

The Bulletin



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MANHATTAN "L" ELECTRIFICATION CENTENNIAL

A hundred years ago, the Manhattan Railway Company was busy replacing its steam locomotive-hauled coaches with electric trains. Locomotives had been hauling wooden cars since the 1870s. They were in good condition and furnished reliable service, but they polluted the air with smoke and cinders. Although several other cities converted their transit systems to electric traction in the 1890s and the Brooklyn elevated lines followed in 1900, the Manhattan Railway management felt that it had a reliable system and was reluctant to experiment with a new invention — electric traction. But it gave several inventors permission to demonstrate their electric locomotives or passenger cars.

The first electrically-powered train was on the Ninth Avenue "L" on August 27, 1885. Leo Daft's locomotive made several trips on the middle track between 14th Street and 50th Street. A 14-inch diameter bronze wheel under the locomotive collected current from a third rail located between the track rails. It was able to pull four cars at 25 miles per hour.

On October 26, 1886, Frank Sprague (ERA #1) tested a two-car train on the 34th Street branch. Power for the motors, lights, and heaters was supplied by a third rail located between the track rails.

On November 26, 1888, Daft returned with a locomotive that pulled eight cars on the Ninth Avenue "L" from 14th Street to 42nd Street at about 15 miles per hour. Tests continued into 1889 with the locomotive pulling

two cars, then three cars, and finally four cars. Unfortunately, the cost of electric traction was four times the cost of steam traction.

On October 5, 1896, the Electric Storage Battery Company tested an electric locomotive on the 34th Street branch. This steeple cab locomotive was equipped with a 256-cell battery that was available if the power failed. It was coupled to two cars illuminated by 15 electric lights. The power house was located in a building at E. 34th Street and First Avenue. This was the first time that third rail was placed outside the tracks, probably in the same position as the third rails on the Manhattan elevated lines.

After witnessing these tests, management decided to continue operating the old, reliable Forney steam locomotives. When Sprague perfected the MU system, where the Motorman controls all the motors in the train, management was interested.

In November, 1900, a six-car train composed of four motors and two trailers made several trips on the Second Avenue "L" between 57th Street and 92nd Street. The speed did not exceed 17 miles per hour. The first official test took place on November 22, 1900. The train, whose consist was two motors and four trailers, departed from 65th Street Yard shortly after 10 AM and made five trips between 65th Street and 92nd Street. The maximum speed was 35 miles per hour. This test revealed that steam power cost 12 cents per car-mile, but electrical energy cost only 9

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WEST END LINE SCHEDULE CHANGES by Bernard Linder

Following is an incomplete list of schedule changes:

- December 18, 1900 A special train for officials departed from Park Row at 3:10 PM. Because it stopped only at Sands Street, City Hall, Fulton Street, and Bath and 18th Avenues, the running time was only 31³/₄ minutes
- December 19, 1900 New through service from Park Row to Bath Beach started at 9:58 AM and continued running every half hour until 4 PM. Because there were no bridge trains in the rush hour, service did not resume until 8 PM
- 1903 Trains ran to Park Row in non-rush hours and were turned at Sands Street from 5-10 AM and 4-7 PM
- Effective November 16, 1903, short-line service between Ulmer Park and Sands Street operated on a 10-minute headway in the rush hour and 20 minutes during midday. Four-car rush hour West End trains were coupled at 36th Street to one Culver car in the AM rush and two Culver cars in the PM rush.
- 1904-1908 Coney Island to Park Row in non-rush hours. Trains were turned at Sands Street from 5-10 AM and 4-7 PM
- 1906 On Ulmer Park trains, the rear car was cut at 58th Street eastbound

JANUARY 27, 1908 SCHEDULE

AM RUSH

TERMINALS		EXPRESS		HEADWAY
From	To	From	To	
Coney Island	Park Row	36 th Street	Atlantic Avenue	15
Ulmer Park	Sands Street	36 th Street	Atlantic Avenue	15

PM RUSH

Park Row	Coney Island	Park Row	36 th Street	12
Sands Street	Ulmer Park	*	—	12

* Sea Beach cars were coupled to these trains, which made all stops. We do not know where they were cut. During the midnight hours, the West End car was coupled to the rear car of the Bay Ridge train, which made all stops. At other times West End trains bypassed St. Marks Avenue, Union Street, and 3rd Street.

- 1910-1915 Midnight West End trains were coupled to Culver trains
- 1914 Trains ran on a 10-minute headway between Park Row and Coney Island during midday and evening. During the AM rush trains ran from Coney Island to Sands Street and from 74th Street to Fulton Street. In the PM rush they operated from Sands Street to Coney Island. There was some short-line service Saturday from 5-6:30 PM
- June 24, 1916 Trains started operating via the south side of the Manhattan Bridge to Chambers Street
- September 4, 1917 Trains were rerouted via the north side of the Manhattan Bridge and local tracks in Manhattan to/from 14th Street
- January 5, 1918 Trains operated to/from Times Square via the express tracks in Manhattan
- August 1, 1920 Additional rush hour service was provided by West End Locals operating from 62nd Street via tunnel to City Hall

The following information was published on the back of BMT maps:

- 1924-1926 Non-rush hour expresses ran between Coney Island and Times Square. During weekday and Saturday morning rush hours, expresses operated between Bay Parkway and Times Square while shuttles provided service between Bay Parkway and Coney Island. Rush hour expresses that bypassed DeKalb Avenue ran from Bay Parkway via tunnel to City Hall. At Canal Street southbound from 4:30 to 7:30 PM on weekdays and 12:01 to 6:57 PM on Saturdays, passengers were allowed to board the rear cars, but were not allowed to leave the train

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West End Line

1931-1937

Non-rush hour expresses ran between Coney Island and Times Square. During weekdays and Saturday morning rush hours, expresses operated between Bay Parkway and Times Square, bypassing DeKalb Avenue and Myrtle Avenue while shuttles provided service between Bay Parkway and Coney Island. Rush hour locals, making all stops, ran from Bay Parkway or 62nd Street via tunnel and Nassau Street. Trains returned to Brooklyn via bridge

Following is a complete record of schedule changes from 1949 until the present time.

In November, 1949, West End expresses ran via bridge between Coney Island and Times Square in non-rush hours. Trains ran on the express tracks between 36th Street-Fourth Avenue and Times Square, except during the midnight hours when trains made all local stops in Brooklyn. During weekday and Saturday morning rush hours, trains bypassed Myrtle Avenue and DeKalb Avenue. Weekday rush hour trains terminated at Bay Parkway with "L" shuttles providing service between Bay Parkway and Coney Island.

Effective June 29, 1950, trains operated on the express tracks between 36th Street and Pacific Street during the midnight hours.

Weekday rush hour shuttle service between Bay Parkway and Coney Island was discontinued on December 10, 1953 and most rush hour expresses from Times Square operated to Coney Island. Several trains still started from Bay Parkway in the AM rush and before the PM rush. Saturday AM rush trains no longer bypassed Myrtle Avenue and DeKalb Avenue.

Effective October 28, 1954, trains made local stops in Brooklyn during the midnight hours.

As of May 2, 1957, trains that had been terminating at Times Square operated to 57th Street.

Effective October 24, 1957, midnight express service was discontinued. Instead locals operated between Coney Island and Chambers Street via tunnel in both directions.

Service was curtailed on May 28, 1959. Expresses to 57th Street operated only during weekday rush hours and Saturday and Sunday morning, afternoon, and early evening. Locals operated via tunnel in both directions between Coney Island and Chambers Street during midday on weekdays. There was shuttle service between 36th Street and Coney Island at other times.

When the R-27s were placed in service in the late summer of 1961, expresses displayed "T" route signs and locals displayed "TT" signs.

Following is a summary of the January 2, 1961 schedule.

T—WEST END EXPRESS: Trains operated during extended rush hours and on Saturdays. Morning rush hour trains ran between Coney Island or Bay Parkway and Astoria, skipping DeKalb Avenue and making express stops between 36th Street and Pacific Street and between Canal Street and 57th Street. During the first

hour of operation, evening rush hour trains started from Bay Parkway. All other evening rush hour trains, and other early evening trains, operated in both directions between Coney Island and Astoria. Rush hour trains skipped DeKalb Avenue and early evening trains stopped there. All trains made the same express stops as morning rush hour trains described above. Several southbound trains were put in service at Queens Plaza before the morning and evening rush and several northbound trains were laid up at Queens Plaza after the morning and evening rush periods.

Weekday Canal Street put-ins and lay-ups operated as follows:

- Before the AM rush, trains ran from Canal Street via tunnel and local to Coney Island
- After the AM rush, trains ran from Astoria via local to Canal Street to lay up
- Before the PM rush, trains ran from Canal Street to Astoria via local
- After the PM rush, trains ran from Coney Island via express and tunnel to Canal Street and then to lay up

Saturday morning, afternoon, and early evening trains operated between Coney Island and 57th Street, stopping at DeKalb Avenue and making express stops between Canal Street and 57th Street. Three early morning put-ins (via tunnel) and three early evening lay-ups operated to/from Canal Street.

TT—WEST END LOCAL: During rush hours and midday on weekdays, trains operated via tunnel between Coney Island and Chambers Street. Northbound AM rush hour trains started from Bay Parkway and operated via tunnel to Chambers Street, after which they returned to Ninth Avenue or 95th Street, or light to East New York Yard. Evening rush hour trains ran light from East New York Yard or carried passengers from Ninth Avenue operating via tunnel to Chambers Street. All locals returned via tunnel to Bay Parkway. Trains operated between 36th Street and Coney Island during evenings and midnights seven days a week and all day Sunday.

Starting May 2, 1962, northbound expresses bypassed 49th Street.

Saturday morning, afternoon, and early evening service was cut back to 57th Street on September 21, 1963.

