

# The Bulletin



**New York Division, Electric Railroaders' Association**

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## **The Bulletin**

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## **NYC TRANSIT'S GOALS FOR 2002 (CONTINUED FROM SEPTEMBER, 2002 BULLETIN)**

*Because of the lack of space, we were unable to publish all of the goals and accomplishments that are of interest to our readers. The following were omitted from the previous issue.*

**STILLWELL TERMINAL RECONSTRUCTION:** This terminal is over 80 years old and has deteriorated badly due to water infiltration. It must be reconstructed to prevent further deterioration. The entire composite structure, including all four platforms and eight tracks, will be replaced with an open deck structure. The station will be ADA accessible. A 300-foot photovoltaic roof will supply power to the station. At the present time, **W** is the only line providing revenue service to this station. This phase will last for 21 months while Tracks 2 to 6 are demolished and reconstructed. Summaries of the new train schedules are published elsewhere in this issue.

**STATION REHABILITATION:** The rehabilitation of the following stations will improve circulation, enhance lighting, improve signage, and will bring stations to a new 35-year life cycle: Howard Beach (in support of AirTrain), Marcy Avenue, Queens Plaza, 74<sup>th</sup> Street-Roosevelt Avenue complex, 191<sup>st</sup> Street, and three White Plains Road Line stations — E. Tremont Avenue, 174<sup>th</sup> Street, and Freeman Street.

ADA elevators will be installed at Marcy Avenue, Queens Plaza, 74<sup>th</sup> Street-Roosevelt Avenue, W. 4<sup>th</sup> Street, 179<sup>th</sup> Street, and Euclid Avenue.

The following projects were nearly completed: Rehabilitation of the 34<sup>th</sup> Street-Eighth Avenue, 42<sup>nd</sup> Street-Sixth Avenue, and 14<sup>th</sup> Street-Eighth Avenue stations; Phase I of the Times Square complex reconstruction; and

ADA elevators at 34<sup>th</sup> Street-Eighth Avenue, 14<sup>th</sup> Street-Eighth Avenue, and Prospect Park.

Nearly completed are the rehabilitation of elevators at 181<sup>st</sup> Street (IND), Clark Street, and three Broadway-Seventh Avenue Line stations — 168<sup>th</sup> Street, 181<sup>st</sup> Street, and 191<sup>st</sup> Street. Replacement of escalators at Brighton Beach, W. 8<sup>th</sup> Street, and Myrtle-Wyckoff is substantially complete.

**NEW SUBWAY CONSTRUCTION:** In the August, 2002 issue, we reported that funds were approved for a full-length Second Avenue Subway. In 2001, Operations Planning began a Supplemental Environmental Planning process and Capital Program Management began the Preliminary Engineering effort. In 2002, NYC Transit will complete the Supplemental Draft Environmental Impact Statement for submission to the Federal Transit Administration. When it is approved, the MTA will conduct public hearings before the end of 2002. The Final Environmental Impact Statement and the Preliminary Engineering Effort are scheduled for completion in 2003.

To facilitate West Side development, NYC Transit may extend **7** from Times Square to W. 33<sup>rd</sup> Street between Eleventh and Twelfth Avenues in the vicinity of the Jacob Javits Convention Center. A three-track terminal and up to three stations may be built. In 2002, NYC Transit and the NYC Planning Commission will select a consultant to prepare Draft and Final Environmental Impact Statements and develop Preliminary Engineering documents for the preferred subway extension alternative.

## NEW TRAIN SCHEDULES

As David Erlitz mentioned in his column last month, the Stillwell Avenue station is being rebuilt and several tracks will be out of service at different times. Checking the September 8, 2002 BMT-IND schedules, we find that West End **W** trains are the only trains operating to Stillwell Avenue. Brighton **B** and **D** trains terminate at Brighton Beach, where passengers can transfer to buses running to Stillwell Avenue. **F** trains are turned at Avenue X, where passengers board buses to continue their journeys. During non-rush hours, **F** trains relay on southbound Track B1 south of the Avenue X station and yard lead B6. Put-ins from Coney Island Yard operating on Track B6 pick up passengers on northbound Track B2 at Avenue X. When these put-ins

operate at frequent intervals, 6:30 to 8:05 AM and 3:55 to 4:51 PM, southbound trains from Queens relay on Track B1 in the Avenue X station to avoid crossing yard lead B6. These trains probably operate on the middle track and bypass Avenue U. We do not know whether they accept passengers at Avenue X. Sea Beach **N** trains have been turned at 86th Street since November 3, 2001.

Because **W** is the only train providing service to Coney Island, it operates full-time to Astoria. **N**, the least busy "Southern Division" line, provides part-time service to Manhattan and Astoria. Midnight and weekend **N** trains are turned at Pacific Street. Hours of operation are as follows:

### **N** BROADWAY LOCAL

#### SERVICE—WEEKDAYS

#### VIA TUNNEL—LOCAL IN MANHATTAN

Leave 86<sup>th</sup> Street: 4:46-6:20 AM express in Brooklyn on local track  
 6:32 AM-6:40 PM express in Brooklyn on express track  
 6:44-10:29 PM express in Brooklyn on local track

Leave Astoria: 5:45-6:49 AM express in Brooklyn on local track  
 6:59 AM-7:04 PM express in Brooklyn on express track  
 7:14-10:57 PM express in Brooklyn on local track

#### PACIFIC STREET SERVICE

Express 59<sup>th</sup> Street-Pacific Street; Express Pacific Street-36<sup>th</sup> Street and express stops on local track 36<sup>th</sup> Street-59<sup>th</sup> Street

	WEEKDAYS	WEEKENDS
Leave 86 <sup>th</sup> Street	10:47 PM-4:34 AM	10:47 PM (Friday)-4:34 AM (Monday)
Leave Pacific Street	12:05-6:17 AM	12:05 AM (Saturday)-6:17 AM (Monday)

#### ONE-PERSON TRAIN OPERATION

	WEEKDAYS	SATURDAYS	SUNDAYS
Leave 86 <sup>th</sup> Street	12:56-4:34 AM	12:56-4:34 AM	12:56-4:36 AM
Leave Pacific Street	1:45-5:25 AM	1:45-5:25 AM	1:45-5:25 AM

### **R** BROADWAY LOCAL

#### 71<sup>ST</sup> AVENUE SERVICE

	WEEKDAYS	SATURDAYS	SUNDAYS
Leave 95 <sup>th</sup> Street	5:15 AM-10:35 PM	5:23 AM-10:22 PM	5:21 AM-10:22 PM
Leave 71 <sup>st</sup> Avenue	5:30 AM-10:55 PM	5:28 AM-10:54 PM	5:24 AM-10:55 PM

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**New Train Schedules**

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**PACIFIC STREET SERVICE**  
**TRAINS WERE FORMERLY TURNED AT 36<sup>TH</sup> STREET**  
**LOCAL BETWEEN 95<sup>TH</sup> STREET AND 36<sup>TH</sup> STREET; EXPRESS BETWEEN 36<sup>TH</sup> STREET AND PACIFIC STREET**

	<b>WEEKDAYS</b>	<b>FRIDAYS-SATURDAYS</b>	<b>SATURDAYS-SUNDAYS</b>
Leave 95 <sup>th</sup> Street	10:49 PM-5:01 AM	10:49 PM-5:07 AM	10:37 PM-5:07 AM
Leave Pacific Street	11:45 PM-5:41 AM	11:45 PM-5:41 AM	11:41 PM-5:41 AM

**WHITEHALL STREET SHORT-TURNS—WEEKDAYS**

Leave 71<sup>st</sup> Avenue: 7:47, 7:59, and 8:17 AM  
 Leave Whitehall Street: 4:19, 4:37, 4:49, 5:01, and 5:12 PM

**CANAL STREET SHORT-TURNS**

	<b>WEEKDAYS</b>	<b>SATURDAYS AND SUNDAYS</b>
Leave 71 <sup>st</sup> Avenue	10:19, 10:42, 10:55 PM	10:01, 10:19, 10:41, 10:54 PM
Leave Canal Street	11:25, 11:37 PM	11:13, 11:25, 11:37 PM

**SOUTHBOUND PUT-INS**

	<b>WEEKDAYS</b>	<b>SATURDAYS</b>	<b>SUNDAYS</b>
Leave 57 <sup>th</sup> Street-Seventh Avenue	5:46 AM	5:41 AM	5:43 AM
Leave 59 <sup>th</sup> Street-Fourth Avenue	6:14 AM	6:11 AM	6:11 AM

**W BROADWAY EXPRESS**  
**WEEKDAYS**

Leave Coney Island: 10:42 PM-4:50 AM LB-VT-LM  
 5:07-5:41 AM LB-VB-XM  
 5:53 AM-10:23 PM XB-VB-XM  
 10:37 PM LB-VB-XM

Leave Astoria: 11:18 PM-5:09 AM LM-VT-LB  
 5:24, 5:38 AM XM-VB-LB  
 5:52 AM-10:27 PM XM-VB-XB  
 10:37-11:10 PM XM-VB-LB

**SATURDAY AND SUNDAY**

All trains LB-VT-LM

Key:

- LB—Local in Brooklyn (stop at DeKalb Avenue)
- XB—Express in Brooklyn (bypass DeKalb Avenue)
- VB—Via bridge
- VT—Via tunnel
- LM—Local in Manhattan
- XM—Express in Manhattan south of 34<sup>th</sup> Street

**57<sup>TH</sup> STREET RUSH HOUR LAYUPS AND PUT-INS**

Leave Coney Island: 7:46, 8:12 AM  
 Leave 57<sup>th</sup> Street: 5:31, 5:45 PM

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### New Train Schedules

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#### HEADWAY CHANGES

DATE	SATURDAY EVENING	SUNDAY EVENING
May 13, 2002	8, 20	8, 10, 20
September 9, 2002	12, 15	12, 15, 20

One-Person Train Operation is in effect on the **M** shuttle on weekends from 2:03 AM Saturday to 1:43 AM Monday leaving Metropolitan Avenue. R-143s borrowed from **L** will be operated in this service.

At the end of the morning rush, 4 **A** trains are laid up at 168<sup>th</sup> Street. In the evening rush, these trains, which are put in service at 168<sup>th</sup> Street, operate light to 59<sup>th</sup> Street and carry passengers to Rockaway Park.

The new IRT schedules that went into effect on September 15, 2002 are nearly the same as the pre-September 11, 2001 schedules.

Because the maps and the illuminated station indicators on the R-142 and R-142A cars cannot be changed readily, the cars must remain on the line to which they are assigned, and interlining was discontinued.

At the height of the morning rush, one **2** train was diverted to Utica Avenue to relieve congestion at Flat-

bush Avenue. This train returned as a **5** train to 238<sup>th</sup> Street. At the present time, this train relays at New Lots Avenue and returns as a **2** train to 238<sup>th</sup> Street.

