

The Bulletin



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The Bulletin

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NYC TRANSIT STRIKE OF 2005 by Randy Glucksman

Background and Contingency Plan

It was expected that MTA New York City Transit subway and bus workers would authorize a strike effective 12:01 AM Friday, December 16, 2005, when the vote was taken at the Jacob Javits Convention Center in Manhattan on Saturday evening, December 10. In the days leading up to the deadline, bits and pieces of the city's contingency plan were released to the media, and it turned out that the plan was just about the same as was in place the last time that the Transport Workers Union contract expired in December, 2002. (Please refer to the January, 2003 *Bulletin* for details.) *The New York Times* quoted Councilman John C. Liu, chairman of the City Council's Transportation Committee, as describing the plan as a "lite" version of the 2002 contingency plan. His explanation is that in 2002, some post-9/11 restrictions on cars entering lower Manhattan still existed, and there were more ferry lines in operation.

The Strike Begins

When the contract expired on Friday morning at 12:01 AM, workers remained on the job, and some negotiations were held over the weekend, but the next deadline loomed at 12:01 AM Tuesday, December 20. As the clock turned to 12:01 AM Tuesday, there was still no strike. That caught many off guard, because at 3 AM as Transport Workers (and Amalgamated Transit) Union members walked off the job, and the subway and bus systems were shut down. Presumably this was done in an orderly fashion. Before dawn, when commuters began their trek to work, temperatures were in the 20s and 30s.

To prevent gridlock, a four-person-per-car requirement was imposed for all automobiles entering Manhattan south of 96th Street until 11 AM. This included the Lincoln, Holland, Brooklyn-Battery, and Queens-Midtown Tunnels as well as the bridges connecting Manhattan with Queens or Brooklyn.

The fares for the special train services which are described below had been reported as \$3 initially, but as the strike deadline neared the fare was upped to \$4, which without a *MetroCard* is slightly more than three times the normal subway fare (\$2 at a 20% discount).

Providing these services required modifying the normally operated schedules to provide both crews and equipment. Some regularly scheduled trains had their consists reduced in size and their stopping patterns modified. Shuttle trains were not operating on the first day, but were running on Days 2 and 3 and on Friday morning.

MTA Metro-North Railroad

On the Hudson Line, Metro-North operated shuttle service between a temporary Yankee Stadium station and Grand Central Terminal, stopping at 125th Street starting at 5 AM. Until 10:36 AM, there were two trains per hour, and between 11:10 AM and 4:09 PM, hourly service was provided. All trains carried 7100-series numbers, with a 17-to-20-minute running time. Outbound trains departed hourly from Grand Central Terminal from 11:25 AM-3:31 PM and 9 PM-12 AM. Two trains per hour operated from 4:08 through 7:55 PM. My son Marc went to the Yankee Stadium station and reported that eight sets of

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FULTON STREET SUBWAY by Bernard Linder

CONSTRUCTION HISTORY

Construction of the tunnel between Broadway-East New York and Grant Avenue was nearly completed long before service was extended to Broadway-East New York on December 30, 1946. Installation of equipment was delayed due to the shortage of materials during World War II. Following is a progress report of tunnel construction:

LOCATION	CONTRACT AWARDED	WORK STOPPED	PERCENT COMPLETE
Pennsylvania Avenue from Conway Street to Fulton Street	October, 1939	August, 1942	100%
Fulton Street to Ashford Street	September, 1938	November, 1941	99
Ashford Street to Crystal Street	October, 1938	November, 1942	100
Crystal Street to Grant Avenue	October, 1940	December, 1942	96

East of the Broadway-East New York station, the tunnel curves under the former East New York Depot. When the new bus garage and repair shop was built, part of the new storehouse was supported on the subway roof. A portion of the old trolley barn was removed.

