

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 47, No. 4

April, 2004

The Bulletin

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

For general inquiries, contact us at era@inch.com or by phone at (212) 986-4482 (voice mail available). ERA's website is www.electricrailroaders.org.

Editorial Staff:

Editor-in-Chief:

Bernard Linder

News Editor:

Randy Glucksman

Contributing Editor:

Jeffrey Erlitz

Production Manager:

David Ross

©2004 New York Division, Electric Railroaders' Association, Incorporated

**In This Issue:
Fourth Avenue
Subway —
Track Plans
...Page 2**

NYC TRANSIT'S REHABILITATION PROGRAM

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

NEW SOUTH FERRY TERMINAL: NYC Transit would like to build a new station to replace the century-old South Ferry station, which was opened on July 10, 1905. This station cannot accommodate a full-length train and is located on a sharp curve. NYC Transit expects to build a new tunnel diverging from the existing tunnel at Greenwich Street and Battery Place and continuing under Battery Park to a new station under Peter Minuit Plaza. A new mezzanine with direct access to the south mezzanine of the Whitehall Street station would be built above the proposed new South Ferry station. Work includes facilities for ADA access from Peter Minuit Plaza at street level. Duration of the contract is 27 months.

MODERNIZE 12 R-52 DIESEL LOCOMOTIVES: Twelve R-52 diesel locomotives will be modernized. A prototype will be fitted with a new, cleaner diesel engine, traction alternators, traction motors, compressors, and gauges. A cab with associated gauges and controls with various systems will create a specification compliant refurbished locomotive.

PURCHASE DUAL-MODE CWR HANDLER/FLAT CARS: The contractor is required to design, furnish, test, and deliver 36 thirty-ton live load capacity dual-mode continuous welded rail vehicles. Sixteen vehicles will form two 8-vehicle consists, and the remaining 20 will have provisions to mount rail handling equipment.

ADA ACCESSIBILITY — JUNCTION BOULEVARD STATION: Three ADA compliant elevators will be installed at the Junction Boulevard station on the Flushing Line. Platform edge modifications and warning strips will be provided. ADA-required signage and an automated fare access system will be installed.

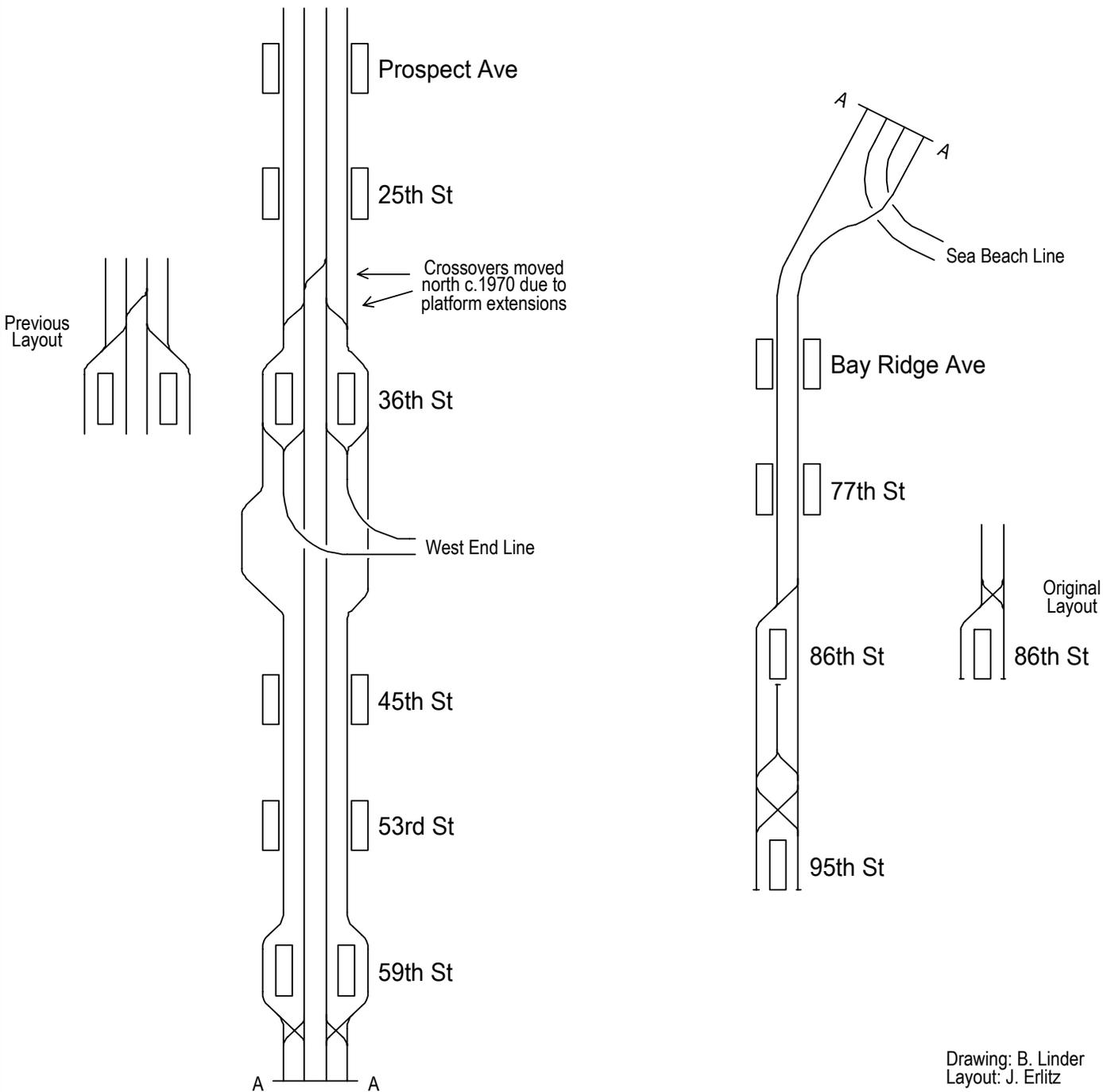
ADA ACCESSIBILITY — 231ST STREET STATION: NYC Transit would like to install two ADA-compliant elevators from the street to the northbound and southbound control houses at the 231st Street station of the Broadway-Seventh Avenue Line. The contractor will reduce the gap between the platform edge and the door sill and provide platform edge warning strips and ADA-accessible turnstiles.

REHABILITATE BEACH 116TH STREET STATION: This project includes refurbishing the Station Agent's booth, furnishing new ADA-compliant entrance doors and ramps, installing new lighting, and replacing the roof on the control house.

REHABILITATE FIVE STATIONS AND ELEVATED STRUCTURE — JAMAICA LINE: NYC Transit expects to rehabilitate the Alabama Avenue, Van Siclen Avenue, Cleveland Street, Norwood Avenue, and Crescent Street stations and to rehabilitate 1.9 miles of elevated structure from east of the Broadway-Eastern Parkway station to east of the Cypress Hills station. The contractor must repair structural deficiencies throughout the station, upgrade communications, electrical service, and lighting systems, and provide new, fully equipped Station Agents' booths and fare arrays as required.