Comparing the morning and evening rush hour requirements, we find that there is one train less on **5** and one more train on **6** in the PM rush. Under the previous schedule, one **5** train from Bowling Green was laid up at 59<sup>th</sup> Street after the AM rush. It made several round trips to Parkchester on **6** in the evening rush, after which it operated light to Bowling Green and returned as a **5** train to Dyre Avenue. At the present time, one **5** train is laid up at E. 180<sup>th</sup> Street instead of 59<sup>th</sup> Street and there is an additional PM **6** put-in from Parkchester.

**3** trains were lengthened from 9 to 10 cars in late 2001, and this continues.

### IRT CAR ASSIGNMENT

#### CARS REQUIRED SEPTEMBER 15, 2002

LINE	AM RUSH	PM RUSH	LINE	AM RUSH	PM RUSH
<b>1/9</b>	320 R-62A	300 R-62A	<b>5</b>	170 R-33, 20 R-62A, 140 R-142	160 R-33, 20 R-62A, 140 R-142
<b>2</b>	310 R-142	300 R-142	<b>6</b>	370 R-142A	380 R-142A
<b>3</b>	240 R-62A	230 R-62A	<b>7</b>	22 R-33S, 220 R-36, 99 R-62A	22 R-33S, 220 R-36, 99 R-62A
<b>4</b>	50 R-33, 260 R-62, 30 R-142A	50 R-33, 260 R-62, 30 R-142A	<b>8</b>	10 R-62A	10 R-62A

### BMT-IND CAR ASSIGNMENT

#### Effective September 8, 2002

The following are different from the assignments published in the January and June, 2002 *Bulletins*:

LINE	CARS REQUIRED— AM RUSH	CARS REQUIRED— PM RUSH	LINE	CARS REQUIRED— AM RUSH	CARS REQUIRED— PM RUSH
<b>C</b>	104 R-32, 40 R-38	96 R-32, 40 R-38	<b>L</b>	88 R-42, 80 R-143	88 R-42, 80 R-143
<b>J/Z</b>	56 R-40M, 96 R-42	56 R-40M, 96 R-42	<b>N</b>	50 R-32, 110 slant R-40, 10 R-40M, 24 R-68	50 R-32, 100 slant R-40, 10 R-40M, 24 R-68

## TECH TALK

### by Jeffrey Erlitz

We start off this month with a quick correction regarding last month's table of IRT line letters. I had stated that line BB was for "Broadway Bronx." I am not quite sure exactly where I have seen reference to this name but I was reminded by reader Lew Hitch that BB stands for "Broadway Boulevard."

And now, *another* correction, this time caught by yours truly. Last month, I noted that the signals on the Seventh Avenue Line from south of Chambers Street to north of Rector Street were previously supplied by General Railway Signal. I should have known better. They were supplied by the Union Switch & Signal Division of WABCO, just like the Clark Street Line, since they were done under the same contract, S-32166.

I have *not* forgotten about that locomotive roster I promised a few months ago. I am still in the process of collecting serial numbers and builder's dates.

In new contract news, bids were opened back on August 27 for the new Corona Maintenance Shop, contract C-34714. The bid opening date for the resignalling of the IND Concourse Line, S-32308-R, was delayed another week and finally happened on September 19. However, only one bid was submitted for this very important project. It remains to be seen whether this project is re-advertised or not.

In preparation for the resumption of train service to South Ferry, various control and indication panels had to be modified to reflect the changed track and signal arrangement from south of Rector Street to south of Chambers Street. The auxiliary control panel at Bowling Green was modified over the weekend of June 18-19. On June 19-20, the dispatcher's indication panel and the maintainer's control panel at Chambers Street were modified. Over the weekend of July 26-29, the master control panel at Nevins Street was modified. This work was done by Mauell. I saw the work that was done at Bowling Green. Though Mauell is known for its mosaic tile control panels, the overlay at Bowling Green was done in standard, black phenolic material, which closely matches the original face plate of this control panel. This was not the first time Mauell supplied a standard-looking overlay on an existing control panel. When the Sea Beach Line was resignalled, Mauell installed a tra-

ditional-looking overlay on the 38<sup>th</sup> Street Yard master control panel for Sixth Avenue Interlocking.

Two, all-new indication panels were supplied for the Seventh Avenue Line south of Chambers Street. Mauell built the maintainer's indication panel located in 174 CIR (central instrument room), which is located between Tracks 1 and 4 (and *above* Tracks 2 and 3) south of the Chambers Street station. I believe (and this needs to be confirmed) that the maintainer's indication panel in 205 CIR south of Rector Street was supplied by Safetran Systems. If so, this will be only the third time Safetran has supplied a control or indication panel to NYC Transit. The other two were the control panel at 239<sup>th</sup> Street Yard for the yard expansion and the control panel at Unionport Yard. I do not know the status of the maintainer's indication panel that was in 184 CIR at Cortlandt Street station. If it wasn't destroyed, and it may not have been, it should be returned to the Signal Shop at 215<sup>th</sup> Street.

Just before South Ferry reopened, two of the automatic signals on Loop Track A north of the station had 15 MPH two-shot grade timing added to them. Together with this, automatic signal 2104/V on Track 1 south of Rector Street had its station timing removed. This was done on August 28 and 29. The following day, August 30, saw the removal of station timing from automatic signal 211/M on Track 3 south of Wall Street on the IRT Lexington Avenue Line.

Between August 19 and 21, three more signals were removed from Track J3 at Canal Street station on the Nassau Street Line. These signals were the first automatic signal entering the station, the home signal and the reverse marker signal protecting the switch at the physical north end of the station. This is all part of the reconfiguration of the Nassau Street Line, contract C-34572-R.

Construction started back on March 13 on contract C-33173, the replacement of circuit breaker houses and positive and negative cables in East New York Yard. Action Electrical is the contractor on this \$19.3 million project that is scheduled to be substantially complete by June, 2004.

*Jeff may be contacted via e-mail at [jerlitz@pipeline.com](mailto:jerlitz@pipeline.com).*



**Another example of Mauell's work —  
111<sup>th</sup> Street Trouble Indication Panel on  
the Flushing Line.**

Jeffrey Erlitz photograph

## PROPOSED NARROWS TUNNEL THAT WAS NEVER BUILT

When the Staten Island Rapid Transit was electrified in 1925, the cars were built to exactly the same size as the BMT's B-Types. Therefore, everybody assumed that the cars would eventually run through the proposed Narrows tunnel and the BMT Fourth Avenue Subway.

Member Steve Krokowski, ERA #5108, sent us an article from the November 27, 1964 *Home Reporter and Sunset News* proving that we were wrong.

When the city started building the Narrows tunnel in 1923, it was not intended to be a subway tunnel. It was to be a railroad tunnel, large enough to accommodate passenger and freight trains. The tubes would have been 24 feet in external diameter, much larger than subway tunnels, whose external diameter is 18 feet.

The new line would have branched off from the Long Island's Bay Ridge Division near Fifth Avenue, Bay Ridge, where it would have entered the Narrows tunnel. After passing under St. George, trains would have passed through the portal near Forest Avenue and Clove Road. A new railroad would have been built to connect with the SIRT at Arlington.

This tunnel would have linked the railroads west of the Hudson River with the railroads east of the river. Passenger stations were planned and separate subway tunnels would have been built in passenger traffic increased. But it was not intended to connect this tunnel to the BMT Fourth Avenue Subway.

On Saturday afternoon, April 14, 1923, Mayor John F. Hylan used a silver pick to loosen the dirt and start excavating the Narrows tunnel.

A bill mandating that New York City construct this tun-

nel was passed by the State Legislature, approved by Mayor Hylan, and signed by the Governor on May 13, 1921. Construction of the Brooklyn and Staten Island shafts was completed in 1925, two years after Mayor Hylan broke ground. At that time the Legislature passed the Nicoli-Hofstadter Act, which was signed by the Governor. This law limited the use of the tunnel to passenger trains. City officials were very unhappy with this law, but they decided to build a tunnel large enough to accommodate freight trains. The city advertised for contractors to build the tunnel. But on May 8, 1925, the day for opening the bids, there were none, and work stopped. Because the law prohibited freight, the tunnel would have been unprofitable. Unfortunately, \$4,278,309.93 was wasted on this project.

The Brooklyn shaft is located at the foot of 68<sup>th</sup> Street between Shore Road and the Belt Parkway. Steve Krokowski informs us that the tunnel extends under Owl's Head Park and dead ends just past Senator Street. The Staten Island shaft, known as the South Street shaft, is located between the inbound and outbound Manhattan ferry lanes (near the toll booths) at the St. George Ferry Terminal on Staten Island. This shaft was filled in when the Staten Island Ferry terminal was rebuilt after World War II. A grass plot and a few trees mark the spot.

A 1940 map shows a proposed vehicular tunnel with a portal at Bay Ridge Parkway and Fourth Avenue. The Verrazano Narrows Bridge linking Brooklyn and Staten Island was opened to vehicular traffic in 1964. There is no rail link between the two boroughs and it will not be built in the foreseeable future.

## R-143 UPDATE By George Chiasson

Through September 14, 2002 R-143s 8197-8204 entered **(L)** service, for a total of 96 cars. As of the same date, cars 8221-8228 had arrived on NYCT property, while cars as high as 8260 were observed at Kawasaki's Yonkers plant. R-143s 8205-8212 were at Pitkin undergoing a Siemens propulsion test, while 8213-8220 were expected to be in service within the week. 8221-8228 were also in the final stages of testing.

In response to R-143 fleet growth, R-40Ms 4450-4459, 4462-4465, and 4468/4469 (16 cars) went from East New York (**(J/Z)**, **(L)**, **(M)**) to Coney Island (**(N)**) on August 8. These were followed by 4466/4467 and 4470-

4475 on August 22, and it was likely another eight cars would follow by late September. As the R-40Ms began arriving at Coney Island, Phase II R-32s 3920/3921, 3926/3927, 3940/3941, and 3946-3949 went to Jamaica (**(E)**, **(F)**, sometimes **(R)**) on August 11, being joined by 3564/3565, 3570/3571, 3580/3581, 3582/3583, and 3596/3597 on September 15. In the near future, the first 10-car set of Phase I R-32s should then be handed off from Jamaica to Pitkin (**(A/C)**), and the process should continue until fleet sizes at most barns are enlarged slightly.

## Commuter and Transit Notes

by Randy Glucksman

### MTA Metro-North Railroad (East)

At the end of August, Bombardier received an order for 180 M-7 cars, this time from Metro-North. When they are delivered starting in 2004, they should replace the 1971-1973 Budd/GE-built M-1As (8200-8279). Thirty-four M-7s were previously ordered.

Ridership statistics for the Shore Line East trains, which have been extended to Stamford, have revealed that most of the riders are boarding the trains at New Haven, and not east of the station. This points out the fact that additional service west of New Haven was needed, and that passengers desire more intra-Connecticut service. SLE's trains are carrying about 600 riders per day. State transportation officials are anticipating that ridership east of New Haven will pick up later this year when construction on the Q-Bridge begins to impact vehicular traffic. Funding of these trains will expire this winter, and a recommendation as to whether to continue it will be made this fall. Metro-North tickets are honored on these trains.

