouse cars (9424/9425, 9442/9443, 9448/9449, 9452/9453, and 9456/9457) in recognition of standardized maintenance requirements at the Livonia facility. These 10 cars ran as a separate set of equipment at first, then gradually became mixed into the fleet until returned to Corona on August 30, 1985. By then they were among the last "white" World's Fair cars in service. Ultimately, other types of SMEE equipment would serve line ③ until it was completely turned over to R-62As on November 26, 1987. Meanwhile, the 20 former "Main Line World's

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The IRT's "Main Line World's Fair" Cars

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Fair" cars (9504-9523) had passed through rebuilding and repainting into the Redbird scheme, and were back in service on the Flushing Line by early 1985.

To assist in maintaining sufficient fleet size on line 4 while R-62 deliveries progressed, and as its R-17s and R-21s continued to fail at a faster rate than expected, Redbird World's Fair R-36s 9558-9567 and white cars 9604/9605, 9676/9677, 9680/9681, 9716/9717, and 9748/9749 were imported from Corona on February 1, 1985. GE cars were selected this time because they represented the type of propulsion componentry preferred at line 4's Jerome maintenance base, as well as barns servicing lines 2 and 5. The Redbird train was also a one-of-a-kind consist, as no other SMEEs assigned to line 4 were in the Car Appearance Program, but the ever-growing number of new R-62s most certainly were. An army of cleaners was well entrenched at the Woodlawn and Utica Avenue terminals by this time, and eagerly descended on each train (whether a CAP consist or not) at the end of each trip. The white World's Fairs were maintained as a separate train set for most of their stay on line 4, but at times they could be found with the line's own befouled Main Line R-33s or even the dwindling number of R-17s and R-21s. On April 12, the white train was returned from line 4 line to its native 7 service. In its place the graffiti-free fleet was expanded by repainting 12 of line 4's own GE Main Line R-33s into a dark green version of the Redbird scheme.

As deliveries of R-62s progressed, an all-out effort emerged to make line 4 the IRT's first totally graffiti-free route. At the end of May, 1985 there were just 5 trains of mixed R-21s and grimy white GE R-33s to remind riders of the system's most turbulent time. On July 2 the R-21s were sent elsewhere and even more help was on the way: Red GE World's Fair R-36s 9570-9575 and 9578-9581 joined their sisters on line 4 for the morning rush of July 5. Four others (9568/9569 and 9576/9577) were still being repainted and did not arrive until August 18. Further, a 10-car train of GOH'd "Main Line" R-36s in Redbird colors was added to line 4 on July 20. Need for the one 10-car train of "dirty" R-33s diminished accordingly, and the objective of a completely graffiti-free fleet was attained on August 4, 1985. At that time, all service on line 4 was provided by R-62s (which were setting shockingly high standards for reliability), two trains of GE World's Fair Redbirds, the red train of Main Line R-36s, and the repainted Main Line GE R-33s, which had been dubbed "The Green Machine."

Having accomplished the objective of eradicating graffiti on line 4 (and with it establishing a major presence for the Car Appearance Program on the East Side IRT), NYCTA turned its attention to the critical Broadway-

Seventh Avenue Subway. The green R-33s went to line 2 in mid-August, and another force of car cleaners was deployed at the Flatbush Avenue and 241st Street terminals. On September 13, 1985 all 24 of the Red GE World's Fair R-36s were moved from line 4 to line 2 and the long process of transition commenced. 10 more GE World's Fair R-36s (9582-9591) arrived on September 30, then 6 more (9592-9595 and 9598/9599) on October 14. Here, as on line 4, these cars were used to offer a glimmer of hope to the ridership until the first true "Redbirds," GE R-29s rebuilt to the revised, more encompassing specifications developed by Gunn's team, were placed in service in late October.

By the following Spring a train of Redbirds was back on the Lexington-Jerome line, among 64 GE World's Fair Redbirds being used in Main Line services at the time. Their interim role was to fill the breach as new R-62As were delivered other groups of SMEEs sent off the property for GOH and older cars removed from service. A break-down from March 31, 1986 shows 9558-9593 and 9610/9611, 9636/9637, 9710/9711, and 9768/9769 on line 2, and 9622/9623, 9650/9651, 9656/9657, 9668/9669, and 9674/9675 running on line 4. On April 10 the 10-car train from line 4 and 10 cars from the 2 (9592/9593, 9610/9611, 9636/9637, 9710/9711, 9768/9769) were returned to Corona, with another 10-car set of GE World's Fair cars (9582-9591) transferred from line 2 to line 4. 9580/9581 followed on July 24, 1986 and these 34 cars remained in place (22 on line 2, 12 on line 4) for many months.

By early 1987, GOH work on the R-26, R-28, and R-29 classes was winding down, and effort concentrated on the last and largest group, the 494 remaining Main Line R-33s. As the first 40 of these were completed at 207th Street Shops and assigned to line 2, GE World's Fair R-36s 9558-9581 went to line 5 on July 15. This was fast becoming the last IRT bastion of graffiti-covered rolling stock, and for the third time the GE World's Fair R-36s were called upon to blaze the trail toward cleanliness and a sense of civic order. To quicken graffiti's end all the more, the Transit Authority had begun to repaint unrebuilt Main Line R-33s assigned to 5 service into the Redbird scheme at then end of 1986. On December 17, 1987 GE World's Fair cars 9558/9559, 9564/9565 and 9574-9579 were returned to Corona from line 5, along with 9580-9591 from line 4. The rest of the GEs (9560-9563 and 9566-9573) followed on December 30.

While that's almost the end of the story for GE World's Fair cars wandering to the IRT Main Lines, the pioneering Westinghouse cars from 1976 were simultaneously getting orders to leave their home assignment once again. On that same December 30, 1987, as the last GE's began their trek from E. 180th Street to Corona with a stop at Coney Island Shops en route, they

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Commuter and Transit Notes

by Randy Glucksman

After many years, thought has been given to renaming this column. In its original form, the column truly dealt with commuter operations; however, over the years, thanks to the assistance and encouragement of members and friends, the scope has expanded to cover transit operations not only in North America, but also the world.

Metropolitan Transportation Authority

Louis R. Anemone, a 34-year veteran of the New York City Police Department was appointed to the newly created position of Director of MTA Security. In this position, Mr. Anemone will direct and coordinate the MTA's efforts in improving security on the entire MTA network.

While still on the subject of security, in January, President George W. Bush appointed former Secret Service director John Magaw as head of the new Transportation Security Administration, an agency of the U.S. Department of Transportation.

MTA Metro-North Railroad (East)

When I rode by Highbridge Yard on the day of the December, 2001 meeting, I noticed that many of the foundation pilings had been driven. Also to be seen were stacks of track panels and ties and piles of dirt. The contractor has completed geo-technical investigation and boring.

In the aftermath of September 11, 2001, ridership has been reported as "unstable." There was an increase in reverse peak ridership and a decrease in off-peak, discretionary and weekend ridership.