The most extensive changes in many years went into effect on November 26, 1967 (Sundays), November 27,

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West End Line

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1967 (weekdays), and December 2, 1967 (Saturdays). Rush hour **B** trains, which were through-routed with BB Sixth Avenue Locals, ran from Coney Island or Bay Parkway to 168th Street-Washington Heights via the new Sixth Avenue express tracks between W. 4th Street and 34th Street. TT locals operated between Coney Island and W. 4th Street before the morning rush, midday, and after the evening rush on weekdays, and also on Saturday mornings, afternoons, and early evenings. TT shuttles continued running between Coney Island and 36th Street on Sundays and during the midnight hours as in the previous schedule.

When the new 57th Street station of the Sixth Avenue Subway was opened on July 1, 1968, the schedules were revised again. Non-rush hour **B** service (including midnights) was extended to 57th Street, making local stops on Sixth Avenue. Rush hour **B** trains, which continued running between 168th Street-Washington Heights and Bay Parkway or Coney Island, were still routed via the Sixth Avenue express tracks and bypassed DeKalb Avenue. Trains ran express between 36th Street and Pacific Street, except during evenings and midnights (seven days a week). One **B** train leaving 168th Street at 7:26 AM was routed to 95th Street. One of our members, who attempted to ride the train to 95th Street, found that passengers were discharged at 36th Street. This train was discontinued on January 25, 1971.

B trains, which formerly made local stops in Brooklyn every evening, made express stops beginning December 31, 1972. Three AM rush hour put-ins from 207th Street Yard made their first stop at 200th Street.

The August 30, 1976 schedule provided service to replace the discontinued **K** trains that ran to 57th Street. Northbound morning rush hour **B** trains operated from Coney Island or Bay Parkway to 57th Street or 168th Street. Trains leaving 168th Street were routed to Bay Parkway or Coney Island. Peak morning rush hour trains leaving 57th Street made Sixth Avenue local stops either to Second Avenue or to W. 4th Street., where they discharged passengers and ran light to Church Avenue, after which they were laid up. When they were placed in service from these points in the evening rush, they ran light to Broadway-Lafayette Street and then carried passengers to 57th Street. PM rush hour trains from Bay Parkway or Coney Island were routed to 168th Street. Southbound evening rush hour trains from 57th Street or 168th Street operated to Bay Parkway or Coney Island via the Sixth Avenue express tracks. Four early morning rush hour trains from 57th Street were also routed via the Sixth Avenue express tracks. Other rush hour 57th Street trains made local stops on Sixth Avenue, while 168th Street trains were routed via the express track. The three morning rush hour trains making their first stop at 200th Street were discontinued.

Destinations were not changed for the next ten years, but were changed frequently starting in 1986 because of Manhattan Bridge repairs and the 63rd Street Tunnel's opening.

FROM CONEY ISLAND TO (A)

Date (B)	Midnights Every Day	WEEKDAYS			SATURDAY AND SUNDAY
		Rush	Midday	Evening	Morning, Afternoon, and Evening
April 27, 1986	36 th Street	Astoria	Queensboro Plaza	Queensboro Plaza	Queensboro Plaza
May 24, 1987	36 th Street	Astoria	Queensboro Plaza	57 th Street-Seventh Avenue	57 th Street-Seventh Avenue
December 11, 1988	36 th Street	168 th Street	168 th Street	168 th Street	57 th Street-Sixth Avenue
October 29, 1989	36 th Street	168 th Street	168 th Street	168 th Street	21 st Street-Queensbridge
September 30, 1990	36 th Street	168 th Street	168 th Street	21 st Street-Queensbridge (C)	21 st Street
April 30, 1995	36 th Street	168 th Street (D)	Pacific Street	21 st Street-Queensbridge	Pacific Street
August 30, 1997	36 th Street	168 th Street	168 th Street	168 th Street (E), 21 st Street-Queensbridge (F)	21 st Street-Queensbridge
May 2, 1999	36 th Street	Bedford Park Boulevard	145 th Street	145 th Street (E), 21 st Street-Queensbridge (F)	21 st Street-Queensbridge
November 5, 2000	36 th Street	Bedford Park Boulevard	145 th Street	145 th Street	145 th Street
July 22, 2001 (G)	36 th Street	Astoria	Astoria	Astoria, 57 th Street-Seventh Avenue	Pacific Street

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TECH TALK

by Jeffrey Erlitz

The Atlantic Avenue Interlocking reconfiguration project (contract C-33226) has been moving right along since last August, when tracks K1, K3 and K4 were removed from service. I visited the site on January 27 and was astonished to see just how far work had progressed. There is now just bare structural steelwork where Tracks K3 and K4 used to exist (see before and after track diagrams in the September, 2000 *Bulletin*). This is from the middle of Atlantic Avenue station south to where the bumping blocks used to be, south of Atlantic Avenue on the stub of the Fulton Street elevated. From the middle of Atlantic Avenue station to the north end of the station, the original concrete decking is still in place on Tracks K1, K3 and K4. However, from the north end of the station to south of Broadway Junction, the entire concrete decking between Track P1 (southbound Canarsie local) and Track P2/J2A (northbound Canarsie local/connection to Jamaica Line) has been removed. Keep in mind that the concrete

decking along Track P1 was removed a couple of years ago under a separate contract.

The concrete decking under Tracks P2 and J2A will probably be removed after Track P2 is relocated onto the former space of Track K1. This operation is still several months away. In addition, between last August and January, all of the new steelwork for the new Track P2 alignment has been installed from south of Atlantic Avenue to north of Sutter Avenue. The only steelwork that still needs to be installed is the short section connecting this new alignment into the existing Track P2 steelwork. This will undoubtedly necessitate the complete shut-down of the line south of Broadway Junction, but it should be accomplished over one weekend. I said it before, but I'll say it again now: get your photos now of trains on the elevated structure over Snediker Avenue. See the photographs below for some recent views at this location.



The long-abandoned Fulton Street "L" north of Atlantic Avenue, July 29, 2001.
Jeffrey Erlitz photograph



Switch #507, north of Atlantic Avenue on the Canarsie Line, August 5, 2001.
Jeffrey Erlitz photograph



Atlantic Avenue platform, with view of Track K3/4, looking north, January 27, 2002.
Jeffrey Erlitz photograph

I haven't mentioned this before, but the Maintenance of Way (Track) Division has been at work reconfiguring switches on the Rockaway Line south of Liberty Avenue Junction. The crews started working out there last October and the reconfigured track layout is being placed in service between February 9 and February 17. The track diagrams below show the previous and current layouts. Tracks F3 and F4 are now permanently out of service from north of Aqueduct Race Track station south of Aqueduct on Track F4 and south of Howard Beach on Track F3. As you can see from the diagram on page 6, there is still a short section of Track F3 north of Aqueduct Race Track which is just long enough to hold one 10-car train. Signals 200 and 202 south of Aqueduct on Track F4 can only be cleared for moves to Track F2. Switch 225 is actually a left-hand switch, so the swing-over from Track F3 to Track F1 *should* be much smoother. Lastly, "ready to proceed" pushbuttons were installed at home signals 222 and 246.

As mentioned in the January, 2002 issue's **Around New York's Transit System** column, back in November, new style train holding and train starting lights equipped with light emitting diodes (LEDs) were installed in two locations and will be tested for six months. The experimental holding lights are located at Jay Street on northbound Tracks B2 and A4. The starting lights are located towards the north end of the platform at Mott Avenue-Far Rockaway on Tracks F3A and F4A. These devices *should* prove to be very long-lasting compared to the orange and green light bulbs currently in use around the subway system. They are also more difficult to vandalize.

When fluorescent lighting was installed in many IND stations in the 1970s, only the platforms were included in this work. Under contract E-34366, some of these stations are now being equipped with new lighting in their mezzanines. These stations include 71st Avenue,

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Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

On-time performance for December, at 98.1%, was not enough to bring up the average for the year, so the railroad ended 2001 with an OTP of 96.6%, which was just shy of the goal of 97.2%. For all service, by line, the Hudson and Harlem attained 97.1% and the New Haven 96%. Reverse peak trains ran at 94.7% while weekend/holiday trains were at 97.3%.

Work is underway on the project to rehabilitate Grand Central Terminal's trainshed. The contractor began work on repairing the platform edges and patching cracks in the platform walls.

Since 1987, Metro-North has created nearly 7,000 parking spaces and rehabilitated an additional 3,600, and there are plans for several thousand more. Some of the New York State stations that have benefited are Poughkeepsie (540 in a new three-story garage), Wassaic (315), Tenmile River (50), Purdy's (80), Brewster North (110), Beacon (25), Cortlandt (50), Mt. Vernon East (55 new and 235 improved), and Mamaroneck (25). The goal for West-of-Hudson is over 3,000 by 2004, with 1,400 being rehabilitated.

There were probably loads of angry commuters while the World Economic Forum was taking place at the Waldorf-Astoria. At the "request" of MTA Police, Grand Central North was closed between January 31 and February 4. I happened to be in Grand Central Terminal on January 31, and not only were the gates closed, but there were five police officers in front of them.

MTA Metro-North Railroad (West)

On-time system-wide performance on West-of-Hudson lines averaged 95.6%, a marked improvement over 2000's 94.3%. The goal was 94.4%. Most improved was the Port Jervis Line, which rose from 91.9% to 95.4%. This was attributed to a new signal cable that was installed between Otisville and Port Jervis, an area that was affected by inclement weather the previous year. On the Pascack Valley Line trains ran on-time 96.2% of the time.

Metro-North reports that approximately 27% of the Bergen Tunnels project has been completed. The contractor was demolishing and removing rock and brick. Shotcrete is being used to line the walls of the tunnel with a waterproofing membrane covering the shotcrete, and then the liner will be set. This job began on June 24, 2001. Over at Woodbine Yard in Spring Valley all work on the Track 3 inspection pit had been complete at the end of 2001, with the exception of installing 2,600 feet of running rail. That work was to be performed in January. Work has also been completed on the Maintenance of Equipment and T&E facilities.

An RFP (request for proposals) will be used to purchase two locomotives for West-of-Hudson service.