FOURTH AVENUE SUBWAY TRACK PLANS

Fourth Avenue Subway South Portion 1937-Present



Drawing: B. Linder
Layout: J. Erlitz

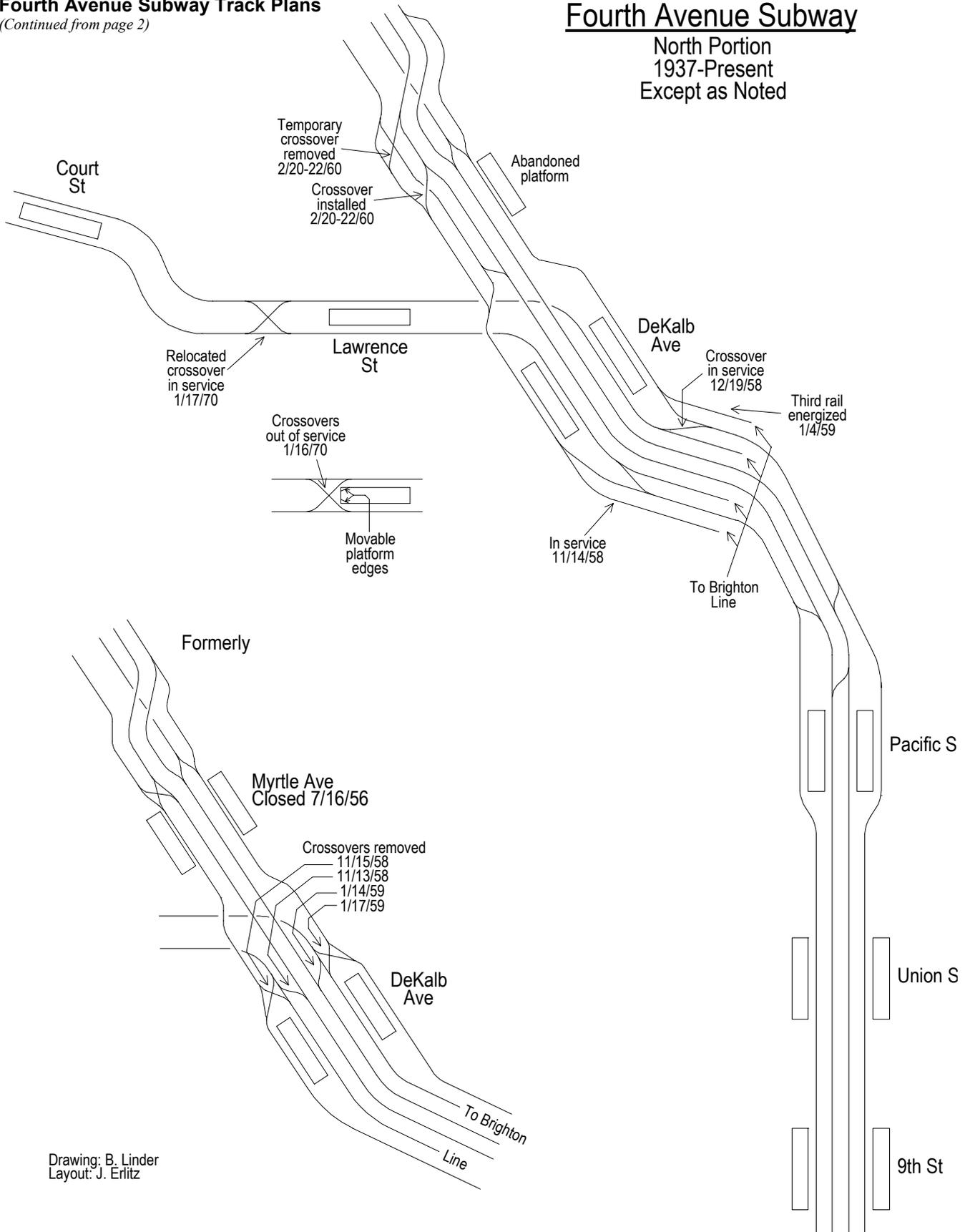
(Continued on page 3)

Fourth Avenue Subway Track Plans

(Continued from page 2)

Fourth Avenue Subway

North Portion
1937-Present
Except as Noted



Drawing: B. Linder
Layout: J. Eritz

LAWRENCE STREET STATION...AT THE BEGINNING photographs from the Bernard Linder collection



Willoughby Street near Lawrence Street, looking west, during station construction.



Lawrence Street at Willoughby Street, looking north, at opening of station, June 11, 1924.



Lawrence Street at Willoughby Street, looking north, at opening of station, June 11, 1924.



Lawrence Street at Willoughby Street, looking south, at opening of station, June 11, 1924..

(Continued on page 13)

TECH TALK

by Jeffrey Erlitz

Returning to the 74th Street station on the Flushing Line, I neglected to mention last month that the canopies over the platforms are being extended to the north end of each platform. When completed, these platforms will be completely covered from end to end. In addition, the steelwork used on these new canopies matches exactly the original 1917 style of the original canopies.

On the Jerome Avenue Line, the stations at Mount Eden Avenue and 167th Street are being bypassed from March 27 to June 25, in both directions. This is to facilitate station rehabilitation work under contract A-35843.

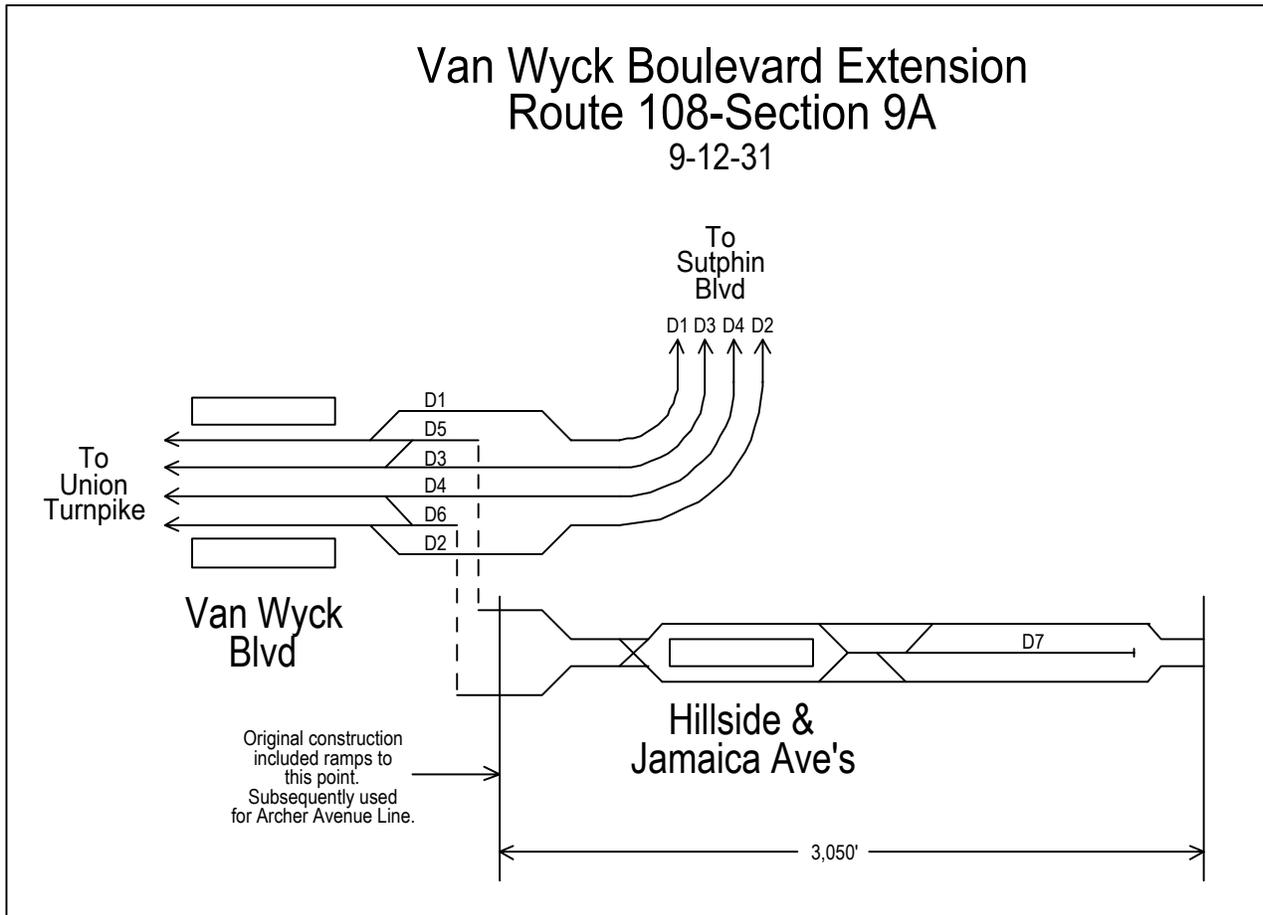
On the Lenox Avenue-White Plains Road Line, the last of the new signals to be placed in service under contract S-32309-R were done so over three weekends. This was the section from north of 142nd Street Junction to north of Third Avenue-149th Street. Over the weekend of March 20-21, new switch machines were installed on the two single crossovers north of 149th Street-Grand Concourse. US&S Model M-3 electric machines replaced the original US&S A-10 electro-pneumatic machines. Over the weekend of March 27-28, the new signals were placed in service on northbound Tracks 3 and

4A, the connection from the Jerome Avenue Line. Lastly, the signals on southbound Track 2 (including the connection to the Jerome Avenue Line, Track 1A) were placed in service over the weekend of April 17-18. With the completion of this work, this contract has reached beneficial use. Removal of the old signal equipment and possible punch list work are all that remain to be done.

On the Nassau Street Line, the new switch from Track J1 to Track J4 south of Canal Street was installed over the weekend of March 20-21.