As soon as materials were available, equipment was installed in the tunnel and Pitkin Yard:

EQUIPMENT	CONTRACT AWARDED
Escalator—Broadway-East New York station (in service July 1, 1948)	January, 1946
Pitkin Yard lighting	October, 1946
Pitkin Yard electrical work	October, 1946
Pitkin Yard heating	November, 1946
Pitkin Yard special work	February and March, 1946
Euclid Avenue station finish	November, 1946

The cost of this extension, including Pitkin Yard, which could accommodate 585 cars on 40 tracks, was \$46.5 million. This figure includes 139 additional cars, which cost \$9.5 million.

Trains started operating to Euclid Avenue on November 28, 1948. Forty R-10 cars, which were just delivered, provided the additional service. These postwar

new technology cars were illuminated by twenty-four 72-inch and two 48-inch cold cathode fluorescent lamps. Light intensity was 15 foot-candles at the reading plane, much higher than that of the older cars. Power for the lamps was supplied from the third rail through resistors.

Because fluorescent lamps do not operate well on direct current, a timer reversed the polarity frequently. The old-type windmill fans were replaced by eight 12-inch bracket fans mounted two on a fixture, arranged to circulate the air around the car. The car heaters were thermostatically controlled to maintain uniform car temperature. The installation of shock absorbers improved riding qualities by dampening vibration and side sway.

New-type interlocking machines using the entrance-exit (NX) system were installed at Euclid Avenue and Pitkin Yard. Under the NX system, a route is set up by operating or pushing an entrance button and pushing an exit button at the point at which the train is to be moved. After pushing these buttons, all the signals and switches are operated automatically. When the route is established, a white line of light indicates that the signal cleared. As soon as the train passes the signal, the white line of light turns red. This line of light extinguishes when the rear end of the train passes the point indicated by the exit button.

In the older system, a lever must be operated for every switch moved and every signal controlling movements over the switch. Under this system, several levers must be moved before a route can be established and more than one person may be needed in busy towers.

The next project was the extension from Euclid Avenue to Lefferts Boulevard via the Liberty Avenue Elevated. To operate this through service, a ramp was built connecting the new Grant Avenue station with the Hudson (80th) Street station. Station platforms on the Liberty Avenue Line were lengthened to accommodate 10-car IND trains. The estimated cost of this project was \$8.7 million.

The Fulton Street "L" ceased operating on April 27, 1956. Buses replaced trains between Euclid Avenue and Lefferts Boulevard from 7:15 PM Friday, April 27 to 1:00 PM Sunday, April 29, 1956, after which **A** trains started operating to Lefferts Boulevard.

ROCKAWAY LINE by Bernard Linder (Photographs from the author's collection)

Most LIRR Rockaway trains were routed across Jamaica Bay on a wooden trestle where fires occurred frequently. On May 7, 1950, another fire on this trestle gutted the timbers supporting it. When it became apparent that the bankrupt railroad was unwilling to spend large sums of money to repair it, the City of New York decided to purchase it. On June 11, 1952, the Rockaway Line was sold to the city for \$8.5 million and the portions still operated by the Long Island Rail Road were leased back to it.

NYC Transit replaced the old wooden trestle with an embankment built of sand dredged from Jamaica Bay. Tracks were supported by steel and concrete pilings. Two new bridges were built and several stations were rebuilt. Tracks in Rockaway Park Yard were rearranged.

After the trestle fire, Long Island Rail Road service was rearranged. Trains operated via Valley Stream and

Interlocking closed on October 20, 1950. Rockaway Park service was discontinued on October 2, 1955. The last Rockaway Park train left Flatbush Avenue at 9:53 PM and the last train departed from Rockaway Park at 11:29 PM, after which all trains terminated at Far Rockaway. Trains still used the station built for the grade



The Long Island Rail Road's Far Rockaway station, looking west, August, 1954.

Nassau County to Far Rockaway and Rockaway Park. There were still some Far Rockaway short-turns until later in the year, probably discontinued when ROCK



Rockaway Park station, August 27, 1955.



Far Rockaway station, looking east from Mott Avenue, August, 1954.

Rockaway Line

(Continued from page 3)

crossing elimination. A smaller LIRR Far Rockaway station was opened farther east on February 21, 1958.