Metro-North's Christmas-New Year's Holiday schedules featured a snowman on the cover.

MTA Metro-North Railroad (West)

The twenty, not twenty-five, ticket vending machines that will be purchased under the NJ Transit contract will cost nearly \$1.093 million, and have a monthly maintenance/service charge of \$1,081 per machine. These TVMs will dispense magnetically encoded tickets that will be compatible with NJ Transit's equipment at EWR and Secaucus Transfer, whenever it opens.

Connecticut Department of Transportation

With the expansion of limited Shore Line East service to Stamford on December 17, 2001, Timetable TT-40 was issued. A starburst on the cover announces this expansion of service. Train #3633 leaves Old Saybrook at 6:13 AM, makes all stops to New Haven, then stops at Bridgeport and Stamford. To return the equipment to New Haven, Train #3614 departs Stamford at 9:30 AM and runs through to Old Saybrook, arriving there at 11:25 AM. The CDOT equipment returns to New Haven as Train #3663 leaving at 12:10 PM. For the afternoon rush, Train #3640 departs from Stamford at 4:35 PM, making the same stops as the morning train, to Old Saybrook (6:35 PM). This pilot program runs through June 30, 2003, and under the agreement between

Metro-North and CDOT, Metro-North crews will be operating the trains west of New Haven. In April, service could be expanded by an additional morning and evening peak hour train as well as up to two midday trains. Thanks to member David A. Cohen, who also rode the train, for sending copies of the timetable and for this email: "I rode the Shoreline East Train 12/26/01 from New Haven to Stamford. It was great. Too bad it took the CDOT years to plan this. Maybe with more advertising, ridership will increase. Equipment is neat and clean. Maybe a trial run to GCT should be next."

David also sent an article from the New Haven **Register** reporting that higher-than-expected costs and an increased number of parking spaces that are required for the Westbrook commuter rail station have put the plans for a new station in jeopardy. Originally, 100 spaces were to be provided, but recently CDOT upped that number to 500, citing projected future expansion. Presently about 30 commuters use the station each day. All is not lost, however: there is property owned by a shopping center adjacent to the station, and there is every hope that an agreement can be made to acquire the necessary land. If not, another site will be sought. CDOT is spending \$12 million to upgrade five Shore Line East stations, which includes new double-sided platforms and stations.

A forwarded email reported that Gov. John G. Rowland announced that \$187 million will be spent to upgrade rail transit in Connecticut. \$150 million of that amount will be used to rehabilitate 241 M-2 cars, which is expected to extend the lives of these cars, which were built between 1973 and 1976, by another 15-20 years. On a typical day, anywhere from 30-60 are unavailable for service and the program will begin with cars that are presently not in service. It is planned that each month four cars will be done, at a cost of \$600,000 per car. It will cost \$2.5 million to convert the existing New Haven Car Shop into the M-2 overhaul shop, and \$35 million will purchase four new locomotives and 10 push/pull cars for the Danbury, Waterbury and New Haven lines.

NJ Transit

As was expected, the NJ Transit Board of Directors approved a fare increase, at its January 7 meeting (that date was advanced by two days from the previously scheduled date), and Acting Governor Donald T. DiFrancesco signed the legislation that evening, just hours before his term ended. Most fares will rise 10% on April 1; also, the surcharge for purchasing a ticket on board a train when a ticket office is open or a TVM is available went from \$3 to \$5. There is now a common fare of \$3.30 for Penn Station (Newark) and Broad Street to New York. Refunds will only be given to 10-trip

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

and monthly tickets. HBLRT fares, which at \$1.50 a ride were already higher, will not change. An email that I received questioned the legality of this so far as one-way tickets are concerned, this possibly being a violation of New York State law. Many of the proposals that had been floated when the hearings were very hurriedly scheduled never came to be. Among them, a plan to classify round-trip and other discounted fares as "promotional," and, as such, subject to elimination by NJ Transit management, elimination of the aforementioned tickets, and reduction of the discount offered to riders over 62 years of age from 55% to 50%. Also not implemented were automatic fare increases pegged to the cost of inflation, that would have taken place over the next five years. If there is a need to raise fares, then public hearings must be held, just as they are now.

Due to the apparent success of the *Newark Airtrain* service, as of January 5, *Airlink* Routes 302 and 303 were suspended. Those routes had operated between Penn Station (Newark) and the airport. The local bus, route 62, will continue to run. As of mid-December, 2001, ridership was more than 1,500 per day.

At its December, 2001 meeting, the Board of Directors approved an option with AAI Corporation of Hunt Valley, Maryland to overhaul additional 44 Comet II cars, on top of the original contract for 116 Comet IIs. The renumbering for the entire group appeared in the July, 2000 *Bulletin*.

Parking shortages are being addressed at the Towaco (Boonton) and Long Branch (North Jersey Coast) stations by acquisition of additional land.

In October, 2001, the contractor completed hanging of catenary, including trolley wire and messenger cable, on Track 2 between Montclair and Little Falls and in Great Notch Yard. The actual 1,500-foot link and train station at Bay Street was 99% complete in November, and testing of all new infrastructure began, with completion anticipated by next month.

Jersey Central News reported that NK (former Lehigh Valley Newark) Tower was closed on October 28, 2001. The tower originally controlled trains on the Lehigh Line between CP Aldene (Roselle) and CP Valley (west end of Oak Island Yard). This territory is now under the control of the North Jersey Coast Line Dispatcher, and the interlocking is referred to as CP NK. New wayside signals are in service, and they replaced the two remaining iron signal bridges at CP Townley and NK, and several cantilever signal masts. Track 2, just east of Townley (Union), was relocated to enable a center platform to be installed at this station, which is under construction.

Thirty new officers have been added to NJ Transit's police force, which now totals 141, and within the next 6-8 months three teams of bomb-sniffing dogs will also

be added. These are part of a consultant's recommendations, which include having a police presence on platforms of major terminals and local police departments patrol stations and facilities.

It just shows that if you are a timetable collector, you should check the racks frequently. Member Gregory Campolo came up with September 30, 2001 editions of the North Jersey and Raritan Valley Coast Lines, which have an American flag on the cover. On one of the inside pages, in very small print, is the Form number and the date 10/01. The original issue has 9/99. Additional information about these form numbers will be presented in a future issue.

New timetables were issued for all lines except the Atlantic City and the Pascack Valley on January 13. The main reason was the addition of three AM and one PM *Midtown Direct* trains. There were also some changes on the Northeast Corridor and North Jersey Coast Lines, and some trickle-down effects to other trains. On the latter, a pair of trains that formerly terminated/originated in Newark now operate to/from Hoboken.

All of these timetables now have an American flag on their covers, but only some of them include PATH train times. The Raritan Valley Line, which kept its September 30 date, in addition to the Revised January 13, 2002, has the word "Connections", which advises passengers to check that their connecting trains, because the times may have changed.