Continuing my new series of track diagrams of subway lines that were never built, we take a look at the extension of the Queens Boulevard Line south of Van Wyck Boulevard. Apparently, only one section, containing one station, was designed. According to my source drawing, Board of Transportation Engineering Department Drawing #784.9, this extension would have been approximately 3,050 feet, or 0.58 miles, in length. The ramps that were built in 1936 as a provision for this line were then used for the Archer Avenue Extension in the 1980s.

(Continued on page 6)



Tech Talk

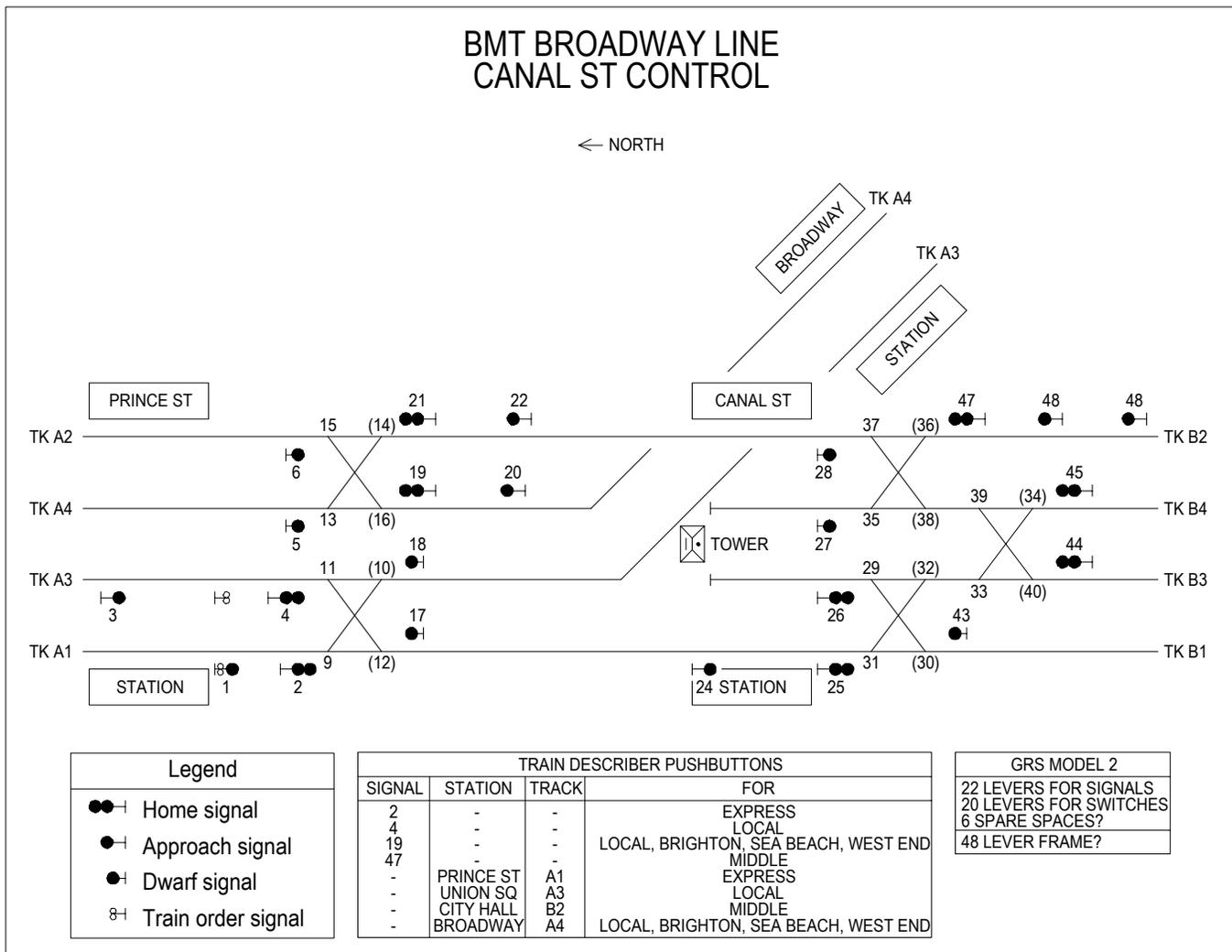
(Continued from page 5)

In my continuing series of historic interlocking diagrams, we travel one station farther south on the Broadway Line to Canal Street. As is now usual, only the signals and switches controlled by this tower are shown. The orientation of this diagram, with north to the left, is the same as what used to be on the actual model board at this tower. As you can see from the diagram, Prince Street was not a separate interlocking in those days. When City Hall took control over Prince Street under

signal contract S-92 around 1961 or so, it became a separate interlocking. At the same time, however, Canal Street became a part of City Hall Interlocking and is no longer considered separate. In typical BMT fashion, Canal Street used to be slightly more flexible than it is today. Moves could be made southbound on Tracks A2 and A4 past dwarf signals 5 and 6 as well as northbound on Tracks A1 and A3 past dwarf signals 17 and 18. Today, these moves are prevented with stop-and-stay marker signals.

Next month, we'll travel down to City Hall Interlocking, which was a much smaller interlocking than it is today.

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



Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

Commuting on Metro-North this winter was difficult at best for riders who had to squeeze into overcrowded trains due to the high number of out-of-service cars. As was reported last month, Connecticut's governor has put a hold on funding new rail cars, and now, the **New Haven Register** reported that CDOT wants to raise fares by 5.5%. Last July 1, fares went up 15%.

New York State's Capital Program Review Board, a four-member panel with one appointee each from the state Assembly speaker, state Senate majority leader, governor, and New York City's mayor, bowed to pressure that was exerted by New York City Mayor Bloomberg, and vetoed the proposal to purchase 120 M-7s ahead of schedule. The MTA can submit this proposal for reconsideration. For details please see last month's **Bulletin**.

The October 26, 2003 timetables were reissued on January 20 to remove references to the extra services that were operated for the Christmas season. Metro-North has done this in the past. Also listed in these new ones, which will expire on April 3, are extra trains for St. Patrick's Day on the Hudson (one each way) and Harlem (one inbound) Lines. Inexplicably, fare information still does not appear; passengers are directed to the Ticket and Fares Brochure. The Long Island Rail Road includes this information in its timetables – it was removed last year prior to the fare increase.

Last May's fare increases helped contribute to lower ridership on east-of-Hudson lines, as did the region's continuing economic slowdown and several events, including some that were weather-related and the Northeast Blackout in August. Overall, there were 71.1 million riders (-0.8% vs. 2002), and the average weekday ridership was 244,000. Revenues were up 11.5% to \$378 million. In spite of the slight decline, ridership, since 1984, is up 52%. The loss in riders was consistent on all three lines: Harlem, -1.4%, Hudson, -1.0%, and New Haven, -0.2%. Ridership declined on the Bronx portions of the Harlem (-8.6%) and Hudson (-4.5%) Lines as well as on the Dover Plains/Wassaic segment (-0.6%). There were slight increases, +1.0% on the Upper Hudson and +1.5% on the outer New Haven.

Although Thanksgiving Weekend ridership declined by 1%, Thanksgiving Day ridership was up 10% over 2002. Off-peak ridership to/from Manhattan was 3% higher than 2002 on all weekends except December 6-7, when there was a major snowstorm. Through the month of December, the weekend days had differences Saturdays (+6%) and Sundays (-1%). Metro-North and its predecessor railroads have cultivated this ridership over the years. The oldest special Christmas/New Year's

timetable in my collection from the New York Central is dated 1967, and Metro-North continues with that tradition. Special timetables for Thanksgiving have been produced since 1987.

Speedier ferries using the faster schedules went back into service on March 1 on the Haverstraw-Ossining route.

After leaving the March Division meeting, when I arrived at Grand Central Terminal, a few tracks away from my Hudson Line train was the M-7 test train. Its composition, from the block, was 4006-4007-4010-4011-4008-4009. There was lots of test equipment inside, and wires that were connected to the cars' exteriors. One Metro-North train crew also boarded just to get a sneak peak.

MTA Metro-North Railroad (West)

4194, the second overhauled locomotive for west-of-Hudson service, was delivered in February.

Comet-Vs, which had been scheduled for delivery starting in January, arrived in late February. First sightings included cars between 6756 and 6765. There are to be 65 in all. The first five cars were placed into service on March 15. Meanwhile, Metro-North has requested proposals to overhaul the 24 Comet II cars that will be replaced by the Comet Vs. Once overhauled, they will run in east-of-Hudson service – they were all built by Bombardier.