After the trestle fire, LIRR service to Hamilton Beach was reduced. Effective October 2, 1955, trains terminated at Ozone Park. In 1956, there were four daily trains operating on two tracks and carrying 775 passengers. Effective October 29, 1958, a spring switch was installed at White Pot Junction and trains were single-tracked on Track 1 (northbound). Manual block signaling was in effect and speed was restricted to 30 miles per hour. Only one train operated each way. Just before abandonment, the AM rush hour train carried 220 passengers while the evening rush hour train transported 130 riders. Fare was 80 cents. The last train departed from Penn Station at 5:37 PM, passed White Pot Junction at 5:55 PM, and arrived at Ozone Park at 6:09 PM on June 8, 1962.



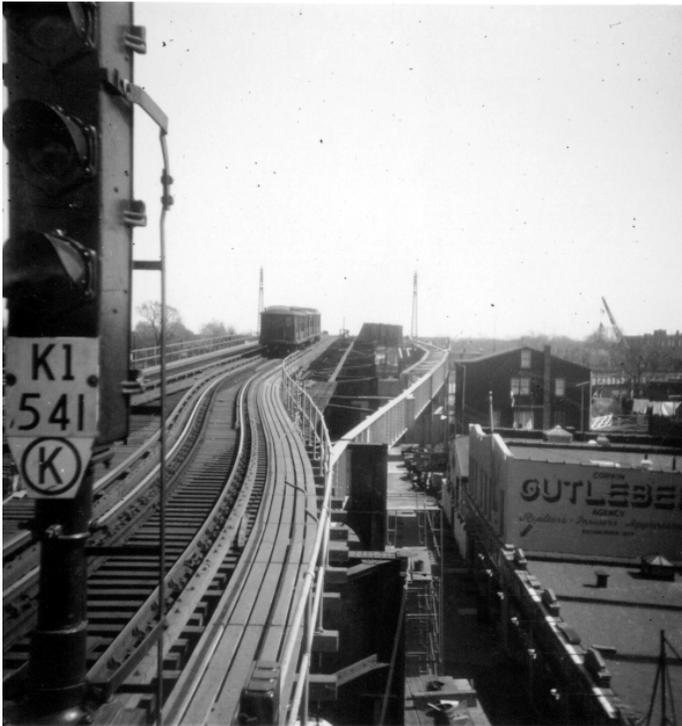
Liberty Avenue "L," approaching Rockaway Boulevard station, looking west.



Liberty Avenue "L," approaching Rockaway Boulevard station, looking west, December 12, 1955.



Liberty Avenue "L," looking west, December 12, 1955.



Fulton Street "L," looking east from Rockaway Boulevard.

The Long Island Rail Road, pursuant to lease with the City of New York, operated service over the city-owned portion between Ozone Park and White Pot Junction. The lease was renewed in 1956 and 1959, and expired June 10, 1962. The LIRR discontinued operation and the property reverted to the City of New York.

During the transition period, NYC Transit rehabilitated the line and installed a new signal system. IND trains started running on June 28, 1956. The first trains were

the 6:38 PM Rockaway Park and the 6:48 PM Far Rockaway trains from Euclid Avenue.

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Note: The pictures on this page represent the temporary track layout during reconstruction, February 20-May 8, 1955.

Rockaway Line

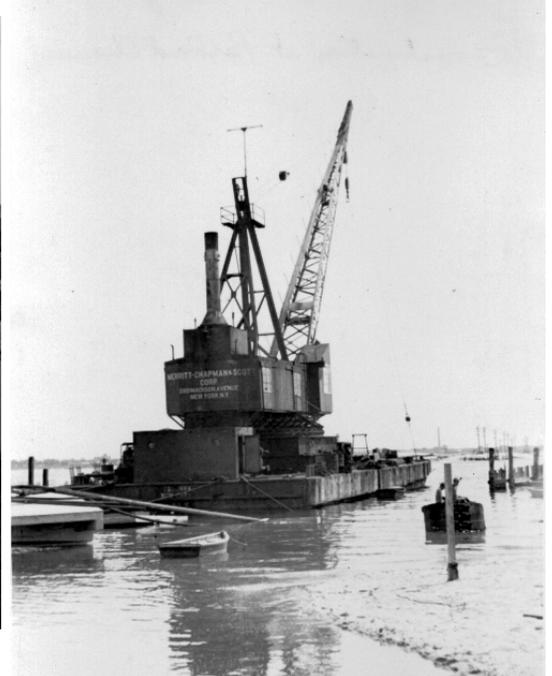
(Continued from page 4)