Public hearings were held in February on a proposal to hike Tappan ZEEExpress, Transport of Rockland, and TRIPS (elderly and disabled paratransit service) bus fares, and the price of the monthly UniTicket, (combination ticket for bus and Metro-North rail fare). Cash fares would go up by 10 cents to \$1.00, and "Super Saver" tickets and other discounted fares would rise proportionately. The UniTicket, which presently costs \$183 (\$26 plus the Tarrytown/GCT fare of \$163), would go up to \$207, and at \$44, would be the most expensive in the Hudson Valley. Some examples of prices of other UniTickets are: Westchester County, \$20 or \$25 (depending on the service used); Orange County, \$21 (Newburgh-Beacon Shuttle); Putnam County, \$32; and Dutchess County, \$15. Fares in Rockland County are unchanged since 1989 for the Tappan ZEEExpress, 1996 for Transport of Rockland, and 1977 for TRIPS. If approved, the rates would go into effect on April 8.

Connecticut Department of Transportation

Look who is interested in bi-level cars – CDOT. The department commissioned a study and the findings were that double-decker cars could ease overcrowding on the New Haven Line. The problem is the same as NJ Transit has: finding a car that will fit in the tunnels in the New York area. Metro-North spokesman Dan Brucker, in an article that appeared in numerous newspapers, said that the railroad's single-level cars are 14 feet, 9 inches tall, and bi-level coaches used in Canada are slightly less than 16 feet tall, the exact height of the Park Avenue Tunnels. Another recommendation is that CDOT switch over to locomotive-hauled cars, instead of MUs, in a pull/pull configuration similar to the *Acela Express*.

MTA Long Island Rail Road

According to a report in *Newsday*, M-7 7008 was the first car of the order that was completed at Bombardier's plant at La Pocatière, Québec. Besides having AC (rather than DC) motors, the M-7s feature larger windows and a larger, single-door unit similar to the bi-level cars. Passengers step onto raised, non-stick dark gray flooring with blue, teal, and white speckles that accent the seating and wall trims, which was designed to reduce slippage. Vinyl seats, dyed in blue and trimmed in teal, are high-backed and angled with built-in, padded headrests. Although the 3-2 seating has been retained, there are said to be fewer of the unsafe face-to-face seats, and each married pair seats 211-213 passengers vs. the current 238. Part of that reduction can be attributed to the larger lavatory, which is required by ADA. The seats have molded backs with recessed panels, allowing for greater legroom. Lumbar support and firmer cushions also make for a more comfortable seat. There

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Commuter and Transit Notes*(Continued from page 7)*

are also digital message boards over the entrance-exit vestibule area to inform riders of station stops. The LIRR, following what NYCT did when it was designing its "New Technology" trains, conducted focus group interviews to determine what riders wanted. The first cars were slated to begin qualification testing this month, and if all goes well, deliveries will commence in August — not a minute too soon, as commuters no doubt have tired of the brown, simulated wood decor and maroon-and-blue seats of the current M-1 and M-3 fleet, which first went into service in 1968.

Member Bill Mangahas has become a first-time contributor with the following. He found the following ten collision and fire damaged M-1s stored on a siding in Calverton:

W-9717-9726-9481-9272-9194-9058-9193-9592-9359-9048-E

Francis S. Gabreski, the thirty-first president of the LIRR, died on January 31 at age 83. Mr. Gabreski achieved fame as a flying ace in World War II, by shooting down at least five enemy planes. He actually exceeded that number, and also flew in the Korean War. After retiring from the Air Force as a Colonel, he held executive positions with Grumman Aerospace until August, 1978, when Governor Hugh L. Carey appointed him President of the LIRR. His tenure was short and he resigned under pressure in February, 1981 after the railroad was plagued by a series of air-conditioning failures in the midst of a heat wave the previous summer. Suffolk County Airport in Westhampton is named in his honor.

On February 4, I went to Penn Station to get copies of Amtrak's latest timetable, stopped by the Long Island's timetable rack, and found five newly issued Weekday Rail/Bus Timetables. As luck would have it, the agent had just put them there, and when I asked about them, he told me this was the first time that he had seen them. The effective dates match the rail timetables, December 17-March 10. This is what has been produced: Lake Success – N25, Melville – N95, Plainview – N78/N79, Roosevelt Field – N22 & N24, and Route 110 – S1. The first four timetables are routes operated by MSBA, and the last is Suffolk County Transit.

New timetables are to be issued on March 10. Details in the next issue.

NJ Transit

Here's some late-breaking, exciting news that was sent via email on February 6 by member Karl Groh. On that day, it was reported that NJ Transit PCC 14 had been leased by San Francisco's Muni and was in Cleveland, and depending on weather conditions, was to arrive on the West Coast on or before the weekend. The terms of the lease were not known, but the report said that it was for an "indefinite" amount of time. Upon arrival

in San Francisco the car will be modified for ADA compliance, clearances checked, etc. If all turns out well, there is the possibility that additional PCCs may head west. As has been reported numerous times on these pages, Muni has a car shortage for the F line, and any measures that can provide relief for the fleet would be most welcome. Interestingly, the email reported, "14 was the very last revenue car to operate on the Newark City Subway, running as an extra car whose riders had tried to get on 'official last car' 6, which had been painted original Public Service Coordinated Transport gray for the occasion."

The 44% increase in the number of passengers riding to Penn Station, New York caused NJ Transit to open one new stairway and six escalators during the hours of 6 and 9 AM, even though the \$115 million East End Concourse project was not complete. The escalators, which serve the platforms between Tracks 1/2, 3/4, 5/6, 7/8, 9/10, and 11/12, have been in use since November, 2001. Over the coming months, additional escalators and elevators will be opened, and the entire project, which includes a 50,000 square foot "station within a station," is scheduled for completion by this fall.

Recently, renovation of the Paterson (Main Line) station was completed. New staircases were installed, the entrance on Market Street was rebuilt, and there is now a new pedestrian plaza. Paterson is listed on the National and State Historic Registers.

Raritan Valley Line riders got their first ride in a train of renovated Comet II cars on January 31. 116 Comet II cars are being rebuilt 20 at a time, and are expected back on the property by late spring, 2003. Next will come 44 Comet IIB cars in early 2004. Rebuilding costs about \$800,000 per car, which is cheaper than purchasing a new rail car.

With the increased ridership, many trains are overcrowded, and train crews can not always get through the trains to collect tickets. To address this problem, additional ticket collectors have been assigned to trains.

In the future, when NJ Transit assumes responsibility for operation of the Amtrak *Clockers*, the Delaware Valley Association of Rail Passengers fears that service will run only to Trenton or Morrisville, where the new storage yard is under construction. To that end, they are working with PennDOT to make sure that there are negotiations with NJ Transit to work out an agreement that will assure a bi-state *Clocker* service to Philadelphia or the suburbs.

ALP-46 4600 arrived in the United States in December, 2001 and was shipped to the DOT Test Center in Pueblo, Colorado to undergo testing.

According to Alan Kramer, all Hudson-Bergen LRT cars now have American flags, and operations have reverted to operating single-car trains instead of two-car trains.

Port Authority Trans-Hudson Corporation*(Continued on page 9)*

Commuter and Transit Notes

(Continued from page 8)

Through a contact I have at PATH, I learned that the seven-car train that had been trapped at World Trade Center was removed as part of the debris removal process during mid-January, and hauled to Staten Island for decontamination, after which PATH personnel salvaged whatever parts could be reused. For the record, the car numbers are 845, 139, 143, 612, 750, 160, and 745.

Information that appears on PATHVISION is now being supplied by ABC News, according to a report in **Passenger Transport**. There are 227 monitors in the (now) 11 stations (World Trade Center and Exchange Place are closed).

Port Authority of New York & New Jersey

Joseph J. Seymour was appointed to the position of Executive Director of the Port Authority of New York & New Jersey on December 13. He previously served as Chairman and Chief Executive Officer of the New York State Power Authority, and succeeded Neil Levin, who died in the attack on the World Trade Center. On the same day, former New Jersey State Senator Jack G. Sinagra was elected to serve as Chairman. By agreement, the Governor of New York nominates the Executive Director, and the Governor of New Jersey nominates the Chairman.

Amtrak

The former New Jersey Transportation Commissioner, who would have been replaced with the change in the governorship, now has a job with Amtrak, as Senior Vice President of the Northeast Corridor strategic business unit. He replaces E.S. Bagley, Jr., who was promoted to Executive Vice President of Operations.

The day is here when you will be able to check your email aboard an Amtrak train. At the end of January, Yahoo installed the necessary equipment into one each, *Acela Regional*, *Capitol* and *Hiawatha*. These wireless modems have been placed in café cars, and will undergo a six-month test. There is no charge for this service.

A Northeast timetable was issued effective January 28, and *Acela Express* service has increased slightly on weekdays, but now there are more weekend trains, as you will see in the table below. For unknown reasons, *Acela Express* #2183 (4:30 PM NY/DC) has been replaced by *Metroliner* 129, on the same schedule. The timetable has the same cover, but the date and the color of the lettering are green instead of orange. A supplement for the *Empire Service* was placed in the folder with an explanation that the schedule adjustments were made after the timetable went to print. Once again, passengers who are headed to points north of Albany, and would use the morning edition of the *Ethan Allen Express*, do not have a direct train. Instead, they have to ride Train #63, the *Maple Leaf*, and change at Albany. *Downeaster* service to Maine has its own page.

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
	SAT / SUN	0	2	0	1	1	1
7/9/01	WEEKDAY	1	4	2	2	4	1
	SAT / SUN	1	2	0	1	1	2
9/30/01	WEEKDAY	1	7	3	3	7	1
	SAT / SUN	1/0	3/4	1	1/2	3	1
12/10/01	WEEKDAY	1	8	3	3	8	1
	SAT/SUN	1/0	3/4	1	1/2	3	1
1/28/02	WEEKDAY	0	9	4	5	8	1
	SAT/SUN	1/2	3/5	3/3	2/3	4/5	1

In a press release that was issued on February 1, Amtrak warned that if it does not receive \$1.2 billion from Congress, it might be forced to suspend all of its money-losing routes effective October 1, the start of Amtrak's fiscal year. This comes on top of an announced \$285 million in spending cuts and investment deferrals. In addition, 1,000 of 24,600 positions will be eliminated. Eighteen routes, including *Silver Service* to Florida, have been targeted. The Northeast and West Coast Corridors are not affected, but do not be surprised if Amtrak posts a contingency notice on the entire long-distance network as early as March 29, because the law requires a 180-day notice, and there is an uncertainty that it will get the requested appropriation.