CARS	TYPE	BUILT	NOTES
5173 - 5174	Cab	1987	Ex-Metro-North 6113, 6117
5175 - 5177	Comet-IIA Cab	1983	
5178	Comet-IIB Cab	1987	
5980 - 5983	Comet-IIB Trailer	1987	Ex-6000-6003
5986 - 5987	Comet-IIB Trailer	1987	
5988 - 5993	Comet-IIA Trailer	1983	
6173, 6176, 6178, 6180, 6182, 6184	Contract 34 Trailer	1991	Ex-Metro-North, same numbers

Left out of this contract are the original west-of-Hudson stainless cars, 5198-5199 (cabs) and 5994-5999 (trailers). It has been suggested that these cars be moved across the Hudson, overhauled, and held as a spare train that could be used in an emergency.

Ridership fell last year on the New York State-controlled portions of the Pascack Valley (Pearl River, Nanuet and Spring Valley) and Port Jervis (west of Suffern) Lines, for the same reasons as east-of-Hudson. Overall, the loss was -2.4%. Port Jervis Line was -2.2%, while on the Pascack Valley the loss was -3.2%.

Connecticut Department of Transportation

Some Connecticut lawmakers are supporting legisla-

(Continued on page 8)

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

tion that would speed up the purchase of new rail cars for the New Haven Line. Long-term plans call for buying 400 new cars at approximately \$4 million each. In the short-term, there is only funding for 18 cars. Thanks to member David A. Cohen for the report from the **New Haven Register**.

MTA Long Island Rail Road

General Order No. 306 went into effect at 12:01 AM March 15, and new timetables, which will remain in effect though June 20, were issued for all branches. A few adjustments were made to the schedules of certain trains, such as Train #2737, which now operates three minutes earlier at 6:18 AM from Speonk. This is the dual-mode train that goes to Penn Station, and this change was made "in order to better reflect the time needed to operate the train." These schedules also reflect completion of track work between Jamaica and East New York, and new track work between Jamaica and Valley Stream and between Syosset and Huntington, construction of the Rosedale station, and preparatory work for major work in the Queens Village area.

Our senior member, Joe Gagne (ERA #308), sent an article from the **East Hampton Star** that appeared in a column entitled "50 Years Ago – 1954," which reads as follows. "From Alvin L. Spivak of Yonkers, N.Y., who described himself as a mechanical engineer with several years of experience in the railroad field, the supervisors received a plan for continued operation of the Montauk Branch of the Long Island Rail Road should it be abandoned by the carrier. Explaining that he and several associates believe that the section of the line east of Patchogue could be successfully operated if equipped with modern, diesel coaches, Mr. Spivak wrote in part: 'We propose that the line between Patchogue and Montauk be acquired by either Suffolk County or the towns served, and that operating rights be granted a corporation that we would organize. Public ownership of the track and right-of-way would bring the railroad into line with its competitors, all of whom use facilities owned and maintained at public expense, and it would permit fares to be reduced sufficiently to attract new business.'" Mr. Spivak was ERA #485. I tried unsuccessfully to find a telephone number for him. Joe had this remembrance of Alvin: "He was a great enthusiast of (the) Third Avenue Railway system and one could find him out on one of the lines on a Saturday-Sunday afternoon." The ERA's (unofficial) historian, member Jimmy Mattina, told me that the last year that Mr. Spivak was an active member was 2000.

At the February Division meeting, it was announced that the 10 Mitsui (model C-1) bi-levels delivered in 1990-91 and used until the arrival of the Kawasakis would be transferred on Saturday, February 21. 3001-3010 were moved from Morris Park Yard, where they

had been stored out-of-service for several years, and brought by a pair of LIRR MP-15 locomotives over the Hell Gate Bridge to be interchanged with Metro-North Railroad. At New Rochelle, a GP-35R work locomotive picked up the consist and moved it to New Haven. They are due to be sent onward via the Waterbury Branch and the Naugatuck Railroad to their final destination of Torrington, Connecticut.

NJ Transit

General Order No. 801 was placed into effect at 12:01 AM January 10, 2004.

OTP for 2003 declined slightly when compared to 2002. Last year trains ran on-time 93.3% of the time while in 2002 their performance was 94.6%. The goal was 95%. HBLRT improved from 97.5% to 98.6%.

After Township residents twice rejected proposals for rail facilities, including construction of the M-O-M (Middlesex-Ocean-Monmouth) rail line, South Brunswick's mayor, Frank Gambatese, is thinking about asking NJ Transit to add South Brunswick as a stop on the Northeast Corridor Line as the closest train stations are in Princeton Junction and Jersey Avenue in New Brunswick, and require driving on busy Route 1 or Route 27, and there is limited parking. He plans to meet with other mayors in North Brunswick, East Brunswick, Monroe, and Plainsboro to discuss regional issues, including ways to improve transportation. Thanks to the **Home News Tribune** (New Brunswick) for this report.

If you have been an observer of NJ Transit's trains lately, with the possible exception of the Main/Bergen, and Pascack Valley, where many of the trains are still all-Comet Is, consists are mixed. According to the **Jersey Central News**, published by the Jersey Central NRHS, a **Santa Claus** train was operated on December 13, between High Bridge and Westfield, and the train was a matched 12-car set of Comet-IBs, former Arrows, bracketed by a pair of GP-40-PH2Bs, 4201 and 4212. Lately, it appears that NJ Transit has been making an effort to put the Comet Vs into complete train-sets.

When there are delays on the lines that run through Secaucus Junction, NJ Transit has established certain protocols for stopping unscheduled trains there.

NJ Transit riders were spared any fare increases this year, for the second year in a row.

What was described as a "one-time" test run to Weehawken was made on Thursday February 19. NJ Transit's spokesman admitted that the agency was satisfied with the results of the tests, and that there could be other such test runs before the line opens this summer.

A few weeks prior to the March 14 opening, since I had registered at www.RiverLine.com, I received in the mail a copy of the Inaugural Edition timetable and an "Owner's Manual." The timetable did not have a date, but the "Owner's Manual" referenced that the schedules were effective February 15, 2004, which had been the

(Continued on page 9)

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

latest date that the line would open. The format of the "Owner's Manual" is like the one that was prepared for Secaucus Transfer, in English and Spanish, depending on which way you open it. Thinking back to 1976, when Washington D.C.'s Metrorail began, WMATA also published an "Owner's Manual," and something that was written in it was something that I remembered over the years. The last page is entitled HOW TO CARE FOR YOUR METRO, and reads in part: "Be proud of it! You paid for it. It was built by you and for you. But like anything else of value, it can be destroyed all too quickly – like that new home or sleek car that takes so much saving to buy. A dropped cigarette on the carpet, a spilled drink, scribbling on the wall by children of all ages.....you would not permit it in your home or car, don't permit it in your Metro." The paragraph concludes with "Take care of it, and it will take care of you – far into the future." Last cars depart from Trenton at 9:05 PM weekdays, 9 PM Sundays, and 12 AM Saturdays. Service from Camden is very similar. The last car from the Entertainment Station leaves for 36th Street at midnight, Sunday-Friday and 1:15 AM Saturday. From 36th Street to the Entertainment Station, the last car departs at 11:26 PM Sunday-Friday, and at 12:56 AM Saturdays. Unfortunately, due to the death of my father-in-law a few days earlier, I was unable to attend the opening.

Port Authority Trans-Hudson Corporation

While life can never be as it was prior to 9/11, the Port Authority reported that ridership numbers are up on the World Trade Center Line and that Lower Manhattan is slowly recovering. Three months after the November 23, 2003 opening, ridership is up to 30,000 per day, 12,000 more than expected. This puts WTC ahead of 33rd Street, which has 26,500. No mention was made in a *New York Times* report about the impact that the December 15, 2003 opening of Secaucus Transfer (NJ Transit refers to the station as Secaucus Junction) for weekday service has had on the uptown line. The *Times Herald-Record* reported that 30 days after the opening of Secaucus Transfer, the number of passengers transferring through Secaucus Transfer was 3,700 on weekdays and 1,500 on weekends. Of those totals, more than 500 are traveling to stations other than NY Penn, e.g., Newark, Newark Airport, Trenton, etc. It is expected that the weekday totals would increase to 4,700 within six months. Metro-North spokesman Dan Brucker was quoted as saying that with the April schedule changes there would be an additional train on the Port Jervis Line, but that is contingent on Alstom delivering its order of Comet Vs. This contract is two years late in delivery due to numerous problems including the truck manufacturer, Buckeye, going out of business.