Connecticut was not exempt from the 90°- plus temperatures that affected the East Coast; speed restrictions were in effect. Member Bob Underwood wrote that on August 13 a 70 mph maximum was in effect between New Haven and Port Chester, but then at 3 PM, that was changed to 80 mph. There were also spotty disruptions of the SLE service to Stamford during the last week of July through August 5. Bob also picked up a seat notice which advised riders that due to conflicts with *Acela Express* trains, the arrival times for Train #3636, 3640, and 3691 (erroneously listed as 3693) are all five minutes later.

New timetables are to be issued on October 27. Details next issue.

### MTA Long Island Rail Road

A friend had an opportunity (as part of a group) to inspect the M-7 cars at the Hillside Facility and was very impressed with the appearance of the car interiors – especially their blue and teal color scheme. Digital signs to provide information and announcements will be made using GPS. All seating is from the ends of the cars toward the center, where the seats will require those passengers to face each other. The cars have 3-2 seating, but the seats are very comfortable. Train Engineers have a full-width cab. When that end of the car is not used as an operating cab, the cab can be closed off, and there are two seats, which face forward to the “railfan” window, but all you will see is the end of the car in front. Passengers enter the cars via a double-width single door, similar to the bi-level cars. As of the end of August, it was expected that the first train would enter service in mid-October, possibly on the Long Beach

Branch. If it happens that way, it might be a coincidence, for that is also the line that LIRR President Kenneth Bauer rides. For the record, the following cars were observed: 7001-02 and 7009-16; the other six cars were being used for crew training.

Schedule cards were issued titled “St. Albans/Intra-Island/Van Service,” for June 17 thru September 2. This replacement service was in effect while work was being performed on this portion of the Montauk Branch. Because the Long Island changed its schedules during the time that the U.S. (Tennis) Open was being played in Flushing Meadows, for the first time two timetables were issued - August 24-September 2 and September 3-8.

On September 3, new timetables went into effect for the entire railroad under General Order No. 203, restoring trains that were removed due to this summer's track program. They will remain in effect until November 17 except for the Port Jefferson Branch, which got another timetable on September 30. There were also timetables for Shea Stadium (September 3-29) and the Fall Meet at Belmont Park (September 6-October 20). During mid-days and overnights, work will be performed on the Mineola Boulevard Bridge, requiring that one of the two main tracks be taken out of service. Adjustments were made to trains operating on the Port Jefferson, Ronkonkoma, Oyster Bay, Babylon, and Montauk Branches. Grade crossing improvements and tie replacement are being done between Patchogue and Speonk on the Montauk Branch will require some busing. Beginning October 5 and continuing through November 17, the Port Jefferson Branch will have signal and track work performed between Kings Park and Port Jefferson and special schedules will be issued. Station rehabilitation work continues at St. Albans and Rosedale.

NY Waterway began a new service using two of their new high-speed ferries from Hunters Point to Pier 11 (Wall St.) and a regular ferry to 34<sup>th</sup> Street on September 3. No fares were charged for the first week, but there after, the one-way fare is \$3 to midtown and \$5 to Pier 11. Monthly fares are \$150 (Pier 11) and \$80 (34<sup>th</sup> Street). A 15-minute headway operates from 6-10 AM and 3-7 PM, and a 30-minute headway middays. Shuttle buses will be used to transfer passengers from the Hunters Point Avenue and Vernon-Jackson stations.

Member Dennis Zaccardi reported that Florida's Seminole Gulf Railroad in Fort Myers has acquired a number of former Long Island Rail Road coaches. On their website, [community.webshots.com/album/32342987iPMvdP](http://community.webshots.com/album/32342987iPMvdP), there are views taken in the railroad's yard of several of these coaches, and what appears to be 2712 (the last

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**Commuter and Transit Notes**

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digit is partly erased).

**NJ Transit**

Although the Montclair Connection did not officially begin running until September 30, trains began running over the new route as of September 23, so that became the last day that Boonton Line trains stopped at Benson Street, Rowe Street, and Arlington. Look for a report in the next issue. During the weeks leading to the switch-over, NJ Transit personnel were on hand at Boonton Line stations to answer questions and offer transportation alternatives. Shuttle bus service was initiated to transfer passengers during the morning and afternoon peak periods from the soon-to-be-abandoned stations: between Benson Street and Glen Ridge and between Rowe Street and Bloomfield Avenue, connecting with Montclair Branch trains, and between Arlington and Kingsland on the Main Line. Arrangements were made to cross-honor September monthly passes on other bus lines.

As was previously reported, the New York & Greenwood Lake Railway (NY&GL) would like to operate a replacement train service on the lower end of the Boonton Line into Hoboken, and has gone public with its proposal. NJ Transit then issued a Customer Notice in which it advised passengers that any representations made by the NY&GL "were not true and inappropriate." They cited a number of reasons, including "the failure of NY&GL to obtain appropriate approvals from the Federal Railway Administration or authority to operate along the line, which is owned by Norfolk Southern. They have also not provided the necessary documentation needed by NJ Transit such as an overall business plan, proper insurance information, financial documentation and a service plan." Then, on September 13, it was announced that NJ Transit would cooperate with NY&GL to formulate the required plans. NY&GL also had discussions with Metro-North to lease some ex-Virginia Railway Express "*Boise Budds*." No word was forthcoming on what HEP-equipped motor power would be used, but it would be interesting if it were one of the former Amtrak (NH, PC) FL-9s that were recently acquired by the Morristown & Erie Railway or perhaps U-34CH 4172, in the United Railways Historical Society.

The week prior to the implementation of through train service, three PM Montclair trains, #113, 123, and 125, were canceled and combined with Boonton Line trains operating within a few minutes of those trains. Also canceled were the inbound trains, #112, 122, and 124. In order to prepare riders for the new service, (brown) timetables labeled *Montclair-Boonton Line* were available on Friday, September 13. There are 19 trips each way between Montclair Heights and New York Penn each weekday. There is no weekend service yet. Trains in this service carry 6200-series numbers, while trains

destined to/from Hoboken are 200-series, rather than 100-series. A monthly commuter ticket between Montclair Heights (Zone 6) and Hoboken costs \$111 – New York, \$137.

New timetables were issued as of September 7 for the Northeast Corridor and North Jersey Coast Lines. Four trains were added: #3808 (4:48 AM, Trenton), 3790 (8:94 AM, Edison), 3983 (808 PM, NYP), and 3985 (8:43 PM, NYP), and most are expresses making limited stops. Because of these additions to the schedule, some other trains had their times and stopping patterns adjusted. The first weekday Princeton Shuttle also begins running 20 minutes earlier. There is also a new early Sunday morning train, #7802, which departs from Trenton at 12:02 AM, making limited stops with an arrival at NYP at 1:19 AM. On the North Jersey Coast Line, some of the extra summer shuttles were eliminated, and new shuttles were added.

Do not look for passenger trains to running on the Susquehanna anytime soon. NJ Transit has classified the \$100 million project to restore passenger service to 22 miles of the Susquehanna between Sparta and Hoboken as "inactive." This decision was reached after the loss of \$17 million in federal funding and the potential to lose the other \$30 million that had been allocated for the project. Talks between NJ Transit and the Delaware & Otsego Corporation have been unsuccessful as far as making a deal to buy or lease that portion of the line.

Bob Underwood wrote about a trip that he took aboard a North Jersey Coast Line train, not one of the *Pony Express* trains that terminate at Monmouth Park. Passengers detrain from the head three cars onto the gravel platform or grade crossing. Patronage was light, but when the *Pony Express* arrived, passengers "just poured off." Bob then rode to Belmar, and on the northbound trip got off at Hazlet to take some photos. He found a just-opened 5-car high-level platform (which may be extended) and lots of construction on the Track 2 side, also, the parking lot is being re-paved.

September 29, besides being the date that HBLRT service began to Hoboken, was also the day selected for this year's *Try Transit Festival*. As I had other commitments that prevented me from attending, I will need reports from members to include a mention in the next issue.

One of our sharp-eyed readers corrected that the Main Line (September *Bulletin*) was made up of parts of the former Erie Newark and Lackawanna Boonton Branches.

HBLRT's fleet has been reduced again, with the transfer of 2019 to the Newark City Subway. 2019, which left the Communipaw facility atop a flatbed on August 14, will presumably become 118. In April, LRV 2001 was transferred to the NCS as its 117. The move of both cars is permanent, and they will be replaced by two cars from the next order.

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

Two HBLRT cars, 2020 and 2029, have been partially "wrapped" not for commercial advertising, but to promote safety on Hudson-Bergen tracks. Thanks to Alan Kramer for the report.

In preparation for the start-up of service to Hoboken on September 29, the catenary was energized (750 volts) on August 16. NJ Transit's press release also gave the following opening dates for HBLRT: 34<sup>th</sup> Street to 22<sup>nd</sup> Street (Bayonne) – 2003, Hoboken to Port Imperial (Weehawken) – 2004, and Port Imperial to Tonnel Avenue (North Bergen) – 2005.

There is no word yet on which of Newark's PCCs are going to SF Muni; however, 6 (PSCT colors), 10, and 13 have been set aside for the New Jersey Heritage Transportation Museum in Phillipsburg. According to member Frank Miklos, the hang-up seems to be that SF Muni does not have the money allocated yet.

The first DMU for the Southern New Jersey LRT arrived in an unusual, but nonetheless grand style. According to a report sent by member Karl Groh, the car was flown into the Atlantic City Naval Air Station aboard a Russian Antonov cargo plane, and traveled on land by truck.

New Jersey's Assembly Speaker ordered an investigation by the Assembly Transportation Committee and the Assembly Light Rail Advisory Panel into the \$100 million cost overrun of SNJLRT.

**Port Authority Trans-Hudson Corporation**

The derailment of a work train during the early morning hours of August 29 caused delays to PATH service, which required shuttle buses between Harrison and Journal Square. There were also delays to Journal Square/Hoboken trains. Normal service was resumed by 7 AM.

**Port Authority of New York and New Jersey**

JFK *Airtrain's* fleet of thirty-two 60-foot double-ended cars come in two series, and all cars are capable of being operated singly. Cars 101-122 have one VOBC (vehicle on board controller), while the 201-210 group have two VOBCs.

Riding the JFK *Airtrain* from either Howard Beach or Jamaica (when it opens next year) will cost \$5. Using AirTrain to ride between the various airline terminals, Station B (Federal Circle), or Station C (Lefferts Boulevard Long Term Lot) will be free. This arrangement is similar to Newark *Airtrain*, where the \$5 fare is collected at Newark International Airport Station on the Northeast Corridor Line.