One of my colleagues emailed that the February 1 edition of **USA Today** reported that Delta Airlines' fourth quarter, 2001 loss was \$734 million, or \$5.98 a share, after accounting for federal bailout money of \$288 million. Delta lost \$1.2 billion for all of 2001, including \$392 million in federal handouts due to the incidents of September 11, 2001. He ended his message with, "if this had been Amtrak, would we not be hearing renewed calls for downsizing/privatization/reorganization or even liquidation?" Please note that the \$1.2 billion is the same amount that Amtrak has requested.

Member Dennis Zaccardi sent a news report from the **Portland Press Herald** that an independent analysis shows that *Downeaster* trains could safely operate at 79 mph, instead of 60 mph, shaving 12-15 minutes off the

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Commuter and Transit Notes*(Continued from page 9)*

2-hour, 45-minute run between Boston and Portland. Dennis also forwarded a report Amtrak would like to extend the *Kentucky Cardinal* another 180 miles south to Nashville. CSX would have to agree to this, and last month the two railroads operated a test train over the route. Under the present schedules, the train arrives in Louisville at 7:30 AM and does not leave until 9:20 PM, so there will be time to better utilize the equipment.

Miscellaneous

A TITLE CHANGES HANDS. For about thirty years, the Penn Central Railroad bankruptcy has been cited as the most expensive one of its kind in American history. Unfortunately, the new owner of this dubious title is the Enron Corporation, and sadly, it took a lot of its stockholders by surprise — many lost most, if not all, of their life savings, which were invested in the company's stock. This will remain one of the top news stories for a long time to come.

Other Transit Systems*Boston, Massachusetts*

Blue Line service was replaced with shuttle bus service between the Wonderland and Maverick stations over two weekends, February 9-10 and 16-17, to enable the installation of beam supports in the area of the Airport Station by the Central Artery Project's contractor.

Four of MBTA's kiosks (headhouses in Boston), including the two at Park Street, have just been renovated under a \$1.92 million project. At one time there were eight such structures and in the 104 years since their construction, half of them were demolished. According to *The Boston Globe*, new copper-clad skylights were installed that will let more light in, and the "bird-pooped wire glass," plywood which covered the missing glass, and graffiti are gone. The Boston architectural firm of Wheelwright & Haven originally designed the kiosks. This firm also designed the New York Public Library and South Station, among other impressive buildings. Meanwhile, downstairs Green Line platforms are being raised eight inches to accommodate the new low-floor cars. Thanks to member Todd Glickman for these reports.

Providence, Rhode Island

Weekly Rail Recap reports that the Rhode Island DOT has appropriated \$500,000 for the initial work to relocate the layover and servicing yard for MBTA trains which serve Providence. When completed next year, the existing yard in Attleboro will close, and a new one will open at Pawtucket, Rhode Island. The entire project is expected to cost a \$17 million.

Philadelphia, Pennsylvania

The Delaware River Port Authority, operator of PATCO, approved a \$100 million program, which will provide the first major renovation and modernization in the Speedline's 33-year history. Some of the projects include station modernization, concrete tie installation,

renovation of the West Headhouse in Camden, and an improved fire safety program. This headhouse, which has never been opened, is located on Broadway across from the Walter Rand Transportation Center, and will be served by the Southern New Jersey Light Rail, which, will have an adjacent stop. Renovations include a new elevator, an escalator overhaul, expansion of the space, and structural and architectural modifications.

Member Glenn Rowe forwarded an email from a SEPTA employee who works at Lucerne Depot. If the project to rebuild 18 PCCs for the Girard Ave Line is successful, there are still another 40 PCCs that would be candidates for the 23/Germantown and 56/Erie Lines. There is yet an unexercised option for another 23 cars to be rebuilt by Brookville Locomotive.

From **Cinders**: SEPTA pushed back until this month its request for proposals for 100-plus Silverliner V cars. The padded seats in the new Market-Frankford M-4 cars are being replaced by plastic seats due to extensive vandalism, and vandal shields will be installed over windows in its LRVs to prevent what is termed "scratchiti."

SEPTA crews have begun installing new continuously welded rail (CWR) along the R-3/West Trenton Line between Philmont and Neshaminy Falls on the outbound track. From June through September, the same work will be undertaken, also on the outbound track, between Jenkintown and Neshaminy Falls. This work will require a single-track operation. Recently, five miles of catenary wire was replaced on the inbound track between Philmont and Noble. Not that it was overdue for replacement, but the report that member David W. Safford sent mentioned that this was the original 1931 wire! Talk about long-lasting. Two other news items: Somerton Station, the most heavily used on the R-3/West Trenton Line was re-dedicated on January 7, following a complete renovation which included new station facilities, a new station building and platforms as well as lighting, canopy, and parking improvements. Elmwood Depot celebrated its 20th anniversary late last year. The building was dedicated on October 15, 1981, and the first LRVs began running out of it on November 21, 1981. This depot maintains the Kawasaki LRVs that are used on Subway/Surface Lines 11, 13, 34 and 36.

New Regional Rail timetables were issued for lines except R-2/MarcusHook-Wilmington-Newark, on February 3. SEPTA described most of the changes as minor, such as schedule adjustments to make better connections (R-7/Trenton), or "better coordinate operations with Amtrak," commencement of maintenance activities (R-3/Elwyn) or completion thereof (R-7/Chestnut Hill East). Some R-2/Warminster trains will now operate with longer consists due to schedule adjustments that were made. Thanks to David W. Safford for sending copies.

A track improvement project that began on February 4

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Commuter and Transit Notes*(Continued from page 10)*

and continued weeknights and weekends caused southbound service to operate via the express track between Olney and Girard. Additional Route C bus service was provided during those hours.

John K. Leary, Jr. resigned as General Manager of SEPTA effective January 31, with the expiration of his contract. In the interim, while a nationwide search is being conducted to find a replacement, SEPTA's General Counsel, Nicholas J. Straffieri, has been named Acting GM.

Washington, D.C. area

Member Steve Erlitz reported that "new Penn Line schedules went into effect on January 28. It is the first major change since Perryville. Amtrak #151, the morning equipment move from PHL, will add Edgewood as a stop. Still only Monthly and Weeklies are honored, but they will now allow a ride south of Baltimore (before, MARC passengers had to change at Baltimore for a local). Also, the two Odenton afternoon trains have been extended back to Baltimore, with the first one running Express to BWI, then making local stops to Baltimore. The Perryville train, which now runs behind it, will be a local to BWI, express to Baltimore, then local to Perryville. The second Perryville train continues as it does now, express to BWI then local to Perryville while the second Odenton train operates via local to Odenton, Express to West Baltimore (skipping BWI and Halthorp) and into Baltimore. Both of these will return to DC as limited stop expresses where now they deadhead back from Odenton. The remaining evening departures to points north are being adjusted out of D.C. to give better headways (6:20 PM, 7:20 PM, 8:40 PM (to Perryville) 10:05 PM and the 10:45 PM Amtrak train which still stops at Odenton." Thanks Steve, for sending copies.

Chicago, Illinois

Orange Line service was expanded for a six-month trial on January 27, so that on weekdays and Saturdays trains run beginning from Midway at 3:55 AM, instead of 4:35 AM. (Sunday/Holiday service starts at 7 AM.) After arriving at Library-State Van Buren Station, the train operates around the inner loop leaving Adams/Wabash for Midway at 4:32 AM. Evenings, the last train departs from Midway at 12:51 AM, which is 1½ hours later than previously, arriving at Library-State Van Buren at 1:18. The train leaves Adams/Wabash at 1:29 AM, and arrives back at Midway at 1:53 AM.

This summer work will begin on a \$6 million project convert the portion of the Skokie Swift, which uses catenary wire, to third rail. The five-mile-long line, also known as the Yellow Line, connects Skokie with Howard Street, and has no intermediate stops. Morrison-Knudsen cars, among the CTA's newest, are used. Completion is expected in the summer of 2003.

Minneapolis, Minnesota

The first spike for the Hiawatha Light Rail Line was driven during a ceremony that was held on December 10, 2001. With this milestone, the project has been declared at the 30% completion level, and construction began less than one year ago on this line, which will be 11.6-miles long. The initial segment between the Nicollet Mall in downtown Minneapolis and Ft. Snelling, is expected to be running by late next year and there will be eleven stations. By late 2004, the full line from Minneapolis' warehouse district, one station north of Nicollet Mall, via the airport to the Mall of America, should be in operation. For further details, visit www.dot.state.mn.us/metro/LRT.

In his 2002 capital budget, Governor Jesse Ventura included a full funding proposal for the Northstar Commuter Rail Project. The project, which calls for a total of \$267 million in federal (\$147 million) and state (\$120 million) financing, would operate commuter rail service along an 80-mile corridor that stretches along highways 10 and 47 from St. Cloud to Minneapolis.

Residents got to try out commuter rail when trips were scheduled between Minneapolis, St. Cloud, Minneapolis, and Elk River. The event, held on January 28, was declared a success as hundreds took advantage of the opportunity to try out a new way of traveling. Two Bombardier bi-level cars, which are owned by Sound Transit, were used for the demonstration runs.

Salt Lake City, Utah

Just in time for the crowds anticipated to be attending the Winter Olympics, the Utah Transit Authority raised fares. Fares actually went up on January 1, and there are planned increases in 2002 and 2003. Some examples are adult fares, \$1.00 to \$1.25, Senior's \$0.50 to \$0.60, and Day Passes from \$2.00 to \$2.50.

Special UTA Olympic Transit Passes that were good for unlimited TRAX and bus rides during the Olympics (February 6-24) were sold for \$20.