New York Waterway ferry service has also been affected by both rail openings, and it has responded ac-

cordingly by reducing service and the size of its fleet. Prior to 9/11, it carried an average of 33,000 passengers per day on all of its routes. Following the terrorist attacks ridership peaked at 65,000, leveled off to 60,000, and is currently at 40,000.

PATH ridership during 2003 was up by 20,000 from 160,000 in 2002.

Museums

Shore Line Trolley Museum (Branford) has announced its schedule for the 2004 operating season. Members Day will be held on April 24 and the popular "Rapid Transit" weekends will occur on the fourth weekend of each month. The specific dates are May 22/23, June 26/27, July 24/25, August 28/29, and September 25/26. Anyone who has attended these has always had an enjoyable time. There are also a host of other events and activities planned, and you will find them on Branford's website: www.bera.org.

Meanwhile, body restoration work continues on Brooklyn PCC 1001. The *Trippler* reported that at the beginning of 2003, this car was partially stripped and bare, and by year's end exterior paint removal was completed and metalwork repair has been done to the sides, rear, and front. The exterior is in primer, and work is ongoing to strip the interior paint. Other cars that operated in the metropolitan area have not been neglected, and a status report appears below.

- Newark PCC 27 – a new set of center doors was fabricated
- NYCTA R-17 6688 – exterior was repainted, its interior received some touch-up paint
- BMT Elevated Trailer 197 – continued exterior and interior wood refinishing and overhaul of its gates
- BMT Closed Motor 1227 and Convertible Motor 1349 – platform work
- Hudson & Manhattan 503 – another section of floor framing was rebuilt and headlining panels were refinished
- Maintenance work was done on IRT 5466 and IND 1689

Other Transit Systems*Boston, Massachusetts*

The MBTA Board recently approved several contracts, including \$9 million for South Station remodeling finishes, \$2.3 million for new gates to be used in the upcoming conversion to automated fare collection, and \$3.5 million for a consultant to assist in the deployment of the 100 Breda LRVs.

Citing security concerns, "T" officials are considering a shutdown of North Station during the National Democratic Convention to be held in the FleetCenter from July 26-29. Early planning calls for Green and Orange Line trains to bypass the station. Member Todd Glickman, who emailed this report, used as his subject, "Why I'll be on vacation this July." *The New York Times*

(Continued on page 10)

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

(February 28) reported that for the National Republican Convention at Madison Square Garden in Manhattan between August 30 and September 2, Penn Station would be kept open.

Philadelphia, Pennsylvania

SEPTA's Board of Directors was set to award the contract for 104 Silverliner Vs to a Korean firm with no experience building this type of car for the American market. This was a key element of the bidding process on which points were awarded. The company, United Transit Systems, Incorporated, was declared the low bidder although it ranked fourth out of the companies that bid on this project. In terms of technical score, Kawasaki was number one, but its bid was \$14 million higher than the UTS bid of \$236 million, and facing a budget shortfall again this year, the Board decided to save the money. History has shown that SEPTA does not have a good track record in terms of car procurement in the dollar cost of placing new equipment into service and the amount of time that it has taken. Two examples are the Norristown and Market-Frankford cars. Both companies (ASEA and Adtranz) had little if any experience in their respective markets, as the results have shown.

The Philadelphia Inquirer reported that Adtranz was the low bidder for the replacement cars on the Market-Frankford Line, and the cars arrived two years late and had a variety of technical problems including faulty door mechanisms that cost SEPTA \$6.2 million to replace. Charges of "politics" have been thrown into this matter, as UTS hired a firm with political ties to the Republican Party to lobby SEPTA, a charge that was denied by GM Faye Moore. Kawasaki was considering all options to try to get this contract. A Kawasaki spokesman told the **Inquirer** that his company had built over 32,000 cars for other countries in the past 30 years. In the past two decades it has built cars for Philadelphia (Broad Street Subway and the LRVs for the Subway-Surface and Red Arrow Lines) and New York City. One of the "parents" of UTS sold 12 cars to the Alaska Railroad in the 1990s. On February 25, a Philadelphia judge stopped the process, pending a hearing that was scheduled for March 15. The whole thing became moot on March 20, though, when SEPTA's Board decided to re-bid the contract.

Meanwhile the older cars soldier on. Member David W. Safford wrote that he believes that the "Superior Interior" program which replaced the entire interior (liner, floor, ceilings, seats and fittings) of the Silverliner cars appears to be completed, as he has not been in any non-renovated car since late last year.

Metro reported that SEPTA is midway through a multi-year project to install continuous welded rail in the entire Broad Street Subway. While this work is being done, trains are rerouted to the express track. Crews are also making masonry, lighting, and platform tile repairs to

stations. The first class of eleven has graduated from a joint SEPTA/TWU training program. Transit workers study on their own time, but the sponsors provide the program. Two graduates have already moved up from general maintenance to Track Equipment Operators. SEPTA is expanding the Warminster station parking lot from 540 to 800 cars, making it the largest SEPTA-owned lot in the system. 1,800 new spaces have been added system-wide over the past five years. A second phase of major renovations to the Walnut-Locust station now starting will include new elevators, new stairs, platform tile, and tactile edges, as well as three new head-houses over the Broad Street sidewalk stairs. Thanks to David W. Safford for these reports.

New schedules went into effect on SEPTA's Suburban Division on February 11. On the Norristown High-Speed Line, there is now an outbound "Limited" at 6 AM, from 69th Street to Norristown, which only makes intermediate stops at Ardmore Junction, Bryn Mawr, and Gulph Mills. Evening improvements include the addition of Norristown Express and Bryn Mawr local trips. Early weekday morning operating times were adjusted on Routes 101 (Media) and 102 (Sharon Hill) to allow for better connections at 69th Street.

From **Cinders**: The third PCC II arrived from Brookville Locomotive on January 27. No firm date has been given for restoration of trolley service on Route 15/Girard, although it is expected to happen this year. Service last ran on this line on September 12, 1992.

Pittsburgh, Pennsylvania

PAT's newest car is being tested on the out-of-service Drake Line. The car still has no number nor markings according to member Mel Rosenberg. Mel also sent a report that the North Shore Connector Project has been granted "Recommended Status," and will receive a "Full Funding Grant" by the Federal Transit Administration. What this means is that the Port Authority and the FTA will negotiate a final agreement that includes a financing plan, construction scope and schedule. This connector will extend the existing LRT line from Gateway Center under the Allegheny River to the North Shore and from the Steel Plaza station to the new David L. Lawrence Convention Center. The project is budgeted at \$363 million, and the \$55 million that has been recommended in the FY 2005 budget would support the start of construction, which could occur late this year or early next year.

Washington, D.C. area

Virginia Railway Express increased the number of ex-METRA *Gallery* cars on its trains on February 18 and 19. This caused a shuffling of equipment, and in some cases resulted in overcrowded trains for those days until the car sets were reconfigured. Readers can check the website www.vre.org/service/consist-feb.htm for details.

This transit agency is also proposing to restructure its

(Continued on page 11)

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

fare composition to include the introduction of a five-day pass, instituting a step-up ticket for Amtrak cross-honor trains, increasing the expiration dates for VRE tickets, reducing the grace period for monthly tickets to half a day, and modifying the discounts on existing tickets. Incorporated into the discount restructuring is a fare increase. Additionally, VRE is looking to eliminate week-end cross honor service on select Amtrak trains. If approved, these changes would go into effect on June 28, 2004.

Member Steve Erlitz rode in the first trainset of the rebuilt Washington Metro 2000-series cars on February 24. They were on the Yellow Line for the first time. Total rebuilds will make them look like the 5000-series. Unfortunately, the 1000s, 1100s, and 1200s will not be as lucky.

Memphis, Tennessee

The Main Street and Riverfront Trolley lines in downtown Memphis were closed from January 27 through February 5, to finalize tie-in of the new Madison Avenue Line with the two existing lines. This was done so that testing and training could be held. The Madison Avenue Line was scheduled to go into passenger service in mid-March. An interim bus shuttle provided service to trolley users. The new line will connect to the Medical Center. MATA officials hope to receive funding to continue the Madison Avenue Line from the Medical Center to the airport and to purchase modern light rail vehicles for use on that route.

Florida

Governor Jeb Bush set the wheels in motion for a citizens' petition drive to repeal the 2000 constitutional amendment that approved construction of a high-speed rail system, because of the cost of the project. 488,000 signatures would be required to put a proposition on the ballot that would repeal this amendment. Not everyone is behind this repeal initiative. Thanks to members Joe Gagne and Dennis Zaccardi for the report.