**Amtrak**

As if Amtrak did not have enough problems, on August 12 all 18 *Acela* trainsets were removed from service after it was discovered that eight of ten trains that were inspected had cracks in the brackets that attach shock absorbing "yaw damper assemblies" to the locomotives.

The manufacturers, Bombardier and Alstom, came up with a temporary fix. Those trainsets without the problem were returned to service the next day, but then were withdrawn when additional cracks were found. My son Marc, while riding a 7 train over Sunnyside Yard on August 15, observed an Amtrak train with several SEPTA Bombardier trailers, including 2523 and 2525, tacked onto the end of a group of *Amfleet* cars. During the ensuing weeks, the count of available *Acela* trainsets, if viewed on a graph, would fluctuate like the stock market tables, going up and down. In its own defense, Bombardier issued a press release ([www.bombardier.com](http://www.bombardier.com)) describing the problems with the trainsets, which it attributed to Amtrak.

Within days of the discovery of problems with the *Acelas*, all 15 HHP locomotives were also pulled from service for the same reasons. Ironically, all of the Long Island Rail Road's DE and DM locomotives suffered from the same problem (August, 2001 *Bulletin*). Harold Geissenheimer, in his *Transnet* column, reported that NJ Transit and MARC leased two ALP-44s/AEM-7s, respectively to Amtrak. NJ-ARP (August *Newsletter Report*) reported that recently delivered ALP-46s filled in for the ALP-44s on the Gladstone Branch.

Driving on the New Jersey Turnpike on August 29, I saw Amtrak *Clocker* #629, with a mixture of *Amfleet* and *Heritage* coaches.

There is some positive Amtrak news to report, and it comes from its newest train. Ridership on the *Downeaster* has exceeded projections, and as of the end of July, the train was within \$280,000 of attaining its goal for the first year, and there were still 3½ months to go. If this trend continues, the *Downeaster* will surpass \$3.3 million in ticket sales. The opening of two stations, Woburn and Old Orchard Beach, has helped increase ridership, as has increasing the seating capacity from 216 to 276 by adding a coach. On September 7, the first schedule changes, which affect weekend trains, were made since service began last December. The gist is that passengers get to stay in Boston and Portland a little longer than before.

After visits to Amtrak information booths in New York and Washington, D.C., I finally met an agent who told me that no new edition of the Northeast Corridor timetable (T-3) would be issued until the end of this month.

Agreements between Amtrak and CDTA were signed and the new Rensselaer Station finally opened on September 22. Amtrak is leasing 17,000 square feet of the newly built \$53.1 million station for \$50,000 a year. That translates to \$2.94/sq. ft. The railroad would also give up about \$125,000 it received each year from retail rentals in the old station, which it owned. An opening date had yet to be announced. Member Bob Kingman reported that during July the CDTA put station signage in the parking lot and the platforms. Each platform has a Track 1 AND a Track 2 sign and each platform

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**Commuter and Transit Notes**

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has a location "A" at the north end and the south end. "Try to find Track 2, location A", writes Bob, "it doesn't end."

**Metropolitan Area**

New York and San Francisco are on the short list of United States cities that are in contention as host cities for the 2012 Summer Olympics. The decision was made on August 27, and dropped from consideration were Houston and Washington, D.C. Both cities had until October 1 to make their final presentations to the International Olympic Committee, which on November 3, will decide which of these two cities will make the final cut. A final decision will not be made until 2005, and the American victor will be competing against as many as a dozen international finalists including Toronto, Paris, Madrid, Rome, and Moscow.

**Museums**

At the Shore Line Trolley Museum (Branford), over a two-day period during the last week of June, three cars were moved to other museums. As the *Trippler* reported, the first to move was Boston Elevated Railway "Type 5" 5706, which went to the Rail Technical Services Facility in Guilford, where restoration work will be done. This car is owned by the Boston Street Railway Association, and has been stored at Branford since 1961. Next to go was Washington Railway & Electric 650 (Capital Transit 884), which left for the National Capital Trolley Museum in Wheaton, Maryland. Transfer of this car, which had resided in Connecticut for 54 years, is part of a multi-museum trade that will give Branford Philadelphia & Suburban Transit (Red Arrow) center-door car 75. *Trippler* Editor-in-Chief, Division member Jeff Hakner, promises to provide more information in a future article. The last car to leave was LIRR caboose 12, which, along with sister 14, arrived in 1961, via the New Haven Railroad. Number 12 was loaded on a flat-bed and transported across Long Island Sound via a New London-Orient Point ferry to its new home at the Oyster Bay Station. Its new owners are the Friends of Locomotive 35 Museum. The caboose was deaccessioned when the Museum's board re-affirmed its policy of excluding "main line railroad" equipment. While a more appropriate home was sought, the car continued to be used for utility purposes. In case you are interested, TARS 629 was used to move the trolleys to where the flatbed took over, while Montreal Tramways crane car W-3 handled the caboose. Sister caboose 14, which left the museum in 1972, eventually made its way to the Railroad Museum of Long Island.

**Other Transit Systems****Boston, Massachusetts**

The Ashland station on the Framingham/Worcester Line opened on August 24. Train times were already published in the timetables dated June 22, but the sta-

tion name was *italicized*. The station is located west of Framingham and east of Southborough, which, along with Westborough, opened on June 22. Commuters have 675 parking spaces and pay \$1 per day.

MBTA officials released a proposal to increase ridership on the 9.1-mile Fairmount Line by constructing four new stations, at Four Corners, Talbot Avenue, Blue Hill Avenue/Cummings Highway, and Columbia Road. Improvements would be made to the four existing stations and consideration is also being made to adding weekend service. This is the only "T" commuter line that is entirely within the Boston city limits. \$70 million will be needed to accomplish this project.

Environmental approval has been given for engineering to continue on the proposed Fall River and New Bedford commuter lines. In order to get them built on time and on budget, a Design-Build contract will be awarded. Service could begin in 2007.

Following the September 11, 2001 attacks, the MBTA announced that it would purchase bombproof receptacles or "bomb-mitigation container systems" to replace the regular trash cans, which were removed from stations. The cost of this project was \$404,000, and during August most of these enhanced trash receptacles were installed. Each one of these 250 units cost \$1,600. The MBTA has also terror-trained its police force and installed cameras in ceilings along with chemical detectors. Recycling bins were also removed, but when MBTA officials learned that the TTC had what is being called a "Post-9/11 Recycling Bin," they asked that one be shipped to them, and they are checking it out.

In last month's column I wrote that the Orange Line was relocated to part of the right-of-way of the Northeast Corridor and Haverhill/Reading. That should have been written as Attleboro/Stoughton (and also Franklin). Thanks to member Todd Glickman for the reports.

**Burlington, Vermont**

While visiting relatives in Vermont, I saw *The Champlain Flyer* operating on a Saturday evening. Under its summer schedule, the train operates seven days a week. The consist of two former Virginia Railway (MBTA *Boise Budds*) 106 and 104 was powered by GP-38-2 202. I visited their yard in Burlington the next afternoon and was greeted by a security guard who would not allow me to look around. However, I did see a few other coaches, including 102, 105 and V312, which had not been renumbered. Our next stop would be Montréal (please see below).

**Philadelphia, Pennsylvania**

PATCO is considering scrapping its present fare collection system of magnetically encoded cards, which has been in use since the inception of service in 1969. A consultant recommended that a "smart-card" system be used which would deduct the cost of the rides as they are used. A modified magnetic strip card would possibly be made available for occasional riders. In surveys of

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

passengers, the fare collection system always received the most complaints.

**Atlanta, Georgia**

State Transportation officials have decided to purchase rather than lease the rail lines that have been proposed for commuter rail. Although it will cost more initially, in the long run there is the major advantage of having control of the tracks when the time comes to expand service frequencies. Thanks to Dennis Zaccardi for the report.

**Tampa, Florida**

There was every expectation that the TECO Line would open on October 19, with restored Birney 163 leading the parade. As the **Bulletin** is being published prior to this date, we will let you know in the next issue if it did not occur. Thanks to Karl Groh for the report.

**Chicago, Illinois**

Due to station modernization taking place at the Kedzie and Central Park stations on the Blue Line (54/ Cermak Branch) between August 12 and next June, passengers are using a temporary Kedzie/Central station. It is located midway, three blocks between each of the existing stations. When they are returned to service, passengers will have an elevator for ADA accessibility, new platform canopies and windbreaks, overhead heaters, and center platforms at each station.

METRA reissued its commuter timetables (in standard and mini-size) in June, which reflects the new higher fares. However, none of them has an effective date of June 1, 2002; they all retain their older issue dates, which in one case goes back to November 4, 1996. How one can tell that the timetable has been reissued, is the date, which appears on the inside map, next to the Form Number. Thanks to Steve Lofthouse for providing copies.

**Ft. Worth, Texas**

After 39½ years, time finally ran out for the Tandy Subway. As was reported in the April, 2002 **Bulletin**, the 5,400-foot long "subway", actually a light rail line, would be closing this year. The last car ran during the evening of August 30. As of now, there is no information on what will become of the equipment and facilities, other than a report in the **Star-Telegram** that Radio Shack donated one car each to the Leonard family and to North Texas Historic Transportation, Incorporated.

**Seattle, Washington**

In the third week of July Sounder carried its one-millionth passenger. When commuter service began in September 2000, the first week's ridership was 5,200. It now exceeds 11,000 per week.

Sound Transit received permission from the Federal Transit Administration to proceed with final design of the revised portions of its light rail line. At the same time, \$50 million was granted to begin construction of the ini-

tial segment. In early July Sound Transit submitted its draft application to the FTA for a \$500 million grant that will make up about one-quarter of the \$2.07 billion capital cost of the initial light rail segment, with local revenues covering the remainder. Final Design authority for the entire initial segment of Central Link is a prerequisite for the full federal grant.

Seahawk fans can ride to each of the six home games aboard a Sounder train again this year. Arrival time at Seahawk Stadium is scheduled for 12 Noon at the nearby King Street station. The train departs at 5:35 PM, whether or not the game has been completed or goes into overtime, due to "track-use schedules." F-59PHI 911 has been "wrapped" to promote the Seahawks.

**Tacoma, Washington**

Tacoma Link's three light rail cars were trucked to the port at Antwerp, where they were loaded on a ship, which set sail at the end of July and arrived at the Port of Tacoma on September 3. These 66-foot long Skoda-built Tacoma Link streetcars are expected to be carrying passengers on the 1.6-mile line between the Tacoma Dome station and downtown Tacoma in next year.

**San Francisco, California**

Caltrain placed a new timetable of 76 daily trains into effect on August 26. This timetable removed two AM and two PM trains due to declining ridership. Transit officials believe that there is available capacity on other trains to carry the passengers, and while this is a temporary setback to increasing service, plans are still on for the introduction of *Baby Bullet* service in 2004.