On December 14, 2001, Siemens shipped the tenth and final SD160 LRV to Salt Lake City, thus completing the order 22 months after receiving it. Siemens previously delivered 23 LRVs (model SD100). Member Harold Geissenheimer was able to get the numbers of the Dallas LRVs that were sent to Salt Lake City: 103-104, 106, 108, 110-113, 115-117, 119, 122-125, 127-132, and 134-140.

When the Summer Olympics were held in Atlanta in 1996, transit agencies supplied nearly 1,400 buses to transport attendees between the various venues. This year, according to **Passenger Transport**, in addition to the 29 DART LRVs, nearly 700 buses were to be sent to assist in transportation arrangements, and along with that, were to come 1,000 support personnel to operate, maintain, and supervise. Some of the cities providing this support include, Atlanta, Baltimore, Buffalo, Chicago, Cleveland, Culver City, Dallas, Denver, Houston, Minneapolis/St. Paul, Park City, Phoenix, Reno, St.

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

Louis, San Antonio, San Bernardino, San Diego, Tacoma, and Washington, D.C.

In mid-January, the Utah Transit Authority purchased 175 miles of right-of-way and some parcels of land from the Union Pacific Railroad to be used for future light rail and commuter rail projects. Included are corridors between Brigham City and Payson and the cities mentioned in the next paragraph. This report came from the Salt Lake *Deseret News*.

With expansion of the TRAX LRT on its agenda, the public scoping meetings were held in January to view plans for two proposed Light Rail Corridors for the Western Salt Lake Valley, which were recommended by the cities of South Jordan, West Jordan, Midvale, West Valley City and Taylorsville.

Seattle, Washington

Sound Transit opened its new rail station in the City of Everett on February 4. The station will initially be used by buses from Seattle Metro, Everett Transit, and ST Express, and will be one of Sounder's northern commuter rail stations starting in 2003. In the meantime, Amtrak's *Empire Builder* and *Cascades* will also utilize the station.

Tacoma Link construction work was progressing from South 25th Street to Commerce Street. The track was expected to reach Pacific Avenue from S. 25th Street this month.

San Francisco, California

Inside Track, which is published by Market Street Railway, reports that the group and SF Muni are embarking on projects to restore two long out-of-service cars: Market Street Railway 798, and Oporto (Portugal) 189, respectively. 798, the sole survivor of a class of 250 similar cars that were constructed between 1921 and 1924, has an interesting history. Following its retirement after WWII, it was sold for scrap but wound up as a residence, then later as a jewelry store in the Sierra foothills. In 1984 MSR purchased the car and returned it to San Francisco. Some restoration work was performed on the car at that time. Oporto 189 came to Muni in 1983 for the first Trolley Festival, and was used in shuttle service on the State Belt Railroad tracks towing a generator to provide power. The success of this service helped pave the way for the F line extension to the Embarcadero.

Three of the F line's PCCs are out of service with accident damage, exacerbating a car shortage problem. 1056 (Kansas City) could be unavailable for a year after being nearly totaled following a crash into another (unspecified) car. 1055 (Philadelphia) was rear-ended by a Breda on the J line in 2000, and, finally, 1010 (San Francisco) was awaiting replacement of its blown motors. Several cars in the Vintage Car Fleet are also out of service, including 130 (San Francisco) and 496

(Melbourne). **Inside Track** also listed New Orleans 952, but I saw that car in service last October.

It is time to close the book on Muni's history with the Boeing LRVs. As was expected, the last cars were retired in January, having been replaced by 136 Bredas. Most of the Boeings are headed for the scrap yard, but last year one was acquired by the Oregon Electric Railway Historical Society (and see paragraph below). Muni ordered 100 cars, which were delivered from 1977-79. When the MBTA refused delivery of 30 of their cars, SF Muni purchased them, and received them between 1982-84. The MBTA at one time had 145, and most of 55 which were overhauled by Amerail in 1996-97, are still running.

Harold Geissenheimer forwarded a report that transit officials in Manchester, United Kingdom, have purchased two Boeings (at a cost of \$200-\$500 apiece) to try out. When new, the cars cost \$300,000 each. Manchester is expanding, and the present 31-car fleet is overcrowded. There are fears, however, that approval of these cars by the Railway Inspectorate (regulatory authority) might take too long. The 9,000-mile trip began with a move by truck to Los Angeles. From there, the cars were placed aboard a ship, which traveled down the Pacific Coast to and through the Panama Canal, to the Caribbean, and across the "big pond" (Atlantic Ocean).

San Jose, California

Valley Transit Authority opened its 19th station, at Moffett Park on the Mountain View/Milpitas line, on December 12, 2001. The new station, which cost \$5.7 million, is located between the Lockheed Martin and Bayshore/NASA stations, and is a public-private partnership with Jay Paul Company/Ariba Plaza Project. Thanks to Harold Geissenheimer for the report.

Los Angeles, California

At the end of January, my wife, my daughter, and I spent two days each in Las Vegas and Los Angeles. In Las Vegas, I had conversations with several local residents concerning the extension of the Bally's-MGM Grand monorail, and it appears that no new construction work has begun. For details, please refer to the June, 2001 **Bulletin**.

Since my last visit to Los Angeles near the end of 1996, there was some transit riding that I needed to get caught up with. We passed a "Metro" (bus) terminal en route to the car rental facility, and when we returned to it I asked a bus driver when the next bus would be leaving for the Green Line; he told me that he was leaving immediately. My family proceeded to Anaheim, where I would join them later that afternoon, after getting my first ride on Metrolink. I boarded a Culver City Bus Lines bus, and in a short time we arrived at the Aviation/I-105 Station. From the street level, and also from the structure, one can see the provision that was made for a possible extension into LAX. I had previously ridden to

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the eastern (Norwalk) end of the line, so to complete my riding of this line, I rode west, to Redondo Beach.

Green Line service is provided exclusively by Siemens SD460 cars (200-250), in one or two-car trains. In 1996, the Kinki-Sharyo cars were operating, but they have all been transferred to the Blue Line. Trains travel at 55 mph, but one of the operators told me that work was underway to raise the speed limit to 65 mph. He also said that during rush hours, when traffic on parallel I-105 is bumper-to-bumper, the cars fly by; however, during my mid-morning trip, the vehicular traffic was going faster than we were. The Imperial/Wilmington, now Rosa Parks, station is the transfer point for the Blue Line. Traveling south takes you to Long Beach – north to 7th Street/Metro Center, where transfer is available to the Red (subway) Line. I did not see any three-car trains running on the Blue Line, but an operator told me that they are intermixed with the two-car trains, and it was just my luck that I missed seeing any. I also did not see cars 109 and 148 that were painted into Pacific Electric colors in 2000 to commemorate the tenth anniversary of Blue Line service. The Blue Line fleet is comprised of Kinki-Sharyo cars 100-168, which were delivered between 1989 and 1994.

The Red Line opened its first five stations, Union Station to Westlake/MacArthur Park on January 30, 1993, and on June 23, 1996, another three stations were added to Wilshire/Western. On June 12, 1999, five stations were opened on the new branch, to Hollywood/Vine. A little over a year later, June 24, 2000, the final three stations to North Hollywood, in the San Fernando Valley came on line. It is worth a trip to Los Angeles just to ride this latest section. Looking through the cab window I noticed that the cab signals allowed the train to operate at 67 mph. After arriving at North Hollywood I asked the operator about this, and he told me that the trains actually do 70 mph! In fact, on the return trip the train operator made a PA announcement that the train was 550 ft. below street level and that we were traveling at approximately 70 mph. I related this to one of my co-workers and he told me that (SEPTA) Broad Street Subway allows 70 mph on (express) Tracks 2 and 3, except at a few locations where there are speed restrictions. Just in case you were wondering, the top speed on the Market-Frankford Elevated Line is 50 mph. Midday service operates with four-car Breda (501-604) trains on each branch. When I saw a westbound six-car train at about 2 PM, the operator told me that he was going into the yard to add two cars to the train to make it a six-car set.

Typical end-to-end running times, and latest timetables in effect are as follows:

Blue: 7th St./Metro Center to Long Beach – 53 minutes (October 21, 2001)

Green: Redondo Beach to Norwalk – 34 minutes (April 1, 2001)

Red: Union Station to Wilshire/Western – 13 minutes (December 30, 2001)

Union Station to North Hollywood – 30 minutes

LACMTA operates a pair of *Metro Rapid Bus* Lines, which feed into the Red Line. Route 720 runs from Santa Monica to Montebello via the Wilshire/Western Red Line Station. Route 750 (which I took a short ride on) runs from the Universal City Red Line station to Warner Center. The bus runs with mixed traffic but makes limited stops. Both lines operate 7 days a week, and regular fares are charged. The base cash fare is \$1.35, but transfers are an additional 25 cents. Tokens are sold for \$9 for ten. Under consideration is the installation of a “smart card” system for fare collection that could cost \$75.6 million.

Los Angeles Union Passenger Terminal – What can be said about this beautifully restored edifice? Back in 1921, the California Railroad Commission ordered the three railroads serving Los Angeles, Santa Fe, Southern Pacific, and Los Angeles and Salt Lake (later to become the Union Pacific) to construct one “Union Terminal.” It took until 1936 to decide on a location, architect, etc. However, on May 3, 1939, LAUPT opened in grand style, with numerous movie stars, including Judy Garland. A brochure that I picked up described its design as based on “Spanish Colonial style with romantic arcades, soaring arches, gracious patios, Mission-style tile roof, and stucco exterior.” Throughout the building are “Streamline Moderne elements such as light fixtures and signage, masterfully interwoven with Art Deco, Southwestern and Moorish features.” LAUPT is listed as a National Historic Site and Cultural Heritage Landmark. It is served by Amtrak Trains #1/2 (*Sunset Limited*), 3/4 (*Southwest Chief*), 11/14 (*Coast Starlight*), 21/22 (*Texas Eagle*), and the *Pacific Surfliners* (formerly the *San Diegans*), plus Metrolink commuter trains. Amtrak’s California Timetable is dated September 30, 2001. Downstairs is the Red Line, and outside are numerous bus lines.