Tri-Rail awarded a contract to Colorado Rail Car for a three-unit trainset consisting of a single-level power car, an unpowered bi-level coach, and a powered bi-level cab car.

Tempe, Arizona

According to *Mass Transit*, the city of Tempe is paying the Union Pacific Railroad \$1.8 million for its downtown bridge property and a spur line, which will be used for a planned light rail project.

Seattle, Washington

Plans are being made to close the downtown trolley tunnel for about 18 months, starting in September 2005. The reason for this closure is to retrofit the tunnel for joint operation by trolleys and buses. The tunnel will be used by cars operating on the 14-mile line to Tukwila, when it opens in 2009. During construction, buses

would be rerouted to 3rd Avenue.

Sacramento, California

Recently elected Governor Arnold Schwarzenegger has come up with a novel idea of how to reduce his state's multi-billion dollar deficit – transfer \$1.2 billion of Proposition 42 gas funds to the General Fund. Unfortunately, he may not realize that the reason that this proposition exists is to fund traffic congestion relief projects. *Progressive Railroading* reported that this proposal could jeopardize transportation projects around the state.

Southern California

Having decided to take a cruise to the "Mexican Riviera" to celebrate our 30th wedding anniversary, it became obvious that this trip could also include some rail-fanning, as the ship departed from San Pedro. Although I did not consider it a "goal," I had hoped to ride on three trolley systems in three days. In order to do this we started off in San Diego. An early morning flight out of JFK put us there at around 10 AM, and several hours that afternoon were spent riding. I purchased the "1 Day Tripper" pass for \$5. (One-way fares are \$2.25.) Our hotel was across the street from the Convention Center station, which is served by the Orange Line. The first car went as far as El Cajon, where I got off to wait for the next car to Santee. While the operator was changing ends, I mentioned that I was from New York and had retired from NYCT, and he asked me if I knew (member) Mike Glikin. Of course I told him I do. The following car arrived 15 minutes later, and the operator was also friendly and answered any questions that I had. Between Santee and the next stop, Weld Boulevard, there is only a single track to the next stop, otherwise the line is double-tracked. After a 20-minute layover, the car departed for its inbound run. Forty-two minutes later we were at 12/Imperial where I got off to wait for the Blue Line car to Mission San Diego. Again, the (female) train operator was friendly. Backing up a bit, it is near this stop that the new stadium (Petco Field) for the San Diego Padres is located. MTS's yard and maintenance facilities are also located here. About 10 minutes later I was on my way to Mission San Diego. Plans are underway to connect the Orange and Blue Lines, and construction is evident at this station, where in addition to the concrete work there is a sign that reads "To Be Continued." This line, referred to as the Mission Valley East Extension, is 5.6 miles long and will join the Orange Line at Grossmont Center. Routes will be reconfigured when this extension is completed, and there will be a Green Line. In the timetable, mention is made of an opening in mid-2005. I learned from speaking with the train operators that there is to be a one-mile tunnel with a station in this section. Both lines had sections where cars operate at 55 mph, although the street running was slowed down by some track reconstruction work. San Diego's original cars (1000s) are primarily assigned to

(Continued on page 12)

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

the Blue Line, although all my trips were done aboard the newer 2000s.

I got off at the America Plaza station, and crossed the street to the Amtrak station, which is still referred to as "Santa Fe Depot." In fact, the Santa Fe logo is on the roof. A North Coast Transit District (known as *Coaster*), commuter train was preparing to depart for Oceanside, 42 miles north. The current *Coaster* timetables are dated Fall/Winter 2003.

The following morning I boarded Amtrak #769 for a trip to Los Angeles. Formerly known as *San Diegans*, this service is now marketed as *Pacific Surfliner*, and there were three of five cars were of this type. I chose to ride in one of the "Superliner" cars that are also used in this service. Most of the other passengers opted for the newer cars. My return trip would be in one of the newer "Surfliner" cars, and in comparing the two types of cars, I found the "Superliner" to be more comfortable. There are sections of single track, which caused the train to wait for the southbound to clear the main track, and although we were a few minutes behind schedule at our next to last stop, Fullerton, we were several minutes early at Los Angeles.

My reason for traveling over three hours to Los Angeles was just to ride the Gold Line. Only in operation since last July, this line has almost every type of operation imaginable: elevated, tunnel, cut, and street running. In fact, the last three stations, Lake, Allen, and Sierra Madre Villa, are in the median of I-210, which makes for a very noisy environment. There is virtually no horn blowing since all grade crossings are protected with four-quadrant gates. Since it was a Saturday, the lighter traffic was moving faster than the trolleys' 55 mph. Fares changed on January 1, with the cash fare being lowered to \$1.25. Tokens are still \$1.10. At the same time a new \$3 Day Pass was introduced, and I purchased one from a vending machine. Gold Line cars board on Tracks 1 and 2 at Los Angeles Union Station from the only high-level platforms in the station. After departing from the station, we made a stop to change operators, and while I did not know it at the time, all of the riders were in for a treat. Our new operator, a Native American with a pigtail, proceeded to provide a commentary of sights and sounds. For example, as the car approached the Southwest Museum stop, he played Indian music over the PA system and gave a description of the museum including the admission costs and hours of operation. Upon arrival at the terminal I conveyed my thanks to the train operator for the wonderful job that he did and mentioned my transit employment. He told me that to anyone who compliments his commentaries, he gives a souvenir Buffalo nickel. Even though I politely told him that I have a collection of them, he still insisted that I keep it and suggested a station where I might find

a restaurant. I "dropped back" two intervals to have lunch. After I returned to Union Station, there was about a half-hour before the departure of Train #780, which I rode to San Juan Capistrano, where my wife met me. We spent the night with friends at their home in Orange County.

LACMTA is pursuing federal funding to extend the Gold Line east into downtown Los Angeles, the Little Tokyo Arts District, Boyle Heights, and East Los Angeles by 2009. This Eastside Extension will have eight stations, and a 1.8-mile underground section, and is the transit agency's highest priority rail project. One more Gold Line note: the former Del Mar Santa Fe Railroad station in Pasadena is being completely rebuilt from the ground up. Member Dennis A. Cavagnaro told me that when the Santa Fe ran its main line (actually Pasadena Subdivision) service here (*The Chief* and *The Super Chief*), many Hollywood stars would detrain in Del Mar, rather than in LAUPT. Much of the right-of-way from Sierra Madre Villa, because it is in the median of the highway, has been preserved, and the line could be extended to Metrolink's San Bernadino rail line in Cucamonga.

In Union Station, Amtrak timetables for the *Pacific Surfliner* and *San Joaquin* services dated October 27, 2003 were plentiful, but finding LACMTA timetables was a bit more difficult. In trade for an NYCT map and *Metro-Card*, I was able to get two sets of Metrolink timetables. These were issued on January 28. The Red, Blue, and Green Line timetables that were issued June 29, 2003, remain in effect; however, a new Gold Line timetable went into effect on February 1.

On Sunday morning, we drove to the Long Beach Airport to return our rental car and took a shuttle van to the cruise ship terminal at San Pedro. The art deco-designed Airport Building at LGB is magnificent, and there are no jetways to take you to the plane. We would experience walking on the tarmac, just like it was done years ago, when we returned home the following Sunday. After checking in we boarded the *Vision of the Seas*, coincidentally the same vessel that took us through the Panama Canal four years ago. Following an inspection of our stateroom and a quick lunch, we got off and walked a short distance to the San Pedro Trolley, which also began running last July. The first car to arrive was 1058, and I purchased two all-day tickets for \$1 each. We did not have too much time, but enough to ride to the end of the 1.5-mile line, which has four high-level stations. I dropped back so that I could ride in the other operating car, #500. One operator described sister car 501 as a "hangar queen" due to teething problems that prevent it from being used in regular service. These two cars are "replica cars" that were constructed at a Port of Los Angeles facility in Wilmington, California, across the harbor. The original 500s ran from 1903-1930, including the routes to the San Pedro station at

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

5th Street and Harbor Boulevard. 1058 resulted from the restoration of 963 by a man named Richard J. Fellows, in 1963. He lengthened the car and also converted it to run on rubber tires, and the car received a vehicle identification number (VIN), which it retains to this day, making it possibly the only electric trolley to have one. It was used in movie productions, and appeared in parades into the 1990s, when it was purchased by the Port of Los Angeles, which converted it back to rail operation.