A trains running between Far Rockaway and 207th Street furnish the longest ride on the transit system, 32.29 miles. Midday running time is about 94 minutes.

The greatest distance between stations on the transit system is 3.70 miles from Howard Beach to Broad Channel.



An eastbound (railroad southbound) **A** train of R-10 cars leaves Rockaway Boulevard in May, 1969. This is the same location as in the leftmost photograph on page 4.



Pile construction at Broad Channel, August, 1954.

TECH TALK
by Jeffrey Erlitz

Just when you thought you would never live to see Communication-Based Train Control (CBTC) become a reality, it has done just that. On January 5, CBTC Operating Rules and Regulations and Operating Procedures became effective in CBTC Territory on the 14th Street-Canarsie **L** Line. On R-143 revenue trains, the CBTC Bypass Switch will be sealed in the "BYPASS" position and the CBTC Train Operator Display screen will indicate "CBTC Bypass." Initially, CBTC territory is limited to Tracks Q1 and Q2 from Broadway Junction to Canarsie-Rockaway Parkway. This also happens to be the section of line that will continue to have wayside automatic signals for a long time. This is to enable non-CBTC equipped trains from **J**, **M**, and **Z** to make trips to the Canarsie car washer under normal signal protection rather than cumbersome absolute blocks. Needless to say, diesel-powered work trains will also run non-equipped for the foreseeable future

Tuesday, January 17 was officially "CBTC Day" on the Canarsie Line. Starting on that day, two revenue trains of R-143s had the seals on their Bypass switches broken and ran in Automatic Train Protection Manual (ATPM) mode but only between midnight and 5:00 AM.

The Train Operators continued to operate the trains manually but with full CBTC indications on their display screens. Most noticeable to someone looking out the front window would be the signals displaying flashing green to indicate "Proceed according to CBTC Train Operator Display." Interestingly, when flashing green is displayed on home signals, the route aspects on the lower head are dark. All signals display conventional aspects for non-CBTC trains. As time goes on, more trains will be operated in ATPM mode and the hours of service will be extended. The next section of line to "go live" is supposed to be from Eighth Avenue to Third Avenue.

As part of this milestone, the Rail Control Center is monitoring, but not controlling, the Canarsie Line. The following Automatic Train Supervision (ATS) functions are currently in service:

- System alarm indications (carborne and wayside)
- Automatic Train Operation (ATO) Inhibit commands
- Slow Speed Order commands

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NYC Transit Strike of 2005

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wooden platforms (to accommodate four cars) had been built to the west of Track 4 (Harlem River side), similar to what exists at Belmont Park Race Track. The pedestrian overpass was on the west side of the stadium by the big bat, down to the parking lot, next to the Bronx Terminal Market. There were no signs, but there were a number of customer service personnel and police at the station. In New York Central and Penn-Central days, there were two nearby stations at 138th Street and High Bridge (West 169th Street). They were closed on July 1, 1973 and June 2, 1975, respectively.

A temporary booth, which was staffed during the peak hours, was also evident. After the peak hour, fares were collected by train crews, who punched Fordham Road as the entering station. Upon arrival at Grand Central Terminal, Marc noted that tickets for the outbound Yankee Stadium Shuttle service were gate-collected, as is done on Thanksgiving Day and New Year's Day morning. Ironically, although a station will be built for Yankee Stadium in the near future, it took a transit strike, and not the presence of the most famous sports franchise in the world (more than 80 years after it moved across the street), to bring this development. A similar station was also constructed here three years ago when the previous contract expired. As we know, there was no strike and Yankee Stadium Station (I) was dismantled.