NJ Transit's recently appointed Chief Designer, Cesar Vergara, was the focus of an article in *The New York Times* (January 4). The corporation's 611 trains and 2,065 buses were described as little more than "steel-sided boxes on wheels, adequately comfortable, but as inviting as a junior high school cafeteria." The exteriors of the newest cars "are painted a dreary mix of black and gray, the overhead fluorescent lighting is viciously unkind." Mr. Vergara, one of the nations' top industrial designers, accepted the position, albeit at a big pay cut (he receives \$140,000 a year), with a mission to turn NJ Transit's transportation system into a "stylistic knockout." His first project will be the locomotives, and will continue with passenger cars, signs, schedules, and the proposed transit villages – integrated mixes of housing and stores that will be built next to five suburban rail stations.

On the Southern New Jersey LRT, the first bridge over PATCO was completed, and work was well underway on the shop and yard complex. Other work involved relocation of utilities in Camden, installation of embedded track and placement of concrete slabs for the Rutgers and State Aquarium stations.

Travel patterns between New Jersey and New York have changed since September 11. NJ Transit reported the following changes in eastbound traffic flow:

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Commuter and Transit Notes

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Trains to Penn Station, New York	+44%	+14,800
PATH to 33 rd Street	+88%	+23,400
PATH to World Trade Center	-100%	- 49,700
Lincoln Tunnel	-4%	not given
Holland Tunnel	-43%	- 9,900
Midtown Ferries	+43%	not given
All Downtown Ferries	+93%	+9,300

Prior to September 11, for FY 2001, NJ Transit's ridership had increased by 4.6%, or 14,600 daily riders.

Ridership on HBLRT has soared as is shown in the table below.

DIRECTION	PRE-SEPTEMBER 11	POST-SEPTEMBER 11	CHANGE	%
Peak	3,250	6,050	2,800	86
Off-Peak	1,850	2,100	250	14
Total Riders	5,100	8,150	3,050	60

Construction continued on both extensions: Hoboken and from 34th Street to 22nd Street. In Hoboken, piling work and bridge piers were completed for the portion that crosses Long Slip. By the time you read this, it had been planned that 30,000 cubic yards of fill would have been dumped into the canal. Work is also proceeding on the portion west of Hoboken, north of Observer Highway, which will lead to Tonnel Avenue in North Bergen. NJ Transit and 21st Century Rail were evaluating bid packages for the Weehawken Tunnel work.

A Newark City Subway timetable dated December 8, 2001 was published, with an announcement on the cover that there is a new weekday schedule; it also covered the Christmas-New Year's Day period. Substitute bus service is still operating on weekends, and Branch Brook is the outer terminus. Thanks to Gregory Campolo for sending copies.

Port Authority Trans-Hudson Corporation

Several weeks after the copies of the December 2, 2001 Map and Guide were available, updated editions of the timetable made an appearance.

Port Authority of New York and New Jersey

Port Authority Commissioners took the first step towards the creation of a seamless fare structure for the metropolitan region in December, 2001. \$51 million will be spent to develop a system that will allow PATH riders to use "smart card." MTA and NJ Transit are participating in this project. As envisioned, a system that would permit the use of *MetroCards* on PATH could be in place within two years.

A temporary terminal beneath the rubble of the World Trade Center will be built within the next two years at a cost of \$544 million. \$10 million more will be spent to plan a permanent terminal. Additionally, three stations will receive new entrances. \$14.6 million will be spent at Christopher Columbus Drive and Marin Boulevard for the Grove Street station, and \$29.6 million for the 9th and Christopher Street stations.

Metropolitan Area

In the September, 2001 *Bulletin* I wrote about the deteriorating remains of the former New York Central Railroad pier at W. 64th Street in Manhattan. In the December 10, 2001 Metro Section of *The New York Times*, an article appeared reporting that construction of a ferry terminal on that site could provide relief to the overcrowded 72nd Street subway station. A plan has been formulated for Riverside Park South which would turn this abandoned pier into a landing for small high-speed ferries, that could be opened for business as early as the fall of 2003.

Amtrak

Acela Express service was increased slightly on December 10, 2001, but this did not cause a reissue of the Northeast Timetable Form T-3. Instead, a photocopy of a notice announcing the changes was inserted inside the existing timetables. New editions of Forms W2 (Washington, D.C.-New York), W4 (Washington, D.C.-Boston) and W9 (*Metroliner* and *Acela Express*) were also produced. One trip in each direction has been added between Boston and Washington, DC, and there were a few train renumberings. The chart below has been updated and corrected.

CHRONOLOGY OF ACELA EXPRESS SERVICE

DATE		SOUTHBOUND			NORTHBOUND		
		BOS/ NY	BOS/ DC	NY/DC	DC/NY	DC/ BOS	NY/ BOS
12/11/00	Weekday	0	1	0	0	1	0
3/5/01	Weekday	1	1	1	1	1	1
4/29/01	Weekday	2	2	1	1	2	2
	Saturday/ Sunday	0	2	0	1	1	1
7/9/01	Weekday	1	4	2	2	4	1
	Saturday/ Sunday	1	2	0	1	1	2
9/30/01	Weekday	1	7	3	3	7	1
	Saturday/ Sunday	1/0	3/4	1	1/2	3	1
12/10/01	Weekday	1	8	3	3	8	1
	Saturday/ Sunday	1/0	3/4	1	1/2	3	1

Congress voted to excuse Amtrak from drafting a plan to liquidate itself, due to problems Amtrak reported working with other companies. The Amtrak Reform Council (ARC) is working on a restructuring plan, which was due by February 7.

The *Kentucky Cardinal* (#850/851) began serving

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Louisville, Kentucky on December 4. Prior to that date, the closest to Louisville that the trains reached was Jeffersonville, Indiana, just across the Ohio River. This train began running in December, 1999, and until then, Louisville's last train was the Chicago-Miami *Floridian*, which was eliminated with the October 1, 1979 timetables. Jeffersonville will keep its stop.

Acela Regional Train #174 (AEM-7 910) derailed at Canton Junction during the evening of December 27, 2001. This resulted in massive delays to Amtrak and MBTA commuter trains, which continued into the next day. No injuries were reported. Thanks to members George Chiasson, Glenn Rowe, and Todd Glickman for the reports.