There are three grade crossings, complete with flashing lights. I was told that the cars have a 26B1 Brake Valve, and the handle is the same as is used by NYCT. In fact, the sounds emitted by the brake valve sound very "subway-like." Herzog Transit Services operates the line, which runs Fridays through Mondays, the days that the ships call. Service is provided on the other days as needed.

Our ship made stopped at three ports, Cabo San Lucas, Mazatlan, and Puerto Vallarta. Mazatlan was the only place that I saw rails. Our tour guide told me that passenger and freight trains use those tracks. Public transportation in these cities is by bus, many of which are the "colectivo" types – best described as small school buses with rear doors. In Cabo San Lucas, I found many former U.S. school buses were being used. Unlike many other South American and Caribbean countries that I visited, I did not see any U.S.-built second-hand buses, but there were plenty of coaches of Mexican manufacture, including Dina, Somex, and MASA, plus some that were European.

Paris, France

On December 16, 2003, the automated *Meteor* Line 14 was extended 0.8-km (less than 0.5 mile) from the Madeleine station to Gare St. Lazare. One of my colleagues who works in my company's Paris office told me that this line parallels Line 12.

CORRECTION

Member Bob Wright reported that there is a slight correction from last month's **From the History Files**. "PATCO actually succeeded SEPTA as the operator of the Bridge Line/Hi-Speed Line. PTC was taken over by SEPTA on 10/1/68. The Bridge Line stopped running on 12/28/68 to allow for construction on the Ben Franklin Bridge. PATCO began running in New Jersey on, I believe, 1/4/69 and extended to Philadelphia as you noted (2/15/69). PTC/SEPTA never owned the Bridge Line. It was the property of the Delaware River Port Authority (as is PATCO), which succeeded the Delaware River Joint Commission in the 1950s. The Bridge Line cars were owned by DRJC/DRPA and operated by PTC/SEPTA under contract. SEPTA purchased 23 of the 26 Bridge Line cars (built by Brill in 1936) in 1970 and these continued to serve on the Broad Street subway until 1983-84."

From the History Files

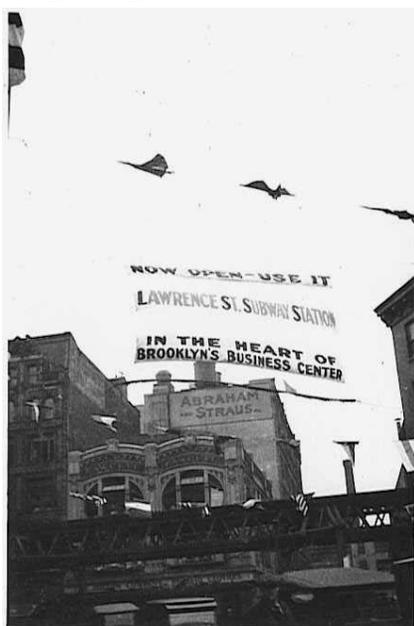
40 Years Ago: On April 20, 1964, the Chicago Transit Authority began service on the *Skokie Swift*, a five-mile vestige of the Chicago, North Shore & Milwaukee, using cars that were designed for speed.

20 Years Ago: On April 30, 1984, electric service began from Brewster North, now called Southeast, on Metro-North.

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

Lawrence Street Station...At the Beginning

(Continued from page 4)



Lawrence Street at Fulton Street, looking south, at opening of station, June 11, 1924..

NJT RIVER LINE OPENING WEEKEND, MARCH 13-14, 2004
photographs by Andrew Grahl



New Jersey Governor James McGreevey inaugurates service in Trenton on March 13.



The first train, consisting of cars 3511 and 3507, at the Entertainment Center station on March 14.

NOSTALGIA CORNER

This month, we look at Brooklyn's Lexington Avenue "L"...



Exterior of Franklin Avenue station, September 15, 1950.
Bernard Linder collection



Franklin Avenue station looking west, September 15, 1950.
Bernard Linder collection



Myrtle Avenue looking west from Grand Avenue Tower, September 15, 1950.
Bernard Linder collection



Myrtle Avenue station looking south from Grand Avenue Tower, September 15, 1950.
Bernard Linder collection



Grand Avenue Tower—
US&S 1906-vintage
electropneumatic inter-
locking machine. →
Bernard Linder collection

←
Grand Avenue Tower
(Grand and Myrtle
Avenues) looking
west, September 15,
1950.
Bernard Linder collection



NYCT SUBWAY CAR UPDATE

by George Chiasson

Hello Again, Everyone!

Thinking Spring: There has been a pleasant hiatus since last we corresponded, and the winter of 2003-2004 proved a lot more reasonable than most. Life for all of us (New York City subways included) has gone on since November, when the last Redbirds were retired. As time moves on the center of concentration is shifting from the IRT to Subdivision "B," where most of the action has been the past several weeks, and is expected to be for the next several years. Though fondly remembered, the Redbirds have largely faded from the collective consciousness, the R-142S and R-160 lay ahead, and so does ongoing commemoration of the Subway Centennial. So, as the earliest twinges of annual renewal begin to draw us back outside, now is the time to examine, analyze and chronicle the bits and pieces of history (large and small) which have filtered in over the past four months. We'll be back again sometime in the midst of summer heat with another follow-up, and from time to time as the IRT's 100th Anniversary approaches...So, Back to Work (however briefly!).

R-142s (First Accident, All Else Status Quo)

No R-142 or R-142A transfers occurred during this interval, and it now appears that comfortable fleet levels have been reached on ②, ④, and ⑤. Consolidations which were initially anticipated now appear unlikely until delivery of the 80 R-142S cars commences this summer, though 8 trains of R-62s remain on ④, and ③ equipment is on the tight side until then as well. On March 15, 2004 the basic R-142 fleet configuration remains thus: 6301-6680 on ②; 6681-7060 on ⑤; and 7061-7180 with 1101-1250 on ④. R-142As were also unchanged as of the same date: 7211-7215, 7221-7405, 7411-7660, 7681-7685 and 7726-7730 on ⑥; 7216-7220, 7406-7410, 7661 7680 and 7686-7725 on ④.

Following demise of the experimental 11-car R-142A train on October 22, unit 7716-7720 resumed ④ service on November 25, 2003. It took a bit longer for 7711-7715 to be restored to operation, but it was finally on the road as of January 9, 2004. Though all 520 R-142As have remained active, an unusual incident on the morning of January 5 has sidelined one of the Bombardier-built R-142 sets. A-car 6416, while piloting the 8:01 AM trip from Flatbush Ave. to 241st Street, was struck and punctured by a protruding guardrail in the tunnel section leading into the station at 110th Street-Lenox Avenue. A lengthy delay was incurred but no passengers were injured. Serious damage was inflicted to the unit as the guardrail skewered the gearbox on the truck at the #2 end and propulsion equipment beneath, and then protruded through car's floor. It is anticipated

that 6416 will be sidelined for a considerable length of time, but it definitely will be repaired.

R-62/R-62A Notes (Nippin' & Tuckin')

As of December 9, 2003, R-62s 1341-1345 and 1531-1535 were suddenly returned from ③ to ④, and what seemed to be a long-term hiatus in the movement of the IRT's older cars was disrupted. On March 12, 2004 these were joined by 1471-1475, 1566-1570, and 1621-1625. Going forward, the 8 trainsets of R-62s that remain on ④ are expected to stay until the fall of 2004, when deliveries of the 80 R-142S will enable them to finally move on to ③. Though they are now the IRT's oldest cars, the R-62s continue to see maximum utilization and mileage accumulation, having become the backbone of the ③ line. They are also still being seen on ④ at any time of day or night, including weekends and midnights. In the latter part of February, some R-62s even made spot appearances on ① for the first time in their career, though not as part of a regular assignment. A nighttime General Order forced the diversion of ① trains to New Lots Avenue (much like the service pattern in effect between September, 2001 and September, 2002), which led to blending of the ① and ③ fleets. On some occasions, ③-assigned R-62s and R-62As were "trapped" at the 242nd Street end of the line by morning, and actually used on the ①/⑨ for much of that day. Conversely, ① equipment that found itself in Brooklyn (red stripe R-62As) was used on ③ until arrangements could be made for its return to Broadway (usually via specially extended service from New Lots Avenue to 242nd Street.) At least one ① train that was laid up at New Lots Avenue following this GO was even grabbed for several round trips on ④ about February 25, and during the week of March 1.