BART held public hearings in August on a service plan for its SFO service, which will now begin in January instead of next month. Trains will operate every 15 minutes for the Millbrae and SFO stations during the peak and midday hours and every 20 minutes on weekends. There will be a 7½-minute headway during peak and midday hours for the Colma, San Bruno, and South San Francisco stations, and a round-trip airport train will leave Millbrae every 20 minutes for SFO. The fares, based on BART's mileage-based fare system, call for a \$1.50 airport premium and a \$1 San Mateo County surcharge for trips from San Francisco and San Mateo stations to and from SFO. Some examples: \$4.70 from downtown San Francisco, \$1.50 from Millbrae, and \$6.90 Pittsburg/Baypoint. There will also be changes in parking fees at most stations. To prevent its 41,000 commuter parking spaces (for which the daily parking charge is less) from being used by airport passengers, the present 72-hour parking limit will be reduced to 24 hours. Also the fine for overtime parking at those stations is going up from \$25 to \$100. Thanks to member Phil Hom for these reports.

When it opens in 2009, the Third Street Line will be operated by extended J/Church trains, which will operate through the new Central Subway initially to Clay

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

Street in Chinatown. N trains will terminate at 26<sup>th</sup> Street/Mission Bay (on Third Street). At that time, Third Street will be once again separated from J/Church services. Thanks to member Harold Geissenheimer for the report from his *Transnet* column.

**Los Angeles, California**

On August 19, the first two SD-460 cars were transferred to the Gold (formerly Pasadena Blue) Line to begin testing, in advance of next year's planned opening. The article from the **Los Angeles Times** that was sent by member Bob Matten contained a picture of LRV 238. This car is part of a group of 50 cars that were delivered from 1996-1999. Twenty-six will be assigned to the Gold Line; the remainder will continue serving the Green Line.

**Montréal, Quebec, Canada**

There were two rail "goals" to be accomplished during our short stay in Montréal: to complete riding the Metro and to ride one commuter line. The stations that I was missing were all on the extremities of the respective lines, which generally meant riding most of the line. Montréal's Metro consists of four lines, Blue (5), Green (1), Orange (2), and Yellow (4). A three-station, 3.2-mile extension of the Orange Line from Henri Bourassa to Laval, with three new stations, is under construction, with revenue service planned for 2006. Rolling stock designated MR-63 was ordered for the October 14, 1966 opening and in 1976 the MR-73 class was delivered. The MR-63s were overhauled a few years ago, and there are presently 336 of them. All trains are arranged in motor-trailer-motor sets using between one and three units, and are rubber-tired, with steel wheels riding on steel rails. Trains are normally operated in the ATO mode, with the train operator handling the door opening and closing functions. Top speed is 55 mph. The MR-73 cars have LED signs, which in addition to displaying the next stop and all of the bus lines that serve it also display advertising.

At each station there are stands containing copies of the free newspaper, *métro*. On the day of my visit there was a story on the planned remanufacture of the MR-73 cars. The article (in French) went on to explain that three prototype cars, A, B, and C, have been operating on various lines since June 5. The 423 MR-73 cars, which are used on the orange, blue, and yellow lines, have 40 seats and can hold approximately 100 people. Prototype A has 34 seats and theoretically offers 9% more room; Prototype B has 40 seats and offers 5% more room; and Prototype C has 34 seats and offers 12% more room. Tests will be carried out through the end of this month. STM will use the results in deciding whether to redesign some or all of its MR-73 cars and how to do so. The riding public is asked to express their opinions at STM's website, [www.stm.info](http://www.stm.info).

Fares are \$2.25 (Canadian) and an all-day ticket cost \$7C. At the time of our visit, \$1C was equal to \$1.55US. Free transfers are dispensed from machines at each station, just like in Washington, D.C. and Toronto, to name just a few.

Faced with a choice of riding the Deux Montagnes or Blainville Lines, I opted to ride to Blainville, as I had ridden the former while it still operated the old equipment. The train departed not from Windsor Station, now renamed Lucien-L'Allier, but the Parc Station, accessible from the Blue Line. After purchasing a ticket from a vending machine (English directions are available by selecting that button), I boarded the train, which was comprised of ex-GO Transit single-level cars 1103-1094-1099-1090-1079-1095-108. Motive power was recently delivered F-59PHI 1329. When the train arrived at St. Martin, the Conductor announced that it was the last stop because CP Rail track forces were doing track work further up the line, and a Limocar bus was the alternate transportation. Since I was going to Blainville only to ride the train, I passed on the bus and waited until the train would return to Parc Station. The engineer told me that CWR had been installed on the northbound track, that the southbound track would be similarly converted next year, and that track speeds would no doubt be increased.

**Vancouver, British Columbia, Canada**

The SkyTrain Millennium Line opened to its full 12.7-mile length on August 31. Eleven new stations have been added to the SkyTrain system, which now totals 37 miles.

**London, United Kingdom**

London's Mayor, Ken Livingstone, announced that both he and Transport Commissioner Robert Kiley have dropped their opposition to the British government's plan to privatize London Transport. Thanks to *Weekly Rail Recap* for the report.

**Eurostar** service between London and Paris/Brussels was to be suspended for several days at a time during the next few months while the new faster link between Kent and St. Pancras Station is being constructed. The new routing is expected to slice 20 minutes off the running time. For the present, Waterloo Station is the London terminus.

**Manchester, United Kingdom**

Member Pete Donner, following a visit to Manchester, reported that the two SF Muni Boeing LRVs that were purchased will not be used. Technical experts concluded that the cars, which cost £170 each (£1=\$1.50US), cannot be adapted at a reasonable cost. A spokeswoman for the Greater Manchester Passenger Transport Executive said: "They were brought over at little cost for a feasibility study and they proved not to be feasible." The cars cost £30,000 to ship 9,000 miles. A brand new tram costs around £3 million.

**Amsterdam, The Netherlands***(Continued on page 13)*

**Commuter and Transit Notes***(Continued from page 12)*

Over the summer, members Bob and Judy Matten visited The Netherlands, spending time in several cities with electric transit systems. In Amsterdam, Bob wrote, there are four metro lines, numbered 51-54, three of which (51, 53, and 54) serve Central (railway) Station. All lines for most of their routes share the right-of-way of the NS (Netherlands Railways). On the platforms are electronic signs that provide the route number, destination, and arrival time of the next two trains. Those times are constantly updated for early or late arrivals. There are also 17 tram lines. Eleven serve Central Station and the other six go across the city. Line 20 is a circular tourist line, which passes most of Amsterdam's top attractions. At many stops, there are signs similar to those in the Metro that give service information. Fares are 1.40 Euros (€1=\$1.02US) for one hour of riding, €5.20 for an all-day pass, and €10.70 for a 3-day pass. You can buy a pass for up to 9 days, and of course, the honor system is in effect, but you must have a stamped ticket. Amsterdam has many grand-unions and some ¾-unions.

A trolley museum is located in an old railway station (abandoned in 1950) near the end of Line 16. Admission is free to the Museum and Gift Shop, but a one-hour roundtrip ride costs €3. An all-day pass sells for €5. This museum features cars from The Hague, Rotterdam, Groningen, Kassel, Berlin, Vienna, Prague, and of course Amsterdam.

Bob provided yet another example of how it does not have to be expensive or time-consuming to reach the city center from the airport. At the stop where their hotel was located, trains run every 15 minutes and the fare is €1.90. There is frequent service from Central Station to the airport, which is a through station with six tracks. The Mattens observed lots of new track construction going on and learned from their guide that a new high-speed rail line is being built to Germany. There was a sightseeing trip to The Hague, but no time to do any

riding. That will be left for a future trip. In Rotterdam, they found 3 tram routes, which ran from in front of their hotel to the Central Station, which was also served by the Metro. Tickets must be purchased from wall-mounted machines. The station and cars looked fairly new, and there is a historic tram line, #10, but again, there was no time to explore the system, and a two-day stay is planned for the next visit.

**Jerusalem, Israel**

According to member David Klepper, construction of Jerusalem's starter light rail line is taking place in eight locations around the city and also at the Jaffa Gate. A station will be placed close to the Damascus Gate, right in the heart of the Arab commercial district. In both cases, the stations would be located outside of the Old City. A single tunnel will be partly under the Old City, which will require the use of a tunneling machine thereby avoiding any cut-and-cover work. Work will be going on through 2004, and service would probably begin in 2005. David passed along a rumor that concerns the second LRT line – it would branch down to the Railway Station and out to a major shopping center and the Zoo, then to Beit Shemesh. In Dave's opinion this could be classified as an interurban line, and be the "most scenic trolley line in the World outside Switzerland, rivaling the Manx."

**From the History Files**

*55 years ago:* On October 1, 1947, the Chicago Transit Authority came into being after it was created by the Illinois State legislature to operate the properties of the Chicago Rapid Transit Company and Chicago Surface Lines. Five years later, on October 1, 1952, the CTA began operating a unified transit system when it took over the routes of the Chicago Motor Bus Company.

*20 years ago:* On October 1, 1982, operation of the Canadian Pacific Railway's Rigaud Line became the responsibility of the STCUM, predecessor of today's AMT. Three months earlier, on July 1, the same agency took over the operation of the Deux Montagnes Line.

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



The temporary southbound platform at Howard Beach, built to facilitate Airtrain construction, is evident in this July 8, 2002 shot of R-38 4100.

Jeffrey Erlitz photograph

## METRO-NORTH TO PENN STATION — COULD IT HAPPEN? by Bruce J. Russell

As most of those familiar with railroads within the New York City metropolitan area already know, there is enormous unused or underutilized track capacity. Lines exist, most built during the last years of the 19<sup>th</sup> Century and the early years of the 20<sup>th</sup>, during the “Golden Age” of rail transport, before the ascendancy of highways, which could be rehabilitated and put to use handling commuter trains. Until now, they have not been, and the reasons are complex. However, the picture is beginning to change, and within a few years we might see additional travel options provided for those who want to leave their automobiles at home and take public transit but cannot.

On June 25 an article appeared in *The New York Times* entitled, “Watching as the Trains Pass and then Having to Take the Bus.” It concerned the former New Haven Railroad’s line that runs from New Rochelle Junction to Long Island City and on to Pennsylvania Station. This stretch of electrified trackage presently sees only Amtrak passenger trains plus one or two freights a day, a far cry from what it handled as late as the 1950s. While now double-track, it once boasted a consistent four main tracks plus six and even eight in places. The latticework catenary supports span a right-of-way far greater than that used by the existing two tracks. With an Amtrak train approximately every 90 minutes in each direction, on average, these rails are being utilized to a fraction of their capacity.

According to the *New York Times* article, studies are now underway to determine the feasibility of instituting commuter service that would terminate in Penn Station rather than Grand Central. Two things would be accomplished by this. The first would give riders on Metro-North’s New Haven Line a second final destination in Manhattan. If their jobs were on the west side, they would not have to transfer to local subway routes as they are now required to do. Expansion of the commuter rail system to enable riders to get to more than just one place is certain to make it more attractive and increase patronage — substantially in many instances. After all, when trains on the former Lackawanna Railroad’s Morris & Essex Division began running to Penn Station in addition to their traditional terminus in Hoboken, ridership skyrocketed. The new *Midtown Direct* service seriously hurt the competing Lakeland Bus Company on that particular corridor.