Miscellaneous

My company's Holiday Party took place aboard a chartered train operated by the Claremont Railway in New Hampshire, and getting there was via the *Vermonter*. AEM-7 950 powered the train to New Haven, where F-40s 413 and 288 were placed, one on each end of the train. (*Cinders* reports that in the Northeast there are only eight other F-40s: 244, 265, 268, 271, 280, 291, 301, and 316. Four were assigned to work trains and two, 226 and 278 were being prepared for use by the MBTA.) The ride in *Capstone* (refurbished Amfleet) cars was pleasant. On the return trip the following day, we had the same consist, and this time at New Haven, the F-40s were replaced by HHP 662. It was my first ride behind these new locomotives. While at Claremont, New Hampshire, we were treated to a visit of *The Flying Yankee*, which is being rebuilt by the Claremont Railway. This articulated streamlined stainless steel trainset was built by Budd in 1935 for the Boston & Maine Railroad, and ran over the B&M's routes until it was retired in 1957. After sitting idle at the Edaville Railroad in South Carver, Massachusetts for 36 years, the train was purchased by a Robert S. Morrell, founder of the New Hampshire Heritage Museum. He then sold the train to the State of New Hampshire for \$1, with the proviso that *The Flying Yankee* would once again run. At the time of our visit, the "B" car had been completed – the shop forces did a superb job, and the power car was being worked on. For further information, you can visit their website at www.flyingyankee.com.

Our Holiday Train featured the *Chisholm Ridge*, former Chesapeake & Ohio coach 1637, built by Pullman Standard in 1950. 1637 was acquired by Amtrak and in later years was sold to the Bangor & Aroostock, until Caledonian RailLines purchased it. The new owners created a lounge, several staterooms, updated the rest-room and repainted the car into its original C&O colors. Also on the consist were a former Canadian National baggage car (CDHX 7822 – built 1936), being used as the buffet car, and ex-LIRR 2939, which was just along

for the ride. MLW-Alco 105 powered the train.

When I prepare my *From the History Files*, it is often the case that the month of December is a more difficult month to find items. This past December, in just a few days, the following transpired:

- December 14 – *Downeaster Service* began between Boston and Portland
- December 16 – Shore Line East extended limited service to Stamford
- MARC began service to Frederick, Maryland
- University Line in Salt Lake City opened
- On New York City's subway, rerouted **F** via 63rd Street and new **V** lines begin running

Earlier, on December 3, Trinity Railway Express service was extended into Ft. Worth

Edward G. Jordan, who was Conrail's first president, died on December 28, 2001 at age 72. According to his obituary in *The New York Times*, he was an executive of a major insurance company without any railroad experience when President Gerald R. Ford chose him to head the United States Railway Association. After leading that agency for 17 months, it selected him to be Conrail's first president. He resigned in 1980 after Conrail had two profitable quarters.

Other Transit Systems*Boston, Massachusetts*

Finally, after seemingly endless years of planning, discussion, legal maneuverings, etc., *Downeaster Service* finally began. Todd Glickman was at North Station for the inauguration ceremony. He wrote: "on December 14, the train departed from Track 7, led by engines 814 and 806, a coach, cafe car, club car, and seven more coaches, then 'cabbage' (control cab and baggage) car 90214, which was adorned with the wording '*Downeaster Operated by Amtrak*.' The consist was so long that the lead engine's front end was just past the dwarf signal that regulates movement out of North Station. This trip made whistle stops along the way, with celebrations in each town served. Former Governor Mike Dukakis gave the welcoming speech (true to form he took the Orange Line to North Station), with brief remarks by Maine Governor King and MBTA Acting General Manager Mulhern. The ceremonial '*All Aboard!*' was given by the same (now Amtrak) conductor who was in charge of the very last train from Maine to Boston nearly 40 years ago. Four round-trips per day will operate, and the fare Boston to Portland is \$21 each way; \$35 for a same-day round trip." The trains are numbered from Portland: 680/686 and from Boston: 681/687.

Boston's tireless North Station-South Station Link supporter, John Businger, was out pushing this project during the inaugural ceremonies of the *Downeaster*, according to an article in *The Boston Globe*. Mr. Businger dispensed "Rail Link" buttons to everyone in sight. He, along with many others, believes that this should have

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

been included in the "Big Dig" project, which we all been told is many millions of dollars over budget.

The MBTA was set to award a contract for construction of the Greenbush Line, but one of the low bidders is under investigation for bribery, fraud, or shoddy work on four continents. This was reported in *The Boston Globe*. A meeting with MBTA officials was scheduled to take place in January to "vet these issues fully."

A modern fare collection system is in the future for all "T" riders. The board has approved spending about \$120 million for a "smart card" system that should be installed by 2004.

At year's end, Kawasaki cars 767-770 were delivered and accepted (entered service 11/19/01); 771, 772, 773, 776, and 777 were in testing; and 6 cars (774-775, 778-781) awaiting delivery.

MBTA's Winter (December 29, 2001-March 22, 2002) edition of the Rapid Transit and Light Rail timetable was issued.

Extra transit services were operated in support of the First Night Festivities and were free after 8:00 PM on New Year's Eve. Most commuter rail lines had trains departing from South and North Stations as late as 1:45 or 2 AM. Thanks to Todd for all of these news reports.

Philadelphia, Pennsylvania

SEPTA also operated post-midnight local service on Lines R-2 to R-8. On New Year's Day, for the annual Mummers Day Parade, additional trains were operated on the Market-Frankford and Broad Street Lines every 8-10 minutes, between 8 AM and 6 PM.

Member David W. Safford wrote that SEPTA has been busy renovating stations on the R-5 (Thorndale-Paoli portion). His observations were taken from his vantage point on the *Great Valley Flyer*, Train #9526. At Overbrook, construction has been going on for about two years on this Victorian station. Canopies have been replaced, as well as wooden posts and other woodwork. There are new windows and roof, improved lighting, new asphalt, and (unfortunately) low-level platforms. At Radnor, there is a new canopy along with metal and glass three-sided shelters, platforms, re-paved parking lots, and landscaping. Strafford's station, which was heavily damaged by arson, has been completely restored. David wrote that this was originally a pavilion at the 1876 Philadelphia World's Fair, and was moved to its present location by rail. Other stations that have been upgraded include Berwyn, Daylesford and Paoli.

Gregory Campolo was kind enough to get me caught up with SEPTA's latest City Division timetables, which went into effect in September, 2001. Greg also sent along a copy of PATCO's Ride Guide 2001, published on glossy paper. It features the same scene on its cover as the current timetable, which was mentioned in the December, 2001 *Bulletin*.

Washington, D.C. area

MARC's HHP locomotives will be numbered 4910-4915.

After two years of secret testing, WMATA reported that two Metrorail stations have been equipped with sensors that can detect a release of toxic chemicals. Work on this \$7.5 million project began in 1999, but was accelerated after the September 11, 2001 attacks.

Florida

After Florida's DOT denied a request for funding a restoration of passenger service between Jacksonville and West Palm Beach using Florida East Coast Railway tracks (September, 2001 *Bulletin*), Governor Jeb Bush announced plans on December 20 to provide \$82.5 million in funding. His decision was based on "the September attacks and the need to develop alternative modes in an out of Florida. This restored passenger rail service is just the ticket." A new track connection and eight stations would be constructed to serve an area that has not had passenger trains for 33 years. Service could be running within two years.