On February 26, eyebrows were raised when single-unit R-62As 1904, 1907, 1910, 1913, 1914, 1923, 1926*, 1928, 1940*, and 1942 suddenly appeared on ⑦, then again on February 27 when unitized R-62As 1841-1845 and 1846-1850 turned up on ③. In short order, though, it became apparent what was afoot. When the first R-62As were transferred to Corona for ⑦ back in February, 2001, some objections were raised about the unitized cars being imported from ⑥ (and later from ③). Though not commonly so, equipment can fail and when required to run a train from an alternate operating position, this circumstance would find the next available cab in the sixth car of the train. Further, the ⑦ line can challenge the abilities of its equipment, given its difficult grades and demanding schedules. But with replacement of the Redbirds paramount, no major

(Continued on page 17)

NYCT Subway Car Update*(Continued from page 16)*

changes were made to the R-62As, and trains were configured with one 5-car unit on the north (Flushing) end, and six single units on the south (Times Square) end, in part to minimize the potential for service disruptions in the Steinway Tunnel. With the Redbirds no longer an issue, it appears an effort is now being made to reduce the presence of unitized R-62As on 7 by swapping 5-car units to 3 in exchange for the last 35 available single units. Since November, 3 had been sharing 55 single unit R-62As between 3 (where one to three 10-car trains would appear daily) and the 42nd Street Shuttle. Under previous fleet plans, 4 would be the ultimate recipient of these 55 single units, with 20 to be dedicated to the Shuttle, and the remainder used as spares for 4. Ultimately, it now looks like the 20 singles will still be retained for the shuttle (with maintenance responsibility to be transferred from Livonia to Jerome), but the 35 "spare" cars off the Shuttle will now either consist of unitized R-62As, or perhaps even a small block of Kawasaki R-62s to be left on 4 permanently.

The Redbirds (Movin' On)

The on-again, off-again progression of single-unit R-33s through 207th Street Shops for conversion to "GOH-II" specifications was definitely on in recent months, and all indications are that 37 of the 38 survivors will be upgraded. Through February 29, work had been completed on 9310, 9311, 9312, 9313, and 9314. R-33S 9341 was partially completed then placed in temporary storage at 207th Street, and 239th Street Work Motors 9328, 9330, 9331, and 9333 were in the early stages of conversion work within the shop. Ultimately, these and the handful of remaining cars (9319, 9320, 9340) should all be completed and be ready to continue their duties as utility vehicles.

By the end of 2003, the status of R-33s 8816/8817 and 9020/9021 was clarified, and both sets were returned to Concourse Yard as full-time Work Motors, bearing a "1" prefix to their original car numbers. Conversion of the former 8987 to Rider Car RD-400 was largely complete by the end of January, 2004, while mate 8986 had been largely used as a parts source. As of this writing, it is expected that most of the remaining Reserve fleet will also become Riders or converted for other purposes over the next several months and years. For sure, in whatever purpose they continue to serve, the Redbirds' legacy will be a long one.

Subdivision "B" Assignments, Before & After the Bridge Reopening

On November 2, 2003 the operation of weekend 6 trains was restored across the Manhattan Bridge, which reduced equipment requirements by three trainsets. Though R-68s and R-68As continued to handle the vast majority of service on this route, it was still possible to

see an occasional weekend train of R-40s or R-40Ms on 6, and very likely so on the "old" 6 (Astoria-Coney Island), right up through February 21, the day before schedules changed. As a prelude to restoration of the Chrystie Street Connection, all 12 R-40Ms remaining at East New York for 1/2, L, and M (4530-4533, 4536-4541, 4548/4549) were shifted to Coney Island on January 19, 2004, where they turned up on N and 6. These were in turn joined by "Coney Island" (GOH) R-42s 4940-4949 on February 20, which appeared that day on a final 6 run, then were strictly used on B for the first two weeks after the Manhattan Bridge restoration. On March 5, the sharing of R-40Ms and R-42s at Coney Island inevitably yielded its first mixed consist on B, and by March 12 combinations of the two had been seen on N and 6 as well. Whatever the case, these represent the first GOH R-42s to be regularly assigned away from East New York, and the first such equipment at Coney Island since the last unrebuilt R-40M/42s were removed from service on April 3, 1989.

As had been widely predicted, R-68s 2740-2775 (36 cars) were directly transferred from Coney Island (N, 6, 6) to Concourse (D) during the February 21-22 weekend. Within a week, all were commonly intermixed with previously assigned R-68s as if they had been together for years. The R-68s and R-68As remaining at Coney Island were widely spread between N and 6 after February 22. For exceptions, at least one train of Coney Island R-68s had wandered to D (February 28), and a set of R-68As used on B (February 27-March 4). Within two days, these two trains were returned to routes on which they normally operate. To round things out, R-40s and R-40Ms have become fixtures on B and 6, but are less visible on N in comparison to 75-foot equipment since February 22. A weekend GO in effect through late February and early March found N trains rerouted from Astoria to 71st Avenue. This expanded requirements by approximately 5 trainsets and resulted in the use of more 60-footers (R-40 and R-40M). Equipment assigned to 207th Street/Pitkin (A, C) was unaffected by the February 22 schedule change, while the former S-Grand Street Shuttle was lost from Jamaica (E, F, G, R, V).

R-143 Happenings

Things have been tranquil with the R-143s since the 208th car was accepted last August, with 8121- 8124 still being held aside as a CBTC Test Unit and not used in passenger service. The installation of CBTC across the length of the 14th Street-Canarsie Line has continued, with buses used to replace trains from Eighth Avenue to Broadway Junction on several weekends since the Atlantic Avenue relocation was completed in September, 2003. Earlier installation work (and bus substitution) on the Canarsie end of the line finally bore fruit on March

(Continued on page 18)

Around New York's Transit System

Sources of Heat in Subway Stations

Subway stations are always hot in the summer. When the temperature was checked at Grand Central, the thermometer read 100 degrees.

Although the hot air from the cars' air-conditioners contributes to this temperature rise, it is not the main source of this excessive heat. To identify the heat sources, a study was made. NYC Transit's Fall, 1995 **CPM News** published the results of a June 3, 1994 study listing the relative magnitude of heat sources in subway stations and tunnels:

FACTOR	PERCENTAGE
Train braking	58.6%
Car air-conditioning	18.7
Train acceleration	13.2
Station internal load	5.1
Tunnel lighting and third rail	2.9
Car accessories	1.5

The above tabulation reveals that the cars' air-conditioners dissipate only 18.7 percent of the excess

heat in the station. However, more than three times as much heat is generated by the braking and acceleration of the trains entering and leaving stations. Unlike the older cars, whose resistors are energized during acceleration and dynamic braking, the R-142, R-142A, and R-143 car classes are equipped with regenerative braking and solid state devices that generate variable voltage and variable frequency alternating current during acceleration. Therefore, stations on lines where all new cars are operated should be slightly cooler.

Broken Rail Detector

A prototype broken rail detector system has been installed in the Eighth Avenue Subway for testing purposes.

This detector is composed of two units installed on the southbound track, A3. The first unit is installed in the 190th Street station and the second unit is located south of the Dyckman Street station.

Correction

On page 1 of the March, 2004 issue, the caption on the right-hand picture should read, "Park Row looking north, after exit platforms were removed in the mid-1930s."

NYCT Subway Car Update

(Continued from page 17)

1, 2004 when CBTC was completed from Broadway Junction to Rockaway Parkway. By some time in 2005 this will be activated when installation is completed on the 14th Street Line and all the R-143s become capable of utilizing the CBTC system.

Conclusion

Delayed as it might have been, my hope is that the extra time taken to formulate this Update has made it more accurate and complete. The resumption of subway service on both sides of the Manhattan Bridge

represents a 15-to-20-year landmark for MTA New York City Transit, and as the Subway Centennial unfolds, so too, are new opportunities for growth and change even aside from the pending equipment acquisitions. Stations are constantly being rehabilitated, upgraded, and restored, even while CBTC on the 14th Street-Canarsie Line continues to develop and will later be expanded to other lines. Most importantly, at least at this moment, the prospects for phase-in of the long-deferred Second Avenue Subway look better than they have in decades. So, once again we bid a temporary farewell, and in the meantime, keep the faith!

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

Following is the current R-62A assignment:

CARS	SHOP	ROUTE(S)
1651-1840	Corona	7
1841-1850	Livonia	3
1851-1900	240 th Street	1
1901-1956 (single units)	Livonia	3, 5 (42 nd Street)
1957-2155 (single units)	Corona	7
2156-2475	240 th Street	1

Following is a correction to our column in the March, 2004 issue: "Cars were transferred on January 19 as stated," instead of, "We do not know when these cars were transferred."