The second effect of restoring service along the Hell Gate Bridge Line would be to provide service to people living near the tracks who presently do not have it, and who must now either take buses or drive. The catchment area includes a small part of Westchester County and then the eastern section of the Bronx. Although the neighborhoods have suffered socioeconomic decline

since the 1960s, the majority of the residents are people who want to work and own and maintain homes. Within the zone is located the Co-Op City apartment complex, consisting of thousands of units. Unfortunately, no rail service was provided, in spite of the fact that a stone’s throw away was the Hell Gate Bridge Line of the then-New Haven Railroad, a carrier that was no longer in good financial health and a few years away from incorporation into Penn Central, which would ultimately fail. Only long-distance trains ran over the tracks, which consisted then of no less than four main sets of “high iron.” The rationalization of the obviously excess physical plant would occur later, under Amtrak. Likewise, the heavily populated Parkchester neighborhood was in the same predicament — tracks nearby but no trains people could ride.

On a historical note, the through route over the Hell Gate Bridge to Penn Station opened in 1917, quite late for mainline trackage in the United States. Its completion permitted uninterrupted passenger service from Washington to Boston, which was previously not possible. Prior to the completion of the great span, tracks did separate from the main line at New Rochelle and ran as far as a terminal on the Harlem River. Here riders transferred to the elevated lines to continue their journeys to Manhattan. This line was known as the Harlem River Branch of the New Haven Railroad, and did offer local passenger service. As part of the Hell Gate Bridge project, it was electrified about 1912 in anticipation of through-running over the bridge. A number of stations existed to serve local riders. The lower segment of the right-of-way was also used by the New York, Westchester & Boston suburban electric line for a few miles. This was a New Haven Railroad subsidiary that inaugurated service in 1912 and died in 1937, a victim of changing transportation trends in an age before subsidies were offered to carriers to remain in business. When the Hell Gate Bridge opened in 1917, the Harlem River Branch was basically extended to Long Island City.

Local service over the multi-track line was provided initially with open-platform wooden electric multiple-unit cars, and later by steel models constructed from World War I and into the 1920s. The stations were substantial structures.

For various reasons, patronage declined after 1920, and by 1930 the Harlem River local service was a financial drain on the New Haven Railroad. Partly due to the increase in automobile ownership, partly due to the lack of a large residential population in the area, and partly due to indifference by the city government, the railroad was allowed to eliminate the locals in 1931. The sta-

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**Metro-North to Penn Station — Could it Happen?***(Continued from page 14)*

tions were shut, and only long-distance trains and freights used the tracks. Probably those sections having six main tracks were slimmed down to four at this time.

Now Metro-North is doing studies to ascertain whether it would be feasible to reintroduce commuter trains over a line that last had them 71 years ago. With modern signaling it probably would not be necessary to add to the two tracks now used by Amtrak and the minuscule amount of freight business. (In the 1950s the New Haven Railroad used this line to bring long trains of produce to the Hunts Point Market in the Bronx. This business was ultimately lost to trucks, and rail freight now accounts for only five percent of the goods brought into New York City. It is sad to see acre upon acre of abandoned rail yards in the city.)

If service were put back, it would require the construction of several new stations, platforms, and parking lots. Until about 20 years ago, riders on Amtrak could see the burned-out hulks of the old New Haven stations. None of these could be rehabilitated today, if they still exist at all. The trains could originate at any point on the New Haven Division of Metro-North, but as they descended from the Hell Gate Bridge they would merge into the flow of Amtrak and Long Island Rail Road trains

headed into Penn Station. The East River Tunnel has four tubes, but during rush hours is operating at or near capacity. Once in Penn Station, platform space would be required for the new trains. While the station is now at 120 percent of capacity, this situation may change. If Amtrak moves to the former Post Office, the existing station would become strictly a commuter rail facility. Even with NJ Transit and the LIRR, there might be some space to accommodate Harlem River Branch trains. These would probably be multiple-unit cars, similar to those now running on the route.

The "big ticket" item right now is getting the LIRR into Grand Central Terminal, giving its riders new destination options. Due to begin in 2011, it is where the money is now going. Nevertheless, this scheme to open a west side destination for New Haven Line riders will probably also move forward, as will a plan to operate some Hudson Division trains into Penn Station via the former New York Central's west side route, originally designed to handle freight.

The need for more rail routes in the New York metropolitan area is urgent. While use of express buses has been a stopgap measure, it is time to think rail in a big way. Unused trackage or underutilized rails offer one of the most practical, most cost-efficient means of getting people out of their cars and onto mass transit.

**Around New York's Transit System***(Continued from page 20)*

Operators activated the Door Enable Switch before the train stopped. This practice must be stopped because it severely affects the train's braking system.

**Test Trains in Lower Manhattan**

①/⑨ tracks between South Ferry and Chambers Street were placed in service at 6 PM August 31. Prior to the restoration of ①/⑨ service to lower Manhattan, train crewmembers hired since September 11, 2001 had to be familiarized with the section of the line between Chambers Street and South Ferry. To facilitate this effort, rush hour southbound ① trains terminating at Chambers Street stayed on the local track and operated via the South Ferry Loop instead of terminating on the southbound express track and relaying via the northbound express track to 14<sup>th</sup> Street and switching to the northbound local track to resume service.

Member George Chiasson made the following report:

The evening of Saturday, September 14 the final ① train to New Lots Avenue, composed of R-62As 2211-2215/2305-2301, was operated. After this interval ④ trains were extended south of Utica Avenue. The train that reinstated ① service to South Ferry left 242<sup>nd</sup> Street at 9:50 PM, its consist being 2190-2186/2440-2436. In fact, passenger service was still ending at

Chambers Street, and the train continued light through Battery Park. Appropriately, it was exactly midnight on September 15 when cars 2210-2206/2196-2200 departed Chambers Street with passengers aboard for the ride to South Ferry (and back). A Governor's Special was also operated on Saturday evening (using R-142s 6560-6556 and signed up ① and ⑨, depending on the moment). On Sunday the 15<sup>th</sup>, ② and ③ trains were once again rumbling along the express tracks of the Broadway-Seventh Avenue Subway for the first time since America's Day of Fate, and the resumption of regular ①/⑨ commuter operation to South Ferry was well-covered by the general media afterward.

**Correction**

In the August issue, we provided information on Staten Island Railway fare collection and transfer privileges. Member Joseph D. Korman reports that, contrary to what we had stated, no fares are collected on the trains. Additionally, he advises that passengers at St. George may use tokens.

Any passenger riding between any two stations exclusive of St. George and Ballpark may ride free. Additionally, the double transfer applies to Pay-Per-Ride *MetroCard* users who begin their trips on a Staten Island local bus and continue via SIR and the ferry to Manhattan, where they complete their trips via subway or local bus. This policy applies in reverse as well.

## REDBIRD UPDATE

### by George Chiasson

#### R-142/R-142As

On August 13, R-142 set 6396-6400 accidentally separated at the Third Avenue station while filling a trip on ⑤. As was the case earlier with 6401-6405, a locking pin on the linkbar assembly base was found to be missing, which acted to destabilize the entire assembly thanks to the constant twisting motion experienced by the equipment during the course of service. The actual linkbar separation occurred between A-car 6396 and B-car 6397, with the whole set observed on August 24 as it headed for reassembly and restoration to service. Immediately the wake of this incident, R-142s were temporarily pulled out of passenger service, ③ suspended, ① service reduced, and the "surplus" R-62As used to support a re-expressed ② from Flatbush Avenue to Wakefield/E. 241<sup>st</sup> Street. Emergency inspections were performed on all linkbar assemblies, no further serious defects were found, and by the day's end things were more or less back to normal.

One lingering result of this adventure was the widespread use of ②- and ⑤-assigned R-142s on each other's lines, a practice which has continued in reduced scale to the present. Over the longer term, NYCT and both builders are working on a more tedious inspection procedure, which is being carried out on an ongoing basis over several weeks. It should be noted that both sets of R-142s involved were once part of the so-called "cobweb" fleet. Looking at the larger picture, the R-142 and R-142A programs are both moving forward, but deliveries from Plattsburgh were delayed slightly as additional cars are inspected and/or rectified at Bombardier's production facility. Through September 13, 2002, Primary R-142s 6801-6805 and Option R-142s 7031-7040 were delivered. By the same date, Primary R-142s 6571-6575 and Option R-142s 7006-7030 were placed in service on ⑤.

The operation of two R-142As trains on ④ continued through the balance of August with few interruptions. Perhaps the most spectacular of these occurred on August 27 when a train composed of N-7666-7670/7681-7685-S went into emergency while climbing out of the Joralemon Street Tunnel toward the Bowling Green station. After an attempt to operate from the second unit, the R-142A train remained immobilized and the next ④ (an R-62 train) turned back from Borough Hall to Utica Avenue. Following that was the other R-142A ④ train (7661-7670), which was discharged and tacked on to push its sister the rest of the way uphill. The combined 20 cars suffered from stuck brakes just shy of Bowling Green, and an R-142 ⑤ train was discharged at Wall Street and wrong-railed to the head end of the disabled combination. After the entire 30-car ensemble reversed

into Bowling Green, all 500 passengers from the original disabled consist were able to step onto the platform following an ordeal of almost 3 hours. The rescue R-142 train was uncoupled and sent back north, then the two ④ trains likewise separated and laid up at Mosholu Yard.

Through September 14, 2002 Option R-142As 7706-7720 were delivered. Speaking of the Option cars (7611-7730), we are advised that these were not constructed in Kobe, as had been originally assumed, but are built as kits by Kawasaki at its motorcycle production plant in Lincoln, Nebraska, and forwarded to Yonkers for assembly. The third set of R-142As (7676-7680 and 7691-7695) was observed in ④ service on August 30, and a fourth (7696-7705) on September 10. Nevertheless, use of the new cars has become inconsistent since the Joralemon Street incident, with one or two in actual use during a typical weekday. On the other hand (as described below) the R-142As have become reliable enough to provide 100% of the service on ⑥, which is the first line to be completely equipped with New Technology trains.