The *Pacific Surfliner* trains utilize push/pull double-decker equipment that was especially built for this service, with one car having a cab. An F-59PHI (450-series) provides the motive power. There was one exception that I was told was a test, and it had “cabbage” unit 90230 in front of the cab car. All Metrolink trains are composed of Bombardier bi-levels and either an EMD F-59 or F-59PHI locomotive. Metrolink’s current timetables are dated January 21, 2002, and feature some extensions of service on several lines. Sometime this spring, a new station, Laguna Niguel, will be added on the Orange County Line.

To rejoin my family, I rode Train #690, which departed from Union Station at 4:55 PM and was a three-car set. I found a seat on the upper level with a table, and very quickly nearly every seat was occupied. Proceeding to

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Commuter and Transit Notes

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Anaheim, we passed the Red Line's shop and yard, and the yard where Amtrak's trains are stored. Besides a few trainsets of *Surfliner* equipment, there were only a couple of *Amfleet* cars plus two cab (original *Metroliner*) cars, 9634 and 9635, the latter had been used in *San Diegan* service.

The next day we visited Disney's newest park, California Adventure, which opened last year. Attractions are based on California themes. There is one rail-type "attraction," if you could call it that. Disney craftsman, created a "two-car" set of Western Pacific stainless steel streamlined cars which were used on the *California Zephyr*. There is a dome (used as a store) and a diner (which sells food), that have been named "Silver Crescent" and "Silver Platter," plus a General Motors "F" type, numbered WP804A (D176), which was formerly Canadian National (F7Au) 9165. For those who were not aware, Walt Disney was a railfan. On the interior walls of these two cars are memorabilia of the CZ, which quit on March 22, 1970. Disneyland is adjacent to California Adventure and the monorail runs through a part of it. The 2.5-mile line began running in 1959, four years after Disneyland opened. Four 5-car Mark-V trainsets named Blue, Orange, Purple, and Red travel in a loop around these parks. The Red trainset recently underwent an upgrading, and this work is now being done on the Blue set. For those who knew about it, it was possible to request a ride in the cab, along side the operator, but since the events of September 11, 2001, that is no longer permitted. Top speed is 30 mph.

On February 28, the MTA Board was expected to certify the Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report (Final SEIS/SEIR) for the Los Angeles Eastside Corridor project. This six-mile extension of the Gold Line (formerly known as the Pasadena Blue Line) would serve a heavily populated area from Union Station to Atlantic Boulevard along 1st Street, then transition to 3rd Street via Indiana Street and proceed east along 3rd Street to Atlantic Boulevard. There would be nine stations at street level with the exception of the 1.7-mile tunnel segment through Boyle Heights, which was necessitated by the narrowness of streets along this portion of the alignment. Construction of the tunnel portion of the project could begin in mid-2003, construction of the at-grade portion in late 2004/early 2005. Operations could begin in mid-2008.

Ottawa, Ontario, Canada

139 *Nightstar* coaches that were built by Alstom, and had been intended for use on overnight trains between the United Kingdom and the European continent, were purchased by VIA Rail Canada last year. The cars be-

came available as this service never got off the ground. Many of the cars were not completed. Several cars were delivered last year to undergo trial runs that would determine their suitability. They have now all arrived in Canada and are undergoing modifications, and completion work. VIA has branded these cars *Renaissance* coaches.

Toronto, Ontario, Canada

On November 8, Bombardier completed the delivery of the last two subway cars of the 372-car T-1 order. The original contract called for 216 cars to replace the M-1 and H-1 cars, and in 1998, the contract was amended to add 156 more cars. It is anticipated that another order for 232 T-1s will be made by 2005 and will replace the H-4s and H-5s. Toronto's subway car fleet now stands at 694 cars, which includes 126 H-6s.

Veterans Day is also celebrated on November 11, as it is in the United States. In 2001, the Toronto Transit Commission asked all its riders "to pause and reflect on the sacrifices made for peace by Canadians" by halting all of their subway trains, streetcars, buses, etc. for a two-minute period, beginning at 11 AM.

Mexico City, Mexico

This metropolis currently has an eight-line rubber-tired Metro and one light rail line, but according to a report in ***Progressive Railroading***, a master plan is calling for a major expansion of rail lines in Mexico's capital. The plan calls for 300-mile system comprised of 14 rubber-tired metro lines, three steel-wheel metro lines, 10 light rail lines and a three-line commuter system using trackage of Mexico's privatized freight lines. President Vicente Fox also supports the development of a 91-mile light rail system in Guanajuato, a suburb of Mexico City. Elsewhere, Guadalajara's 15-mile light rail line could be the basis of a proposed 89-mile, seven-line system, and there is still talk of a light rail system in Tijuana, across the border from San Diego.

Tel Aviv, Israel

Engineering News-Record reports that Israel's state-owned transport company is seeking bids for the first stage of construction of light rail system for Tel Aviv. The 22-km (36.16-mile) line would operate above and below ground, and with construction scheduled to begin in 2004, it is anticipated that service would be running by 2009. A 32-year franchise will be given to the successful bidder to build, operate and maintain the system.

From the History Files

50 Years Ago: On March 30, 1952, the 7/City Subway Line became the last trolley line in Newark when the 21/Orange and 29/Orange Street lines were abandoned one day earlier.

45 Years Ago: On March 29, 1957, the New York, Ontario & Western ran its last trains.

News items and comments about this column may be emailed to NYDnewseditor@aol.com.

West End Line

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- (A) Trains make express stops in Manhattan. A few early morning trains and northbound evening trains make local stops in Brooklyn and stop at DeKalb Avenue. Others make express stops in Brooklyn and bypass DeKalb Avenue
- (B) This is the Sunday schedule date. Weekday schedules were in effect the next day (unless it was a holiday on which weekend schedules were in effect) and Saturday schedules were in effect six days later (unless a Saturday schedule operated on a holiday during the week)
- (C) From October 1, 1990 to July 21, 2001, several late evening trains operated light via the Culver Line and picked up passengers at Second Avenue every day
- (D) Several trains discharged passengers at 145th

Street after the morning rush and were laid up. They were put in service there for the PM rush

- (E) Early evening
- (F) Late evening
- (G) July 23 and December 17, 2001 schedules — two 36th Street Yard put-ins before the PM rush

July 23, 2001: One 34th Street-Broadway northbound put-in for the PM rush — discontinued December 17, 2001

July 23, 2001 — trains display **W** signs. Express service on the Astoria Line, southbound in the morning and northbound in the afternoon and early evening, was discontinued January 7, 2002

December 17, 2001 — Two AM rush hour trains from Coney Island discharge passengers at 57th Street and are laid up. In the PM rush there is one **W** put-in and one **W** put-in from 57th Street-Seventh Avenue

Manhattan “L” Electrification Centennial

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cents per car-mile. After studying the results of this test, management decided to spend \$5 million electrifying the entire system. On May 1, 1901, General Electric was awarded a contract to electrify the rolling stock and structures while Westinghouse built the power house and generating facilities at E. 74th Street and the East River. This was the largest electrification project of its time, whose final cost was about \$18 million.

Two sources reported that the first electric train ran on December 30, 1901 between South Ferry and 129th Street on the Second Avenue “L.” It was scheduled to operate between 10 AM and 4 PM. On January 9, 1902, a Second Avenue train composed of four motors and two trailers transported 300 guests from South Ferry to 129th Street in 22 minutes, reaching 51 miles per hour from 86th Street to 121st Street. Locals were sidetracked at Grand Street, 42nd Street, and 93rd Street.

The April, 1913 *IRT Bulletin*, a company publication, gives the following information:

LINE	FIRST ELECTRIC TRAIN	LAST STEAM TRAIN	ALL ELECTRIC TRAINS	NOTE
Second Avenue	January 13, 1902	Afternoon of September 9, 1902	September 10, 1902	
Third Avenue	March 24, 1902	August 16, 1902	August 17, 1902	
Sixth Avenue	October 1, 1902		October 1, 1902	58 th Street-Rector Street
Sixth Avenue	November 1, 1902		April 5, 1903	South Ferry-155 th Street
Ninth Avenue	midnight February 19, 1903			

The locomotive-hauled coaches were electrified as motors or trailers. Most of the 344 locomotives, all in first-class condition, were sold or retained for work service. Two locomotives were scrapped in 1930 and two more survived until they were finally scrapped on February 9, 1943.

AIRTRAIN NEWS

On January 23, 2002, New York Division Treasurer Michael Glikin was part of a group that toured the Port Authority’s new *Airtrain* system that will connect John F. Kennedy International Airport with the Howard Beach subway station and the Long Island Rail Road’s Jamaica Station.

Construction of the line is well along, and a September, 2002 opening is anticipated for the JFK/Howard Beach section (the spur to Jamaica Station is scheduled to open next year). On page 16 you will see two photographs Mike took during the tour.

(Continued on page 16)

REDBIRD UPDATE

by George Chiasson

R-142/142As

Through January 24, 2002 R-142As 7571-7590 had been delivered to Westchester Shop. After a hiatus of almost two months, R-142As 7541-7545 and 7551-7555 were placed in passenger service on January 11. These were joined by 7546-7550 and 7556-7570 through January 24. All cars being delivered through 7610 will be visiting E. 180th Street for software modifications, and have been regularly seen performing test runs on the center tracks of the White Plains Road or Dyre Avenue Lines. It is quite possible that acceptance of the 400-car base order for R-142As could be complete by the end of March. Kawasaki continues to churn out 212 R-143s for Subdivision B in the meantime, so continuation into the Option portion of the R-142A order (7611-7730) probably will not occur until the second half of 2002 or so.

Also through January 24, 2002 R-142s 6751-6770 and 6831-6850 were delivered, while cars 6466-6470, 6731-6740 and 6781-6800 were placed in service on ②. 6431-6435, which had been in service briefly during May, 2001, were restored to operation. 6466-6470 are five of 100 R-142s delivered in 2000 that had been stored around the system awaiting modifications, mainly to the brake system. If, as now seems possible, the remainder of these "stored" R-142s can be prepared for passenger service in the near-term, all service on ② should be soon provided with R-142s. This would pave the way for their deployment on another line, probably ⑤. As it is, weekend ② service seems to have gone totally to R-142s, at least since January 19. On weekdays through late January there remained 6-8 trains of R-33s in service on ②. With the schedule in effect December 23, 2001 ② has reverted to a maximum requirement of 31 trains (310 cars).