Although the first shovels of dirt have not been turned, already the Florida High Speed Rail Authority has notified officials in St. Petersburg that, due to costs, the city might have to settle for a light rail system that would link up with the high-speed rail line. This occurred after the State Legislature learned that a new bridge crossing Tampa Bay could cost about \$1.5 billion, while a light rail line could run along local streets. Thanks to member Dennis Zaccardi for these two reports from the *St. Petersburg Times*.

Dennis also sent some photos showing the building of the Tampa/Ybor City (TECO) Streetcar. Some signs identifying the stations, as well as stations themselves, are also in various stages of construction. The girder rail is being installed within a concrete roadbed.

Salt Lake City, Utah

Member Harold Geissenheimer was at the opening day ceremonies for the first extension of TRAX, on December 15, 2001. At the December Division meeting, Harold told me that all 29 of the DART LRVs that are being leased for use during this month's Winter Olympics were in Salt Lake City before the middle of December.

Seattle, Washington

As of mid-December, Sound Transit had laid nearly 800 feet of light rail track along 25th Street on its Tacoma LRT project. An extra Sounder commuter train operated on Friday, December 21, 2001, departing from King Street Station at 1:55 PM, to take those who wanted an early start on the Holiday weekend.

San Francisco, California

Caltrain also provided free train rides after 8 PM and extra train service after midnight, New Year's Eve. Those trains departed from San Francisco at 12:45 and 2:15 AM, and from San Jose Diridon Station at 12:30

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AM. The Sunday schedule, consisting of 20 trains, was operated on New Year's Day. Thanks to member Phil Hom for the news.

Additional information about BART's extension of service to San Jose (January, 2002 **Bulletin**) comes from **Western Transit**. Service would extend from BART's Fremont station to Warm Springs and into Santa Clara County, serving Milpitas, San Jose, and Santa Clara. Valley Transit Authority will pay \$48 million annually to BART to cover operating costs. It is believed that the funding would come from a new countywide sales tax, new gas taxes, fare increases, and a surcharge on tickets sold in Santa Clara County or development fees at new stations. Trains could be running in about ten years.

San Diego, California

North County Transit District added two weekday mid-day round trips on its Coaster service between Ocean-side and San Diego. Thanks to **Western Transit** for the news.

Vancouver, British Columbia

Revenue service began January 7 on the first section of the Millennium Skytrain between the Braid station and the Columbia station of the new (second) Skytrain

line that will eventually operate from Broadway to Columbia. The line has been turned over to Translink and BCRTC, the Skytrain operating company. New 2-car Bombardier MK II trains are being used. Thanks to Harold Geissenheimer for the report.

Afghanistan

On December 10, 2001, the first train carrying tons of badly needed relief supplies crossed the Friendship Bridge over the Amu-Darya River from Uzbekistan into northern Afghanistan.

Correction

Member Tom Mason wrote that it is the Santa Fe Southern Railway that now owns ex-CNJ coach 1158 (October, 2001 **Bulletin**), and that it has now acquired another similar coach.

From the History Files

95 Years Ago: On February 25, 1907, Hoboken Terminal as we know it today opened. Major renovations have just about been completed.

30 Years Ago: On February 20, 1972, a prototype of the M-2 "Cosmopolitan" car for the New Haven Line was unveiled. The April, 1972 **Bulletin** did not give a location, but at the time it was anticipated that the first cars were to be delivered for testing that June. The first train actually entered service the following April.

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

Around New York's Transit System

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platform can see through the head at any time.

R-33 Damaged by Falling Metal Piece

On December 22, 2001, a metal piece came loose from the ceiling of the northbound Lexington Avenue Line tunnel just south of Bowling Green. It slammed through the storm door of R-33 9014, lead car of a 5 train. Three people were injured, and, in the wake of the recent destruction of the World Trade Center, many more were scared by the noise and debris.

Air-Conditioner Fire on Slant R-40

A slant R-40, either 4392 or 4393, was damaged in late December by an air-conditioner fire as it was at the Stillwell Avenue station on its way to Brighton Beach as part of a 6 put-in.

Staten Island Railway Train Derails

Around 6:20 on the evening of Friday, January 11, a Staten Island Railway train derailed just after leaving the St. George Terminal. The line was closed until 7:40 PM, when service resumed between Tompkinsville and Tottenville with shuttle buses between Tompkinsville and St. George. Full service to/from St. George was restored soon after.

Transit Advocate Dobrow Dies

Stephen Dobrow, a lifelong transit advocate who was a longtime ERA and New York Division member as well as President of the Committee for Better Transit and a founder of the New York City Transit Riders Council, passed away on Sunday, January 13 at age 58. Dr. Dobrow had been a professor of electrical engineering at Fairleigh Dickinson University in New Jersey and attended many New York Division meetings.

West End Line

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FIRST TRAIN ON THE NEW ELEVATED STRUCTURE

The first train to operate on the new elevated structure departed from Chambers Street at 1:43 PM June 24, 1916 and arrived at 62nd Street 23 minutes later. The Motorman blew his whistle continuously from the 38th Street cut to 62nd Street. Houses were decorated,

and people waved flags and cheered in the streets. At a field at 43rd Street and Tenth Avenue, 5,000 people watched the last train on the surface, the first train on the structure, and the first trolley car. There was a parade in Borough Park and a banquet at night.

Because construction was not completed, trains were single-tracked between 62nd Street and 18th Avenue. There were temporary wooden platforms that were so short that a 6-car train had to make two stops. Small wooden shanties were used as ticket offices.

The IRT's "Main Line World's Fair" Cars

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crossed paths with 9514-9523. These ended up on the busy, high profile line 6, where there were still a few trains of untreated WH Main Line R-33s in operation. There they mixed with 24 companion "Main Line" R-36s to complete the task of cleaning up the Pelham Local on New Years' Eve. The other ten "Main Line" cars arrived in April, 1988 following "E-Cam" tests. On January 22, 1989 WH World's Fair Redbirds 9504-9513 joined their sisters on line 6 and the former 1/3 group reunited. These were supplemented on August 6 by 9494-9503, and a fleet composed of 118 R-29s, 64 Main Line and World's Fair R-36s, and 259 R-62As was established to serve customers on line 6 for the long-term.

In 1991 the General Overhaul of existing IRT rolling stock was completed. On September 30 of that year, the TA's Car Equipment Department put its Scheduled Maintenance System (SMS) into effect, which called for every car to be cycled through a given set of repair and overhaul procedures on fixed mileage cycles, instead of when required by wear or failure. For the Main Line World's Fair cars, this resulted in full-time operation on line 6, as opposed to being concentrated in peak-hour operation.