Metro-North also operated shuttle train service (7400-series) between Spuyten Duyvil and Grand Central Terminal. In most hours the regular service was supplemented by two to four of these shuttles. The special train schedules were only available to the public via Metro-North's web site.

Metro-North designated the following track assignments at Grand Central Terminal:

TRACK(S)	DESTINATION(S)
36-37	Riverdale, Spuyten Duyvil, Marble Hill, University Heights, and Morris Heights
38	Yankee Stadium
39-42	Wakefield, Woodlawn, Williams Bridge, Botanical Garden, and Fordham

Harlem Line shuttles were numbered in the 4300-series, and ran between Mt. Vernon West and Grand Central Terminal. They made all stops except Tremont and Melrose, which were covered by many, but not all, of the trains that normally stop there. Even under the regular schedules these two stations do not have a lot of service. There were three shuttle trains per hour (5 AM-6:53 AM), then four trains per hour (7:06-8:45 AM). Beginning at 9:10 AM, and continuing until 12:25 AM, there were between two and four trains per hour, two of them being Strike Shuttles. The others were the regularly scheduled trains. Outbound service generally repli-

cated the inbound.

There were news reports that on Day 2, the lines were so long that the estimated waiting time to board a train was two hours at Fordham.

New Haven Line trains made all of their regularly scheduled stops, including Fordham.

MTA Long Island Rail Road

The Long Island Rail Road provided special rush hour service for Queens customers from 6 AM to 9 AM and 4 PM to 7 PM, bypassing regular station stops. Below is a listing of the special Queens service which was operated during those times:

AREA	NOTES	NO STOPS	FREQUENCY
Eastern Queens/ Western Nassau	8 additional trains AM 9 additional trains PM	Bellerose and Hollis	15 to 20 minutes
Southeast Queens/ Western Nassau	n/a	Rosedale, Locust Manor, and St. Albans All Far Rockaway and Long Beach trains stop at Valley Stream and Laurelton	15 to 20 minutes
Northern Queens/ Western Nassau	n/a	Little Neck, Douglaston, Auburndale, Broadway, Murray Hill, Flushing/Main Street, Shea Stadium	15 to 20 minutes
Great Neck/ Bayside Hub service	All stops Port Washington to Great Neck, then Bayside and Penn Station	n/a	15 to 20 minutes
Central Queens	Regularly scheduled trains	Jamaica, Kew Gardens, Forest Hills, Woodside	n/a
Shuttle trains	Kew Gardens, Forest Hills, Woodside and Penn Station	n/a	15 minutes
Long Island City	Limited connecting ferry service	Hunterspoint Avenue	About every 20 minutes

In order to accommodate the aforementioned services, seven AM Peak and eight PM Peak trains were canceled or combined.

Port Washington Branch trains stopped at Shea Stadium during off-peak hours and would have stopped there on weekends.

Specific entrances were assigned to riders at Penn Station depending on their destination. Here are two examples: Eastern Queens, Hicksville, Huntington, Port Jefferson, Oyster Bay, Hempstead and West Hempstead riders had to use the Eighth Avenue and W. 33rd Street (subway) entrance and passengers bound for Woodside, Forest Hills, Kew Gardens and Jamaica had to use the Seventh Avenue entrance, also known as the "main marquee," which is across the street from the Hotel Pennsylvania. LIRR tickets could only be pur-

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NYC Transit Strike of 2005*(Continued from page 6)*

chased by entering the W. 34th Street entrance.

The LIRR reported that ridership on Day 2 was up 50 percent from a normal weekday, and for the 6-7 AM hour on Day 3, there had been an additional increase of 7 per cent. **The New York Times** reported that morning ridership on Metro-North and the Long Island Rail Road was up a total of 85,000.