R-62A changes

The distribution of R-62As on ② and ⑤, exclusive of the two OPTO consists from ⑥, has been highly vari-

able through recent weeks. Some days there are none from Lenox (Blue) and three from Broadway (Red), other days two from Lenox and one from Broadway. As it has become impossible to specifically gauge this anomaly, let it simply be said that R-62As from either ① or ③ are used on ② and ⑤ as required. On several days, there have been no "Lenox" R-62As seen at all on ③, but at the end of January they did continue to appear from time to time. Such is the nature of the equipment "pooling" arrangement in effect since September 19.

With the schedules in effect December 23, 2001 there are now a maximum of 41 trains (410 cars) required on ① and 11 trains (110 cars) on ③. One subtle change noted of late is the "blanking" of middle rollsigns on single R-62As used on the ①/③ lines. This implies the possibility of cars being held in semi-permanent "captive" sets, but there is no numerical sequencing as yet, and many incorporate cars with full-width cabs that are nominally assigned to the 42nd Street Shuttle. Some R-62As on the ①/③ lines have also had their interior "strip" maps removed.

As additional R-142As reach ⑥ from this point forward, R-62As will become surplus and eventually be transferred elsewhere. At this time there is no shortage of theories but little available fact to determine how things will play out. One change to be expected in the not-too-distant future is the removal of OPTO R-62A consists from ⑤ in favor of R-142s off ②. This may be the way new cars are introduced to ⑤.

R-33 Transfers & Status

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

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

9100-9107 were transferred from ② to ⑤ on January

(Continued on page 17)

Air Train News

(Continued from page 15)



Test train on structure.



Car 113 in shop.

Redbird Update*(Continued from page 16)*

2, 2002.

9108-9111 were transferred from ② to ⑤, and 9182/9183 from ⑤ to ②, on January 15, 2002.

On January 17, 8918/8919, 8934/8935, 8954/8955, 8970/8971, 8976/8977 were shifted from E. 180th Street to Corona to be prepared for service on line ⑦. Line ⑦ was noted as being short of available spares for some time (they experienced a crisis of sorts rooted in air-conditioning problems last May), and it is expected at least two train sets of supplementary equipment will be assigned as a short-term measure. This train is part of the so-called "GE" (8806-9075) group, and is equipped with New York Air Brake valves. A single WF R-33 was cut in, but compatibility problems were experienced trainlining with its original WABCO A-1 brake valve. On January 23, single World's Fair R-33 9338 was added into the Main Line R-33 train, and technicians were still working to correct these problems as of January 28.

Looking back in recent history, "Westinghouse" (9076-9305) Main Line R-33s were assigned to ⑦ after GOH in the 1992-1995 period. These were generally higher-numbered cars now operating on ④, and are equipped with a WABCO brake system. This is the first instance of "GE" Main Line R-33s being assigned to ⑦ since the fall of 1983, when the GE World's Fair cars were out for rebuilding.

9236/9237 were retired from ④ as of December 21, 2001. On January 1, 2002 8856/8857 were transferred from ⑤ to ④ to replace them.

9130/9225 were out of service at 207th Street as of January 18, 2002. This was a mismatch created in the early 1970s when operating on ⑥.

8874/8875 were back on ⑤ as of December 14, 2001.

Bye, Bye, Birdies!

It's finally official! All but two R-29s were removed from Westchester Yard on January 21, 2002, but their final run in passenger service occurred the morning of December 26, 2001. The consist was N-8640/8641-8633/8632-8657/8656-8683/8682-8588/8589-S, and it was put in service for the 7:56 AM express trip from Pelham Bay Park. At that time there were 44 R-29s still active on ⑥, but as subsequent weeks progressed they were gradually transferred to Concourse, then later to 207th Street, for disposition. On January 26 only cars 8678/8679 remained at Westchester. This occasion rang down the curtain on 46+ years of operation on the ⑥ Lexington-Pelham Local, and marked the first removal of an entire group of Redbirds (the 118 WH R-29s) from passenger service. In time we may be able to examine the historic significance in greater depth.

If you have been following along you have noticed the steady reduction of R-33s assigned to ②. With hope that the R-142 program might be accelerated to some

degree, their presence should soon be minimal at best. As noted above, they have been relegated to weekday service (barring the unexpected) in mid-January and it would not be unreasonable to see them disappear off ② completely within a few weeks. Though projected for continued service on ⑤, this interval could prove to be brief for some if significant quantities of backlogged R-142s are accepted and their use spreads to ⑤. Perhaps these R-33s, too, will find themselves in Queens in the coming months.

The Weeks Marine crane returned to 207th Street Shop (actually the adjacent Harlem River) on January 10, and immediately one barge was loaded with a shipment of backlogged Redbird shells. It departed the next day for the waters off Delaware, then returned a week later for refilling. The second trip departed on Sunday, January 20 and yours truly just happened to catch it floating along the Hudson River beneath the George Washington Bridge. A third barge was loaded for departure on January 23 and collectively, these three shipments accounted for the reefing of 100 retired Redbirds. There are almost enough cars available for the full 400-car commitment with Delaware, so this portion of the program should be completed very soon. Other coastal states waiting their turn are South Carolina, Georgia, Virginia, and New York.

Additional Redbirds Removed From Service Through January 16, 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, 8596/8597, 8604/8605, 8612/8613, 8618/8619, 8620/8621, 8632/8633, 8640/8641, 8646/8647, 8648/8649, 8652/8653, 8656/8657, 8664/8665, 8668/8669, 8676/8677, 8678/8679, 8682/8683 off ⑥; 8702/8703, 8728/8729, 8732/8733, 8766/8767, 8774/8775, 8804/8805 off ⑤

R-33: 9236/9237 off ④ (see above)

Additional Redbirds Reefed Through January 23, 2002 (100 total)

R-26: 7772, 7773, 7786, 7787, 7794, 7795, 7808, 7809, 7812, 7813, 7816, 7817, 7824, 7825, 7826, 7827, 7830, 7831

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

R-29: 8572, 8573, 8578, 8579, 8584, 8585, 8586, 8587, 8594, 8595, 8598, 8599, 8602, 8603, 8606, 8607, 8626, 8627, 8644, 8645, 8650, 8651, 8660, 8661, 8672, 8673, 8674, 8675, 8680, 8681, 8684, 8685, 8688, 8689, 8692, 8693, 8696, 8697, 8700, 8701, 8702, 8703, 8706, 8707, 8728, 8729, 8732, 8733, 8748, 8749, 8758, 8759, 8766, 8767, 8772, 8773, 8774, 8775, 8794, 8795, 8804, 8805

R-33: 9236, 9237

R-36: 9510, 9511

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

Sorry if the pickings seem a little slim this month. Due to scheduling conflicts, I had to submit this a week early, so most of the information here is for the beginning of the month.

On the IRT, there is a dig-out between Brooklyn Bridge and 14th Street on track MM3. The chip-out and pour south of 125th Street will finally happen. A chip-out on the Pelham Line somewhere between Hunts Point Avenue and Third Avenue-138th Street on Track P2 will start and run until May. You will notice that one of the lines in the IRT section is in bold type. This is the service plan for the rebuilding of ①/⑨ south of Chambers Street. Even though the end date reads September 30, that is an arbitrary date and the work may be finished

after the end date listed. It was listed in the papers that it would reopen by November.

On the BMT, the Division of Track will start a renewal job on switch #303 at the north end of Whitehall Street. A panel job on Track A1 at Brighton Beach and the Williamsburg Bridge north roadway job, requiring track access again, will be done. West End signal replacement starts up again.

There is really nothing new on the IND at this time

Notwithstanding all of the fire line and station rehabilitation jobs going on throughout the entire system in all 3 divisions, there is more than enough work to go around. So with that said, "on with the show." Until next month...

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
3/ 4 to 3/22	Nights	④ ⑤	Track MM3 N/O Brooklyn Bridge to S/O Union Square	Local via Track 4 from Brooklyn Bridge to S/O 14 th Street	Dig-out
3/1 to 3/11	Wkend	④ ⑤	Track MM3 N/O Brooklyn Bridge to S/O Union Square	Local via Track 4 from Brooklyn Bridge to S/O 14 th Street	Dig-out
3/5 to 3/15	Nights	②	Track F2 S/O Jackson Avenue to N/O 149 th Street-Grand Concourse	S/B normal to Jackson Avenue, relay N/O Jackson Avenue to Track M, then S/B via Track M to S/O Jackson Ave, then single track via Track 3 to N/O 149 th Street-Grand Concourse and normal	Install insulated joints, cable trays, and cable
3/5 to 3/8	Nights	① ②	Track B4 S/O Times Square to N/E Times Square	Express via Track 3 from N/O Penn Station to S/O 72 nd Street	Installation of wall panels
3/9 to 3/11	Wkend	① ② ③ ⑤	Track B4 S/O 72 nd Street to N/O 72 nd Street	① – N/B via Track 3 S/O 72 nd Street to N/O 96 th Street ② – N/B via Lexington Avenue as per other plan below ③ – normal ⑤ – Dyre Avenue to Times Square as per plan below	Electrical, plumbing, and architectural work
3/9 to 3/11	Wkend	② ③ ④ ⑤ S/ Bus	Tracks L1/L1S/L2 N/O 125 th Street to N/E 116 th Street	② – S/B normal, N/B via Lexington Avenue ③ – Local both directions between 96 th Street and 14 th Street ④ North – Woodlawn to 149 th Street-Grand Concourse ④ South – New Lots Avenue/Utica Avenue to 125 th Street ⑤ – Dyre Avenue to Times Square ⑤ (42 nd Street) – Operates all night Bus – Third Avenue-138 th Street to 149 th Street-Grand Concourse	Concrete pour of switch #491
3/5 to 5/10	Nights	⑥	Track P2 S/O Hunts Point Avenue to N/O Third Avenue-138 th Street	S/B via Track M from S/O Hunts Point Avenue to S/O Third Avenue-138 th Street	Type II-II chip-out
3/ 4 to 3/6	Nights	①/① Sh.	Tracks BB1/BBC N/E 145 th Street to N/O 137 th Street	① – S/B normal to 168 th Street and relay to Track 4 N/O 168 th Street, then single track via Track 4 to N/O 145 th Street, then via tk M N/O 145 th Street to N/O 137 th Street, then normal ① sh. – N/B terminate at 137 th Street	Completion work on switch #95
3/8	Night	①	Track BBM S/O 125 th Street to S/O 103 rd Street	No effect on service	Vacuum train
2/4 to 9/30	24/7	①	Tracks MVA/V1/V4 S/O Chambers Street to N/E Chambers Street	No effect on service	Rebuilding of the ①/⑨ S/O Chambers Street