Despite their well-groomed appearance, by this time the GE World's Fair cars were proving to be increasingly troublesome. They had been rebuilt earliest, incorporated the crudest specifications with little improvement in operational technology, and were closing in on a decade of service beyond that time. With neither the time nor resources to upgrade this group to the standard applied in latter-day Redbirds, the cars' availability declined, and a varying number of Main Line R-33s were used to supplement the fleet at Corona. During this interim, WH World's Fair cars 9494-9513 were sent "home" to line 7 between July 22 and December 31, 1991. Finally a "Re-overhaul" of the GE World's Fair cars commenced in late 1992, which corrected many of the oversights and shortcomings of the previous work. In addition to cosmetic improvements, extensive re-wiring was performed and the original controllers replaced with a better design salvaged from retired GE R-30 cars. When Pelham-assigned R-62As assumed operation of the 42nd Street Shuttle route on June 8, 1992, WH World's Fairs 9484-9493 were reassigned to line 6 to free up the necessary 10 cars. Service adjustments on lines 1/9 starting February 27, 1995 yielded 20 R-62As to line 6 and 9484-9503 were sent back to Flushing. They were subsequently returned to line 6 on November 12.

Effective January 8, 1996, GE World's Fair cars 9558-9569 were once again shifted to line 4, as service was again upgraded. In turn, WH cars 9494-9503 were returned to Queens as of April 14, and remained until the

GEs came home on March 30, 1997. To further expand the 6 fleet, WH World's Fair R-36s 9484-9493 were passed over there on August 31. Pelham's full complement of 46 Westinghouse World's Fair R-36s was finally reached on December 28, 1998 when 9478-9483 were also sent to the Bronx. By late 1999 the mini-fleet of 80 combined World's Fair and Main Line R-36s were prominently being seen in daily service on the Lexington Avenue Local. Together with the 118 WH R-29s assigned, Redbirds were accounting for almost half of line 6's entire service schedule.

The Main Line World's Fairs' Golden Age would turn out to be short-lived, as the first of 520 "New Technology" IRT cars, known as R-142As, were placed in 6 service on July 10, 2000. After some initial problems, not an unexpected circumstance given their sophistication, the R-142As steadily began to increase in number by the year's end. In late December the Main Line R-36s began to leave the Pelham Line, ironically being transferred to Corona where ever-increasing ridership brought pressure to quickly expand line 7's fleet. More serious problems put the R-142As on the sidelines from late January to mid-February of 2001, and for one final time the World's Fair fleet helped bail the system out of trouble. A 10-car train consisting of Westinghouses 9404/9405, 9420/9421, 9426-9429, and 9456/9457 was shifted to line 6 temporarily. These were returned to Queens on March 12, by which time there were already 100 of the new cars carrying passengers, and many more being tested. After 25 years, the stage was finally set for the World's Fair Main Line cars to exit the scene.

In addition to the R-142As from Kawasaki Rail Car, NYCT had ordered a total of 1,030 similar units from Canadian builder Bombardier, known as R-142s. These were intended to replace aging "Redbirds" on lines 2 and 5 and elsewhere around the IRT, but a plague of functional problems worked against their rapid entry into service for several months. The first train or two became a full-time presence in early 2001, soon to be removed from service again for various technical reasons at the end of January. Rumors abounded as to the cars' possible return; weeks turned into months and still there were no apparent sign of progress. At last, one train was placed in passenger service on line 2 in early May. Nevertheless, what was by then called MTA New York City Transit could not afford to wait any length of time to get some of the more unreliable or deteriorated Redbirds off line 5. With an uncertain future facing the R-142s, a plan was hastily devised to use the more successful R-142As in place of World's Fair and Main Line R-36s on line 6, rotate these back to Corona and free up GE World's Fair cars for line 5. This because E. 180th Street tended to GE equipment and was ill-positioned to directly maintain the Westinghouse cars based on the Pelham Line. Originally intended as the

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The IRT's "Main Line World's Fair" Cars

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first in a series of moves, GE World's Fair R-36s 9760-9769 were transferred from Corona to E. 180th Street on May 14. The entire process turned out to be unnecessary, as the MTA and Bombardier announced an accommodation regarding modification and delivery of the R-142s on May 23, 2001. A handful of the new trains were back in service within a short time, and though they continued to turn up in rush hours on line 5 for several weeks, the oddball 10-car train made up by 9760-9769 was sent back to Flushing on July 11.

By early April, 2001, Pelham-based WH World's Fair cars 9486/9487 were noticeably absent, and within a month these surfaced at 207th Street awaiting preparation for disposal. For over a year, MTA had been negotiating with various states on the eastern seaboard to sink the bodies of its aging Redbirds in coastal regions. This would aid the environment by creating artificial reefs for underwater life, and help NYCT save money by avoiding the costly process of asbestos abatement, now necessary to permit the conventional scrapping process. Agreements with New Jersey or Maryland were nixed, but in June the State of Delaware emerged as a partner and preparations began to "process" Redbirds for eventual submersion at 207th Street Shop.

In late May, all but two of the Main Line R-36s had left the Pelham Local for Queens, and retirements of the remaining Main Line World's Fairs were able to begin in earnest. Cars 9492/9493 and 9508/9509 were committed to the "reefing" preparation program at this early stage, leaving 4 trains (42 cars) of R-36s running on line 6 into mid-June. One of these was gone by the end of the month, turning up in storage at Concourse Yard. The remaining three were used through the following week, another being retired at the end of the morning rush on Friday, July 6. The last two ran on line 6 throughout the next day, a Saturday, as though making

a farewell appearance for the city which had come to embrace its Redbirds with a noticeable degree of sentimentality.

Finally, during the morning rush hour of Monday, July 9, 2001, these last two holdouts made their final tour. One, composed of S-9523/9522-9524/9525-9498/9499-9513/9512-9514/9515-N ran light from Westchester Yard to Pelham Bay Park, and entered passenger service as the 6:00 Local-Express to Brooklyn Bridge. This train made several round trips and was laid up for the final time at Westchester Yard at 10:19 am. The second consist (S-9491/9490-9501/9500-9502/9503-9497/9496-9518/9519-N) was put in from Westchester Yard for the 6:38 Parkchester Local, made one trip, and bid adieu to the system it had served for 37 years. Later that night, all but two of the World's Fair cars assigned to Pelham had been deadheaded over to Concourse and placed in storage.

At the end of July, it became clear that despite the hopes of some, these sons of Corona would not be returning to their home rails. The Main Line World's Fair cars began migrating to 207th Street, where they took turns entering the shop for final dismemberment and preparation for their trip to the waters off Cape Henlopen, Delaware via barge. By early October, 2001, 18 of the World's Fair cars that had toiled on the Pelham Local were gone from the system and 26 more followed within days. To the present time, 382 of the original 430 World's Fair cars remain on the Flushing Line. It is not yet known how much longer these will last; deliveries of new cars continue, and the expectation is that line 7 will become a major haven for the now middle-aged R-62A fleet or for new R-142 and/or R-142A cars. Whatever the case, we have likely seen the last of a once-curious phenomenon on the IRT Main Lines; the cars with wide picture windows which allowed grand views both in and out. Gone too is the blink of DC interior lights, a subtle but time-honored tradition of New York's underground.