#### R-62A changes

August 9, 2002 proved to be the last time a train of R-62As operated on ⑥. The final consist was composed of cars 1716-1720 and 1761-1765, but through the end of the month there were still 45 of these cars assigned to Westchester Shop. The use of 1746-1750 and 1756-1760 on ① proved to be a temporary measure, while 1786-1790 were formally transferred to the Livonia (③/①) fleet on August 9. After that, Pelham-based R-62As were used as extra equipment and made cameo appearances on ① until they departed for Corona or Livonia on August 31. For historical reference, R-62As started serving ⑥ on June 18, 1986, at which time a couple of new 1800-series trains were "borrowed" from ①. The first block of R-62As actually assigned to Pelham were 1651-1686 (3 trains plus spares), which were transferred from ① as of August 18, 1986. Remember in that time all R-62s and R-62As were still set up as independent single units, unlike the present when most are in permanently linked sets of ⑤ cars. By the end of 1986, ⑥ had received a permanent allotment of 259 R-62As (1651-1909), then expanded slightly up to 1919 in February, 1995 as demand increased. Serialization, then unitization was gradually implemented between 1996 and 1999, with car 1909 lost in a November, 1996 mishap at Third Avenue-138<sup>th</sup> Street. Ten Pelham-based R-62As were farmed out to the 42<sup>nd</sup> Street Shuttle (⑤) between June, 1992 and December, 1999, when unitization of the ⑥ fleet was completed and all single units

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**Redbird Update**

*(Continued from page 16)*

concentrated at Livonia.

Though they hadn't been regularly used for several weeks, R-62As 1716-1725, 1736-1740, and 1746-1750 were transferred from Pelham (6) to Corona (7) on August 31. On August 29, R-62As 1761-1765 were re-assigned from Pelham (6) to Livonia (3), joined by 1766-1770 as of September 6. The balance of Westchester-based R-62As (1756-1760, 1776-1780, 1781-1785) filtered to Livonia during early September, and as a result single cars 2086-2095 were forwarded to Corona, where the "Silver Seven" fleet had reached a total of 130 as of September 14, 2002. The presence of R-62As on 5 was also curtailed after August 9, with two or three per day remaining in use as E. 180<sup>th</sup> Street put-ins or lay-ups from 3, but running as 2 trains on weekdays.

**Redbird Notes, Transfers, and Status**

In mid-August, all R-33s remaining on 2 (9160/9161, 9164-9173, 9178-9183, 9186/9187, 9190-9195, 9202-9207, 9210/9211) were transferred to 5. One such 10-car consist continued to operate in service on 2 during the following week, with the "last" train (8816/8817-8993/8992-8891/8890-8997/8996-9185/9184) being run on Friday, August 16. One final Redbird R-33 train was found in 2 service for a few hours on August 28, composed of 9166/9167-8882/8883-9094/9095-9074/9075-8916/8917. Either way, their withdrawal concluded almost 45 years of "SMEE" operation on 2 (formally known as the Seventh Avenue Express). It had all begun with assignment of the first brand new R-22s (from General Electric group 7525-7749) on January 13, 1958.

Through August and the first half of September, significant numbers of R-33s and Westinghouse R-36s were removed from 5 and 7, but no equipment had as yet been withdrawn from 4. Meanwhile, the "Parkchester Swinger" rode into history on Friday, September 13 when cars 8948/8949-8859/8858-8918/8919-9212/9115-8834/8835 made the final trip, departing Brooklyn Bridge at 6:22 PM and returning as the 7:27 PM Parkchester Local (though some on-hand for the occasion reported that it was actually running a few minutes later). Once again, the formal operation of home-assigned Redbirds ended on 6 in December, 2001, when the last Westinghouse R-29s were removed from passenger service.

When 7 trains were re-extended to 11 cars on August 31, there were 34 World's Fair R-33s reactivated. Three cars withdrawn in May (9317, 9329, and 9343) remained out of service at 207<sup>th</sup> Street, joined by 9337. The latter was technologically unique in that it had been retrofitted with General Electric grids several years ago. Following the R-142 separation on August 13, stored R-

33s 8986/8987 were actually readied for passenger service and turned up on 5 by August 21. This was the only pair of Redbirds to have been reclaimed from the Reserve Fleet at Concourse to date. No other R-33s followed its lead, however, and as the situation stabilized 8986/8987 were again removed and assigned to work service, on a revenue collector out of 38<sup>th</sup> Street Yard in Brooklyn. R-33s 8874/8875 and 9210/9211 are no longer in service and have become regulars on the 207<sup>th</sup> Street refuse train.

R-36s 9762/9763 were missing from 7 for virtually the entire summer, but they suddenly turned up in service on September 12. Sister cars 9658/9659 were not so lucky though, as they entered storage at Concourse with a number of R-36s in mid-September. 9658/9659 is the third pair of GE World's Fair cars to be withdrawn.

**Redbird Retirements & Restorations**

Taken out of service through September 13, 2002 were:

R-33: 8864/8865, 8874/8875, 8886/8887, 8900/8901, 8912/8913, 8946/8947, 8952/8953, 8978/8979, 8986/8987 (second time), 9004/9005, 9008/9009, 9030/9031, 9034/9035, 9054/9055, 9058/9059, 9060/9061, 9072/9073, 9100/9101, 9102/9103, 9118/9119, 9132/9133, 9134/9135, 9142/9143, 9144/9145, 9146/9147, 9148/9149, 9168/9169, 9176/9177, 9178/9179, 9198/9199, 9208/9209, 9210/9211 off 5

R-33S: 9337 off 7

R-36: 9346/9347, 9348/9349, 9380/9381, 9410/9411, 9412/9413\*, 9416/9417, 9424/9425, 9430/9431, 9442/9443, 9458/9459, 9476/9477, 9532/9533, 9550/9551, 9658/9659 off 7

Restored to service through September 13, 2002 were:

R-26: 7846/7847 on 5

R-33: 8986/8987 on 5 (briefly), 9188/9189 on 5

R-33S: 9307-9316, 9318-9320, 9322-9328, 9330-9336, 9338-9342, 9344, 9345 on 7

R-36: 9466/9467, 9528/9529 on 7

**Redbird Reefing**

The Weeks Barge departed 207<sup>th</sup> Street on August 23, 2002 bound for Redbird Reef off the coast of Delaware with the following 50 cars:

R-26: 7780, 7781, 7790, 7791

R-28: 7856, 7857, 7948, 7949

R-29: 8722, 8723, 8734, 8735, 8738, 8739, 8752, 8753, 8756, 8757, 8790, 8791

R-33: 8810, 8811, 8814, 8815, 8832, 8833, 8894, 8895, 8910, 8911, 8920, 8921,

8940, 8941, 8974, 8975, 9028, 9029, 9036, 9037, 9048, 9049, 9064, 9065, 9098, 9099, 9162, 9163

R-36: 9372, 9373

Reefing preparation work at 207<sup>th</sup> Street was held in abeyance in the wake of the August 13 R-142 separa-

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

Say goodbye to summer and get ready for some real heavy-duty work throughout the system. Stillwell Terminal is 80% closed and the ①/⑨ has been reopened. On the IRT a chip-out that started in late September will continue through early November between Hunters Point Avenue and Grand Central. Another chip-out will occur on Track L4 between 14<sup>th</sup> Street and Grand Central from mid-October to the end of December. A couple of panel jobs will show up this month as well, one between Pennsylvania Avenue and New Lots Avenue and the other between Hunts Point Avenue and Parkchester. The Flushing signal job keeps rolling right along and a major shutdown of the White Plains Road Line between E. 180<sup>th</sup> Street and 149<sup>th</sup> Street-Grand Concourse could be one of the biggest bus GOs we have ever done.

On the IND we have tunnel lighting work between 145<sup>th</sup> Street and 168<sup>th</sup> Street in Washington Heights, Delancey Street station rehabilitation, a small chip-out

on Track B5 south of 57<sup>th</sup> Street-Sixth Avenue, and a couple of switch jobs. Also *Airtrain* will be causing us to run midday and Saturday single-track operations between Aqueduct and south of Howard Beach.

There is no shortage of work on the BMT either. DeKalb Avenue station rehabilitation and Montague Street Tunnel fire line installation work well together; Track J4 comes out for the rest of the year as part of the Nassau Loop reconfiguration. West End signals gets into gear with the Bay 50<sup>th</sup> Street switching plant entering service. The Atlantic Avenue station will be bypassed on a number of weekends to allow for the rehabilitation without having to shut the line down. CBTC on the Canarsie Line includes the reconfiguration of the Rockaway Parkway switches and also the start of work between Myrtle Avenue and Bedford Ave. So until next month, enjoy.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
10/7 to 10/11	Nights	②/③	Track B2 N/O 72 <sup>nd</sup> Street to S/E 42 <sup>nd</sup> Street and Track B3/V3 N/O Chambers Street to N/O 72 <sup>nd</sup> Street	S/B via Track 1 N/O 72 <sup>nd</sup> Street to S/O 42 <sup>nd</sup> Street N/B via Track 4 Chambers Street to 96 <sup>th</sup> Street	Electrical and plumbing work on Tracks 2 and 3 at 72 <sup>nd</sup> Street and Times Square
10/12 to 10/14	Wkend	⑦/⑤/ Bus	Tracks C1/C2 Times Square to Queensboro Plaza	⑦ – Terminates at Queensboro Plaza ⑤ – 42 <sup>nd</sup> Street Shuttle operates all night Bus – Vernon-Jackson to Queensboro Plaza	Structural work, fire lines, and pipe installation
9/17 to 11/15	Nights	⑦	Track C1 N/E Hunters Point Avenue to N/O Grand Central	Single track via Track 2 N/O Hunters Point Avenue to N/O Grand Central	Type II-Type II chip-out in Steinway Tubes
9/23 to 11/27	Daily	③/③ sh./ ④	Track E1 S/O Junius Street to S/E New Lots Avenue	③ – S/B terminates at Utica Avenue ③ sh. – operates between Utica Avenue and New Lots Avenue ④ – S/B terminates at Atlantic Avenue	Type III panels
10/5 to 10/7	Wkend	②/③/④ Local	Track E1 N/E Atlantic Avenue to S/E Utica Avenue	S/B via Track 2 N/O Atlantic Avenue to S/O Franklin or Utica Avenues	Remove temporary Type III track at Atlantic Avenue and steel and tile walls
10/7 to 10/18	Nights	④	Tracks E2/E3 N/E Atlantic Avenue to S/O Franklin Avenue	N/B and S/B trains operate local between Utica and Atlantic Avenues	Prepare for invert pour, chip ceiling, plumbing, and electrical work
10/11 to 10/21	Wkend	④	Tracks E2/E3 N/E Atlantic Avenue to S/O Franklin Avenue	N/B and S/B trains operate local between Utica and Atlantic Avenues	Remove Type III track, install permanent track, and pour concrete
10/5 to 10/21	Wkend	②/⑤/ Bus	Tracks F2/F3/FM S/O E. 180 <sup>th</sup> Street to N/O 149 <sup>th</sup> Street-Grand Concourse	② North – 241 <sup>st</sup> Street to E. 180 <sup>th</sup> Street ② South – Flatbush Avenue to 149 <sup>th</sup> Street-Grand Concourse ⑤ sh. – Dyre Avenue to E. 180 <sup>th</sup> Street ⑤ Main – Bowling Green to 149 <sup>th</sup> Street-Grand Concourse Bus – local and express between E. 180 <sup>th</sup> Street and 149 <sup>th</sup> Street-Grand Concourse Bx55 bus – extended to 149 <sup>th</sup> Street-Grand Concourse	Switch rehabilitation on #9S/9N and #11S/11/N
10/15 to 12/22	Nights	④ Local/ ⑥	Track MM4 S/O 14 <sup>th</sup> Street to N/O Grand Central	N/B operates express via Track 3 from S/O 14 <sup>th</sup> Street to N/O Grand Central	Type II-Type II chip-out
9/21 to 11/03	Wkend	⑥	Track P2 N/O Parkchester to N/O Hunts Point Avenue	S/B via Track M N/O Parkchester to N/O Hunts Point Avenue	Type III panels
10/1 to 10/18	Nights	④	Track A2 N/O 145 <sup>th</sup> Street to N/E 168 <sup>th</sup> Street	N/B operates express from N/O 125 <sup>th</sup> Street to N/O 168 <sup>th</sup> Street	Structural repairs and tunnel lighting