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Track Construction Forecast for March, 2002

(Continued from page 18)

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
2/26 to 4/6	Nights	D	Track C1 S/E 145 th Street to S/O 161 st Street-Yankee Stadium	N/B operates express via Track C3/4 from S/O 145 th Street to S/O 161 st Street	Install fire lines
3/5 to 3/16	Nights	A E	Track A4 S/E W. 4 th Street to N/O 42 nd Street	No effect on service	Paint security railing and install detectable warning strip at 42 nd Street
3/5 to 3/16	Nights	E F G	Track D2 N/O Roosevelt Avenue to N/O 71 st Avenue	E/G – operate express N/O Roosevelt Avenue to 71 st Avenue F – normal	Install feeder cables, track fuse boxes, safety bars, and plumbing
3/ 4 to 3/22	Nights	G G Sh.	Track E1 N/O Bedford-Nostrand to N/O Bergen Street	G – shortlined to Bedford/Nostrand G Sh. – Hoyt-Schermerhorn to Bedford-Nostrand	Tie blocks and plate renewal
3/ 4 to 3/7	Nights	E F G	Track D3 S/O Roosevelt Avenue to S/E 36 th Street	F – local from Roosevelt Avenue to 36 th Street E G – normal	Install safety bars and drainage pipes at 65 th Street station
3/ 4 to 3/8	Nights	F	Track B1 N/O 47 th -50 th Streets to S/E 42 nd Street	S/B via Track B3 N/O 47 th -50 th Streets to S/O 42 nd Street	Wall tile replacement and cleaning at 42 nd Street
3/9	Night	D	Track B3 S/O 59 th Street to S/E 42 nd Street	S/B via Eighth Avenue Line to S/O W. 4 th Street, then to Track B1/B5/B6 at Second Avenue and terminate N/B in service from Second Avenue via Track B2 to Track B4 N/O 34 th Street and normal	Vacuum train
3/10	Night	F	Track D4 N/O Queens Plaza to N/E Roosevelt Avenue	N/B local via Track D2 S/O 36 th Street to N/O Roosevelt Avenue, then to Track D4 and normal	Vacuum train
3/11	Night	F	Track D4 N/O Roosevelt Avenue to N/O 71st Avenue	N/B local via Track D2 N/O Roosevelt Avenue to N/O 71 st Avenue, then normal	Vacuum train
3/11	Night	D	Track B4 S/E 42 nd St. to S/O 59 St.	S/B via B1 to 2 nd Ave, N/B from 2 nd Ave to A2 S/O West 4 th St. via A2 to 59 St., then normal.	Vacuum Train
3/5 to 3/15	Nights	N	Tracks G1/GD1/GD2 S/O Queensboro Plaza to S/O Lexington Avenue	S/B single track via Track G2 from S/O Queensboro Plaza to S/E Lexington Avenue	Installation of fire lines
3/5 to 3/29	Nights	N	Track B1 S/O Canal Street to S/E Whitehall Street	S/B via Track A3/H1/A3/F1 Manhattan Bridge S/O Prince Street to S/O DeKalb Avenue, then normal	Switch #303A/B renewal
3/ 4 to 3/19	24/7	N R	Track B3/4 N/E Whitehall Street to S/E Whitehall Street	No effect on service. All Whitehall Street layups go out of service S/B at Canal Street. All PM put-ins go in service N/B at Canal Street	Switch #303A/B renewal
3/5 to 3/15	Nights	O/ W Sh/ O Sh.	Track A3 N/O Atlantic Avenue to S/E Prospect Park	O – Operates via West End Line in both directions O Sh. – Stillwell Avenue to Atlantic Avenue W Sh. – suspended; replaced by O	Tile replacement, steel repairs, and concrete chipping and repair
3/5 to 3/15	Nights	N/ W Sh./ R Sh.	Track F4 N/E 59 th Street to N/E 36 th Street	N – No effect on service R Sh. – exclusive use via Track F3/F1 59 th Street to 95 th Street W Sh. – suspended; replaced by O	Pump room rehabilitation, install overflow drains
3/ 4 to 4/5	Daily	J M	Track J2 N/O Marcy Avenue to S/O Essex Street	J – S/B terminate on Track J3/4 at Myrtle Avenue M – single track via Track J1 Marcy Avenue to Essex Street	Install Manhattan approach barriers
3/2 to 3/10	Wkend	O	Track A1 N/O Brighton Beach to S/E Ocean Parkway	S/B via Track A3 N/O Brighton Beach to S/O Ocean Parkway, then normal	Type III panels
3/9 to 3/10	Wkend	W/W Sh.	Tracks D1/D15/D3/4 N/E Bay Parkway to N/O Stillwell Avenue	W/W Sh. – S/B via Sea Beach Line from 36 th Street to Stillwell N/B normal	Signal equipment installation and breakdown testing
3/5 to 3/13	Nights	L	Track Q1 N/E Eighth Avenue to N/O Third Avenue	S/B single track via Track Q2 from N/O Eighth Avenue to N/O Third Avenue, then normal	Install new insulated rail joints and signal equipment, and chop concrete
3/9 to 3/10	Wkn-dys	L/ L Sh.	Track P2 N/E Livonia Avenue to S/E Rockaway Parkway	L – Eighth Avenue to Broadway Junction L Sh. – exclusive use on Track P1 Rockaway Parkway to Broadway Junction	Pull signal cable and pour foundations for new signal cases

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

World Trade Center Station Reopens

On Monday, January 28, 2002, the World Trade Center **E** station reopened after being closed since the World Trade Center was destroyed on September 11, 2001. Since September 24, 2001, **E** trains had discharged passengers at Canal Street and relayed to World Trade Center, where they changed direction and returned to Canal Street to pick up passengers. The station incurred little or no damage, but was kept closed on Police Department orders because of the station's proximity to "ground zero." The station's name will remain "World Trade Center" for the time being.

With this reopening, the only areas of the subway system affected by the World Trade Center incident that are still closed are the Cortlandt Street **N/R** station and the **1/9** between Cortlandt Street and South Ferry.

More Subway-Related World Trade Center News

The February edition of NYC Transit's television show, "Transit Transit," showed an inspection tour the agency's Department of Capital Program Management conducted for contractors interested in rebuilding the **1/9** line where it passes under what was the World Trade Center. The people interviewed reported that in order to have the line up and running by November, as promised by Governor Pataki, design-related activities that normally take weeks or even months will essentially have to be compressed into days. The job is so massive and has such a short timeframe that several contractors have been talking with each other about combining forces.

More Information on Slant R-40 Fire

In the last issue, we mentioned that a slant R-40 car was involved in an air-conditioner fire at Stillwell Avenue in late December. We have been informed that the fire was in car 4392 and was caused by a grounded cab heater circuit; the air-conditioning system was not at fault.

R-143 Pilot Train Passes 30-Day Test

Member George Chiasson reports that the first 8-car train of R-143s passed its 30-day test and was accepted on January 10, 2002. It will be assigned to revenue service on **L** (14th Street-Canarsie), and based out of

the shop at East New York. The train, consisting of cars 8101-8108 in numerical order, was not used the weekend of January 19-20, being held aside for a modification period of approximately two weeks. It and a companion train set (8109-8116) should be in operation shortly. R-143s numbered as high as 8149 have been seen at Kawasaki's Yonkers assembly facility, keeping company with yet-to-be-delivered sets of R-142As.

NYC Mayor Bloomberg Favors Flushing Line Extension over Second Avenue Subway

In late January, New York City Mayor Michael Bloomberg indicated that an extension of the Flushing Line to the Jacob Javits Convention Center (proposed by his predecessor, Rudolph Giuliani, during his mayoralty) would be the highest (new construction) transit priority of his administration. He said that the city would be unable to pay for multiple construction projects, and that the Flushing Line extension would open up the far western part of midtown Manhattan at a lower cost (\$1.3 billion to \$3 billion) than building the Second Avenue Subway (expected to be at least \$10 billion, of which just over \$1 billion has been set aside in the current MTA Capital Program) and would make that part of Manhattan attractive to the people in charge of selecting a site for the 2012 Summer Olympics.

The MTA maintains that it still intends to start building the Second Avenue Subway as early as 2004.

"Adaptive Reuse" for 18th Street-Park Avenue South Station?

A February 7, 2002 *Newsday* column brought to light an interesting proposal. According to columnist Dennis Duggan, two entrepreneurs want to turn the 18th Street station on the Lexington Avenue Line (abandoned in 1948) into a piano bar. This would require approval by the local Community Board (which has expressed its concern about the number of bars already in the area) as well as by the MTA's Department of Real Estate and Concessions.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

The slant R-40 cars transferred from East New York to Coney Island for the December 16, 2001 schedule change are 4398-4405.

A few trains of the following car classes have been appearing regularly on the following lines: R-46 on **E**,

R-68A on **N** and **Q**, R-32 on **R**, and R-68 on **W**.

R-33 cars 9236/9237 were involved in an air-conditioner fire in Jerome Shop. As a result, 8856/8857 were transferred from line **5** to line **4** (see George Chiasson's article in this issue for more information).