**IRT CAR ASSIGNMENT
Effective December 23, 2001**

LINE	CARS REQUIRED— AM RUSH	CARS REQUIRED— PM RUSH	LINE	CARS REQUIRED— AM RUSH	CARS REQUIRED— PM RUSH
1	410 R-62A	400 R-62A	5	20 R-26, 20 R-28, 80 R-29, 190 R-33, 20 R-62A	20 R-26, 20 R-28, 80 R-29, 180 R-33, 20 R-62A
2	100 R-33, 200 R-142	100 R-33, 200 R-142	6	10 R-29, 110 R-62A, 250 R-142A	20 R-29, 110 R-62A, 250 R-142A
3	110 R-62A	110 R-62A	7	31 single R-33, 310 R-36	31 single R-33, 310 R-36
4	90 R-33, 250 R-62	90 R-33, 250 R-62	S (42 nd Street)	10 R-62*	10 R-62*

*1 4-car train and 2 3-car trains

**TRACK CONSTRUCTION FORECAST FOR FEBRUARY, 2002
IN THE NYC TRANSIT SYSTEM
by David Erlitz**

Even though February is a short month, there is no shortage of work going on throughout the system. On the IRT we have the continuing saga of all of the station rehabilitations, plus a track switch job at 137th Street. Also, the Flushing Line projects are in full swing this month. On the IND there are the fire line jobs in the Concourse, Crosstown, and Rutgers Tubes as well as its share of station rehabilitations and a chip-out south of 14th Street. Here is a new one: a tunnel (not tube) wash in the 63rd Street Line tunnels between 21st Street-Queensbridge and Lexington Avenue. On the BMT

there is not much more that can be done beyond CBTC, Fourth Avenue tunnel lighting, 60th Street and Montague Street Tubes fire lines, station rehabilitation at Atlantic Avenue, a panel job on the Jamaica line, and the station rehabilitation at Essex Street, not to mention work on the Williamsburg Bridge and the Sea Beach Line bridges showing up again after a brief absence. So if you think we have nothing to do up in Operations Planning, think again. Until next month, happy photo shooting.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
1/28 to 3/4	Nights	④ ⑤	Track MM3 N/O Brooklyn Bridge to N/E Union Square	N/B operates local via Track 4 from Brooklyn Bridge to Grand Central	Engineering, rail installation, asbestos removal, Type I - II
1/31 to 3/22	Nights	④ ⑥	Tracks L1/L1S/L2 N/O 125 th Street to S/O 125 th Street	④ Main – Utica Avenue/New Lots Avenue to 125 th Street ④ Short – Woodlawn to 125 th Street ⑥ – N/B via Track 3 through 125 th Street	Renew switch #491
2/8 to 2/11	Wkend	① ② ③	Tracks B2/B3 N/O 72 nd Street to S/O 72 nd Street	③ operates local between 72 nd Street and 96 th Street	Electrical and plumbing installations
2/15 to 2/18	Wkend	① ② ③	Tracks B2/B3 N/O 72 nd Street to S/E Times Square	③ operates local between 72 nd Street and Times Square	Installation of track panels
2/9 to 2/25	Wkend	⑤/⑤ Sh.	Track Y1 N/O Dyre Avenue to S/O Pelham Parkway	⑤ – Bowling Green to E. 180 th Street ⑤ sh. – exclusive use on Track Y2 from Dyre Avenue to E. 180 th Street	Construction of communication room
2/11 to 2/28	7 Nights per week	①	Tracks BB4/BBD N/O 137 th Street to N/E 145 th Street	N/B via track M from N/O 137 th Street to N/O 145 th Street	Renew switch #75
2/9 to 3/4	Wkend	⑦ N S/ Bus	Tracks C1/C2 S/O Queensboro Plaza to N/O Times Square	⑦ – Main Street to Queensboro Plaza ⑤ (42 nd Street) – Operates all night N – headway matches ⑦ Bus – Queensboro Plaza to Vernon-Jackson	Asbestos removal and fire line replacement
2/9 to 2/18	Wkend	① ② ④	Tracks E2/E3 N/E Bergen Street to N/O Atlantic Avenue	① – turn every third ① at Chambers Street when headway is 6 minutes ④ – local in Brooklyn	Remove Type II and build Type III temporary track and install column for roof support beam
2/5 to 2/8	Nights	① ②	Track B4 S/O Times Square to N/E Times Square	N/B operates express via Track 3 from N/O 34 th Street to S/O 72 nd Street	Installation of wall panels
2/9 to 2/11	Wkend	① ②	Track B4 S/O Times Square to N/E Times Square	N/B operates express via Track 3 from N/O 34 th Street to S/O 72 nd Street	Installation of wall panels
2/16 to 3/4	Wkend	A C D E	Track A2 N/O Canal Street to N/O 23 rd Street	A C E – operate express Canal Street to 42 nd Street/145 th Street D – local via Central Park West	First two weekends II-II chip-out, third weekend concrete pour
2/4 to 2/15	Nights	A E	Track A2 S/O W. 4 th Street to S/E 14 th Street	N/B express Canal Street to 42 nd Street/59 th Street	Type II-II chip-out S/O 14 th Street
2/12 to 2/15	Nights	F	Track B1 N/E Delancey Street to S/O Delancey Street	S/B via Eighth Avenue Line/Cranberry Street Tube from W. 4 th Street to Jay Street	Station rehabilitation

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Track Construction Forecast for February, 2002