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**Track Construction Forecast for October, 2002**

*(Continued from page 18)*

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
10/12 to 10/14	Wkend	<b>A</b>	Track A2 N/O 145 <sup>th</sup> Street to N/E 168 <sup>th</sup> Street	<b>A</b> - N/B express from N/O 125 <sup>th</sup> Street to N/O 168 <sup>th</sup> Street <b>C</b> - suspended as per other GO <b>D</b> - local 59 <sup>th</sup> Street to 145 <sup>th</sup> Street both ways as per other GO	Structural repairs and tunnel lighting
10/15 to 10/25	Nights	<b>A/E</b>	Tracks A1/D3 S/O 50 <sup>th</sup> /59 <sup>th</sup> Streets to N/O 34 <sup>th</sup> Street	<b>A</b> - S/B express 59 <sup>th</sup> Street to Canal Street <b>E</b> - S/B via Sixth Avenue to Second Avenue. N/B from Second Avenue to W. 4 <sup>th</sup> Street and normal	Engineering survey and asbestos abatement on switches #24/25/9
10/12 to 10/14	Wkend	<b>A/C/D</b>	Track A3 N/O 42 <sup>nd</sup> Street to N/O 34 <sup>th</sup> Street	<b>A</b> - S/B local 145 <sup>th</sup> Street to Canal Street <b>C</b> - Suspended <b>D</b> - Local both directions 59 <sup>th</sup> Street to 145 <sup>th</sup> Street	Install detectable warning strip, sound wall blocks, and platform edging
10/14 to 10/19	Nights	<b>F/G</b>	Track B3 S/O Seventh Avenue to N/O Church Avenue	No effect on service	Remove and splice control cables for manhole
10/12 to 10/21	Wkend	<b>F/Q/Bus</b>	Tracks B5/T1 S/O Lexington Avenue to N/O 47 <sup>th</sup> -50 <sup>th</sup> Streets	<b>F</b> - Both directions via 53 <sup>rd</sup> Street Tunnel <b>Q</b> - Extended from 57 <sup>th</sup> Street-Seventh Avenue to 21 <sup>st</sup> Street-Queensbridge Bus - 21 <sup>st</sup> Street to Queens Plaza	Chip-out
10/15 to 10/25	Nights	<b>F/Q/Bus</b>	Tracks B5/T1 S/O Lexington Avenue to N/O 47 <sup>th</sup> -50 <sup>th</sup> Streets	<b>F</b> - Both directions via 53 <sup>rd</sup> Street Tunnel <b>Q</b> - Extended from 57 <sup>th</sup> Street-Seventh Avenue to 21 <sup>st</sup> Street-Queensbridge Bus - 21 <sup>st</sup> Street to Queens Plaza	Chip-out
10/1 to 10/11	Nights	<b>F</b>	Track B2 S/E Delancey Street to S/O W. 4 <sup>th</sup> Street	N/B via Cranberry Street Tunnel from Jay Street to W. 4 <sup>th</sup> Street	Renewal of Switches #50 and 52A/B as well as Delancey Street station rehabilitation
10/5 to 10/14	Wkend	<b>F</b>	Track B2 S/E Delancey Street to S/O W. 4 <sup>th</sup> Street	N/B via Cranberry Street Tunnel from Jay Street to W. 4 <sup>th</sup> Street	Renewal of Switches #50 and 52A/B as well as Delancey Street station rehabilitation
10/7 to 11/1	Daily	<b>A/A sh.</b>	Track F1 N/O Aqueduct to S/O Howard Beach	<b>A</b> - all mainline trains to Lefferts Boulevard Sh. - Rockaway Boulevard to Far Rockaway	Demolition of platform at Howard Beach
10/12 to 11/2	Sat.	<b>A/A sh.</b>	Track F1 N/O Aqueduct to S/O Howard Beach	<b>A</b> - all mainline trains to Lefferts Boulevard Sh. - Rockaway Boulevard to Far Rockaway	Demolition of platform at Howard Beach
10/19 to 10/21	Wkend	<b>Q</b>	Bypass Atlantic Avenue	N/B & S/B bypass Atlantic Avenue	Elevator work, remove and install temporary platforms, install ducts
10/5 to 10/21	Wkend	<b>R/W</b>	Tracks B1/R1 N/O Lawrence Street to S/O Whitehall and Broad Streets	S/B operates via Manhattan Bridge Canal Street to DeKalb Avenue	Asbestos abatement
10/5 to 10/7	Wkend	<b>Q/R/W</b>	Tracks A4/B1 S/E DeKalb Avenue to N/O DeKalb Avenue and Lawrence Street	<b>Q</b> - N/B via Montague Street Tunnel, S/B normal <b>R/W</b> - N/B normal, S/B via Manhattan Bridge	Install new platform edging, wall tiles, and conduits
10/12 to 10/21	Wkend	<b>R/W</b>	Track B1 N/E Lawrence Street to S/E DeKalb Avenue	S/B operates via Manhattan Bridge Canal Street to DeKalb Avenue	Install new platform edging, wall tiles, and conduits
10/5 to 10/21	Wkend	<b>W</b>	Tracks D2/D3/4/D4/D14/D15 N/O Stillwell Avenue to S/O 36 <sup>th</sup> Street	N/B operates via Sea Beach Line from Stillwell Avenue to 36 <sup>th</sup> Street S/B normal	Wayside testing, track circuit testing, switch and track in service, breakdown testing
10/12 to 10/21	24/7	<b>M</b>	Switches #12/13 out of service N/O Bay 50 <sup>th</sup> Street	<b>M</b> lay-ups go S/O Bay 50 <sup>th</sup> Street, change ends, and go into Coney Island yard on Track D14	Part of West End signal work
10/1 to 11/1	Nights	<b>W</b>	Track G1 S/O Queensboro Plaza to S/E Lexington Avenue	S/B single via Track G2 from S/O Queensboro Plaza to S/O Lexington Avenue	Install fire and discharge lines
9/30 to 10/11	Daily	<b>J/M</b>	Track J2 N/O Marcy Avenue to S/O Essex Street	<b>J</b> - Jamaica Center to Myrtle Avenue <b>M</b> - single track on Williamsburg Bridge	Punch list work for Department of Transportation
10/7 to 12/31	24/7	<b>J/M/Z</b>	Track J4 N/O Bowery to S/O Essex Street	No effect on service	Nassau Loop reconfiguration

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## Around New York's Transit System

### New Car Deliveries

In the previous issue, we furnished details of the R-160 contract for new BMT-IND subway cars. The first test trains should be delivered 33 months after the contract is awarded. The first production cars will be delivered nine months after the first test trains are received. One operating unit per week will be delivered for the first six months, after which two units per week will be delivered. It is anticipated that the base order of 660 cars will be delivered in 2006-2007, followed by Option I in 2007-2008 and Option II in 2008-2009.

The R-160s must be mechanically and electronically compatible with the R-143s, so that the different car classes can be operated in a seamless fashion when they are coupled together in a train. The appearance and operating characteristics of the two car classes must be identical and indistinguishable to passengers and crews. Our readers will be able to distinguish between the car classes by memorizing the rosters that we will publish when they are available.

### Mosaic Tiles in Subway Stations

Everybody admires the mosaic tiles in the subway stations, but nobody ever heard of the architect who designed them. Squire Joseph Vickers, son of a farmer in Middlefield, New York, came to New York City in 1900, where he got married and had a child. As the chief designing architect of the subway system from 1906 to 1942, he was in charge of the design and construction of about 200 subway stations and related buildings. Mr. Vickers and his classmates at Cornell

University's College of Architecture — Jay van Everen and Herbert Dole — designed most of the plaques and tile work in the Contract 3 and 4 subway lines. In an article for *The Municipal Engineers Journal* in 1917 he explained why he used mosaic tile: "This bit of color set in the hard unyielding surface gives a joyous note like a banner flung from the barred window of a frowning medieval castle."

In his spare time, Mr. Vickers painted wild, colorful, urban fantasies. His paintings were exhibited during the summer of 2002. He died in 1947.

### Door Enable System in New Cars

Train Operators assigned to R-142, R-142A, and R-143 cars arriving at terminals other than South Ferry, Bowling Green, and Brooklyn Bridge must:

1. Stop the train at the correct car stop sign
2. Depress the Door Enable pushbutton corresponding to the side on which doors are to be opened
3. Test "deadman feature" that places brakes in emergency
4. Place Master Controller in Emergency position
5. Verify that the Conductor opened side doors
6. Return Door Enable pushbutton to its raised (Disable) position
7. Deactivate console by turning Master Controller key switch to "off" position

After checking the R-142, R-142A, and R-143s' computers, transit officials found that some Train

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### Redbird Update

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tion. Barge loading activities were similarly suspended "Until Further Notice" and the Weeks Crane removed

from the Harlem River at 207<sup>th</sup> Street Shop on August 25. By September 10, Redbirds were again being collected at 207<sup>th</sup> Street in preparation for reefing, but through the 14<sup>th</sup> there was no sign of the crane or barges nearby.

### Track Construction Forecast for October, 2002

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DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
9/30 to 10/18	Daily	J/M	Track J3/4 N/E Broadway Junction to N/O Myrtle Avenue	No effect on service	V1 testing
10/8 to 10/18	Nights	L/Bus	Tracks Q1/Q2 S/O Bedford Avenue to N/O Myrtle Avenue	L North — Eighth Avenue to Lorimer Street L South — Myrtle Avenue to Rockaway Parkway Bus — Lorimer Street to Myrtle-Wyckoff	Change insulated joints, chip concrete, change ties, and completion work
10/4 to 10/21	Wkend	L/Bus	Tracks P1/P2 N/E Atlantic Avenue to S/E Rockaway Parkway	L — Eighth Avenue to Broadway Junction Bus — express and local Broadway Junction to Rockaway Parkway	Remove diamond crossover #3A/B and 5A/B and install new crossover #811A/B

**Daily = Days, Wkend = Fri to Mon Continuous, Wkndys = Sat/Sun Days**

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