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DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
2/9 to 2/11	Wkend	A C D E F	Track B1 N/O Delancey Street to N/O Jay Street	F – via Eighth Avenue Line/Cranberry Street Tunnel A C E – S/B express 145 th Street/42 nd Street to Canal Street	Station rehabilitation
2/5 to 3/8	Nights	F	Track B1 N/O East Broadway to N/O Jay Street	S/B via Eighth Avenue Line/Cranberry Street Tube from W. 4 th Street to Jay Street	Install new CWR (continuous welded rail)
2/4 to 2/17	7 nights per week	D	Track C1 N/E 167 th Street to S/E 145 th Street	S/B via Track C3/4 from N/O 167 th Street to S/O 145 th Street	Install fire lines
2/18	Night	E F	Track D1 S/O Union Turnpike to N/O 71 st Avenue	S/B via Track D3 express from S/O Union Turnpike to S/O 71 st Avenue	Vacuum train
2/4 to 3/1	Nights	G / G Sh.	Track E1 N/O Bedford-Nostrand to N/O Bergen Street	G – terminate on Track E3/4 at Bedford-Nostrand G Sh. – exclusive use on Track E2 Hoyt-Schermerhorn to Bedford-Nostrand	Replace tie blocks and plates
2/12 to 2/13	Nights	F	Track T1 S/O 21 st Street-Queensbridge to S/O Roosevelt Island	S/B single track via Track T2 S/O 21 st Street to S/O Roosevelt Island	Tunnel wash
2/14 to 2/15	Nights	F	Track T1 S/O Roosevelt Island to S/O Lexington Avenue	S/B single track via Track T2/B6 S/O Roosevelt Island to S/O 57 th Street-Sixth Avenue	Tunnel wash
2/12 to 2/15	Nights	Q / Q Sh. W / W Sh.	Track A3 N/O Atlantic Avenue to S/E Prospect Park	Q – N/B & S/B via West End Line Stillwell Avenue to DeKalb Avenue Q Sh. – Stillwell Avenue to Atlantic Avenue W / W Sh. – suspended; replaced by Q	Station renovation, lead abatement, demolition of platform edge, tile work
2/12 to 2/18	7 Nights	N Q	Track A2 S/O 57 th Street to N/O 57 th Street	N – N/B via Track A4 through 57 th Street Q – Single pocket on Track A3 at 57 th Street	Water intrusion, chemical grouting
2/12 to 2/19	8 Nights	N R	Track B2/R2 Montague Street Tube	N/B via Manhattan Bridge	Fire line replacement
2/5 to 2/8	Nights	N / W Sh. R Sh.	Tracks E1/E4 S/O 59 th Street to S/O Eighth Avenue	N – S/B via West End Line 36 th Street to Stillwell Avenue W Sh. – suspended; replaced by one-way N	Replace Sixth Avenue Bridge over Sea Beach Line
2/11 to 5/17	Nights	R Sh.	Track F2 S/E 95 th Street to S/O 59 th Street	Exclusive use shuttle via Track F1/F3 from 95 th Street to 59 th Street	Install conduits, fixtures, receptacles
2/5 to 2/15	Nights	N	Tracks G1/GD1/GD2 S/O Queensboro Plaza/Queens Plaza to S/O Lexington Avenue	S/B single track via Track G2 from S/O Queensboro Plaza to S/E Lexington Avenue	Install fire lines
2/9 to 3/10	Wkend	J / J Sh. Bus	Track J2 N/O Crescent Street to S/O Alabama Avenue	J – Chambers Street to Eastern Parkway J Sh. – Cypress Hills to Jamaica Center Bus – Cypress Hills to Eastern Parkway	Type III panel installation
2/5 to 2/8	Nights	J	Track J1 S/O Essex Street to N/E Essex Street	N/B via Track J3/4 through Essex Street	Station rehabilitation
2/22 to 2/15	Nights	J	Track J2 N/E Essex Street to S/O Essex Street	S/B via Track J3/4 through Essex Street	Station rehabilitation
2/11 to 2/15	Daily	J M	Track J1 N/O Essex Street to S/O Marcy Avenue	J – Jamaica Center to Myrtle Avenue M – single track via Track J2 N/O Essex Street to N/O Marcy Avenue	Williamsburg Bridge replacement of north roadway
2/9 to 3/3	Wkndys	L / L Sh.	Track P1 S/O Livonia Avenue to S/E Rockaway Parkway	L – Eighth Avenue to Broadway Junction L Sh. – exclusive use via Track P1/Q1 from Rockaway Parkway to Broadway Junction	Trenching, install cable trays and foundations

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.

Around New York's Transit System

Damaged IRT Tunnel

When we watched NYC Transit's "Transit Transit" program on Channel 25, we saw the damaged IRT tunnel in the vicinity of the Cortlandt Street station, Broadway-Seventh Avenue (1/9) line. Between the Chambers Street station and the north end of the Cortlandt Street station, the tunnel appeared in fairly good condition and probably needs only minor repairs. Unfortunately, the tunnel just south of the Cortlandt Street station is completely blocked by debris that fell when the World Trade Center collapsed. When we saw this devastated area, we concluded that the tunnel will be out of service for a long time. Between Liberty Street and South Ferry, the tunnel was not damaged.

At the present time, service is curtailed south of 14th Street because of this obstruction. To improve service, NYC Transit had considered constructing a double crossover south of Chambers Street where the tracks are adjacent. Before the crossovers could be installed, the ceiling would have to be braced and the columns or wall between the tracks would have to be removed. Walls would need to be cut to clear the end excess of the cars on the crossovers. New signals would have to be connected to an interlocking machine. Third rails would have to be shifted and transposition cables installed. After reading this article, we can conclude that there is no easy way to do this.

However, it was announced in early January that NYC Transit plans to reconstruct the damaged area and reopen the line by December, 2002. The Cortlandt Street station, which could only be accessed via the World Trade Center concourse, will be demolished and will not be replaced until something replaces the World Trade Center.

"Transit Transit," which is broadcast on Channel 25 at 3:30 PM on Saturdays, has items of interest to railfans.

Subway Entrance Planned, but Never Built

The sunken plaza where the Rockefeller Center skating rink is located was originally planned as an entrance to the IND subway. The buildings opened in 1932, four years before the city started building the Sixth Avenue Subway. When the building management found that it had an unused below-street-level plaza, it opened a café and a shopping mall that lost money. The roller skating rink lasted only a short time because the young toughs from the neighborhood invaded the area. The upper class sport of figure skating was tried next. It opened on Christmas Day, 1936 and is as busy as ever.

Door to Nowhere on Shuttle Platform

At the eastern end of the Track 1 Times Square-42nd Street shuttle platform, there is a door with a sign above reading "Knickerbocker." This door was a back entrance to the Knickerbocker Hotel at 1466 Broadway, on the corner of W. 42nd Street. Behind the door is a manhole allowing access to electrical cables. This hotel, which opened in 1906, was one of several grand hotels financed by John Jacob Astor. This building, which had 556 guest rooms, is a city landmark and is being rehabilitated. Its guests included Woodrow Wilson and George M. Cohan. In 1920, this hotel was converted to an office building with retail space.

Artwork on Jamaica Line Platforms

Six-foot-high faces were installed between 1990 and 1993 on Jamaica Line platforms at Cypress Hills, 75th Street-Elderts Lane, Woodhaven Boulevard, 104th-102nd Streets, and 111th Street. The king-size copper heads are part of the series, "Five Points of Observation," by the artist Kathleen McCarthy.

From the street level in the sunlight, the heads look solid. Because they are made of copper mesh, they become transparent at night. People waiting on the

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CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
August 8, 2001	W	slant R-40
September 23, 2001	Q	R-46

When the new BMT-IND car assignment took effect on December 16, 2001, the following cars were transferred: 10 R-32s from Pitkin to Jamaica, 20 R-32s from 207th Street to Jamaica, 60 R-32s from Coney Island to Jamaica, and 8 slant R-40s from East New York to Coney Island.

Since the new BMT-IND schedules went into effect on December 16, 2001, we observed the following:

R-68As appear occasionally on N and Q

R-68s run occasionally on W

R-32s are in service occasionally on R

When A and C trains are mixed, Morrison-Knudsen R-32s, General Electric R-32s, and R-38s, any two of these types or all three in any conceivable combination may be seen.