NJ Transit

NJ Transit did not alter its service, but did deploy some of its personnel to assist commuters. On Day 1 of the strike, I rode the Pascack Valley Line Express, and it had significantly more riders. Two of them were my neighbor and his brother, who own a business in the West Village and had driven to Manhattan as they usually do. Unfortunately for them, they were turned away because of the four-passengers-in-a-car rule. So they rode to Hoboken and switched for PATH. My neighbor told me that in the evening, when he and his brother arrived at the 9th Street station just before 5 PM, they found extremely long lines which stretched for several blocks. After observing the situation for a few minutes, and having determined that the line was not moving, they were forced to make other arrangements.

Port Authority Trans-Hudson Railroad

Between 6 AM and 8 PM, a special weekday-only service was operated from the World Trade Center station via Exchange Place and Pavonia/Newport to 33rd Street. Trains operated on a 7-minute headway. My co-worker Eric told me that those trains carried blue-green markers, signifying a combination of the Hoboken/33rd Street and World Trade Center/Hoboken routes. Eric also mentioned that the service was "sluggish," due to the additional trains. **The Star-Ledger** reported that on the first day, 70,000 rode trains from New Jersey, an increase of 5,000 from a normal day. At times, the entrances to some stations had to be closed because of crowding on the platforms. On Day 3, PATH carried 296,963 riders. Port Authority spokesman Steve Coleman said: "we don't believe the numbers were higher since we began operating PATH in 1962." Hoboken traffic was up 12 per cent.

Ferries and Other Modes of Transportation

On the bus side, with the exception of the former Command Bus Company, which had joined the MTA Bus Company on December 11, the drivers who work for MTA Bus went on strike. These involved the routes of the former Liberty Lines, New York Bus Service, and Queens Surface Lines. Employees of Jamaica Buses and Triboro Coaches struck one day earlier at 12:01 AM Monday, December 19. Green Bus Lines (still a private company), which was struck last year, continued operating throughout the strike.

Taxi cabs entering Manhattan south of 96th Street on weekday mornings until 11 AM were also required to

have four passengers. Taxi drivers reported that they were making more money, due to the establishment of "zones" and the ability to carry four passengers, each of whom was paying his or her own fare. The cost for each zone was \$10, although crossing into additional zones was supposed to be \$5.

The New York Times reported that there was one glitch in the city's contingency plans – ferry service from Brooklyn to Manhattan. New York Water Taxi, a private company normally operates from the Brooklyn Army Terminal to Lower Manhattan. Fewer than 200 riders use this service and the company was not prepared to handle the 2,700 who made their way to the pier. However, on the first day of the strike, when more than 700 shivering commuters were discovered at the BAT pier, city officials pressed the Staten Island Ferry *John A. Noble* into this service. The boat was also used that evening. No fares were charged. By the end of the day, NY Water Taxi had chartered two larger boats from companies on Long Island and in Massachusetts.

All of the suburban counties set up park-and-ride lots for car pooling. The City of New York also designated a number of park-and-ride lots.

MTA Staten Island Railway operated shuttle service between Ballpark (normally in use only during Staten Island Yankees games) and St. George with a Park-and-Ride lot arrangement.

Throughout the strike, the Transit Museum Store in Grand Central Terminal remained open.

Access-A-Ride continued operating.

The Roosevelt Island Tramway ran extended service (possibly 24 hours).

If you saw NYCT buses operating on city streets during the strike, you were not seeing things. Marc told me that NYPD Officers drove NYCT buses on at least eight routes. These buses had "POLICE BUS" on the sign and paper signs in the window. There was a staging area at Pier 42 on the lower east side of Manhattan, near South Street, by the Sanitation facility. The buses came from various garages.

The Taylor Law

In the days and weeks leading up to the strike and after it began, the word "illegal" was applied to this work stoppage, the penalties of the Taylor Law notwithstanding. I wondered who the "Taylor" was, whose name had become bandied about. Before I could "Google" his name, **The New York Times** (December 21) had an article about this law and Dr. Taylor. After the 12-day transit strike in 1966, Governor Nelson Rockefeller stated: "I am determined that this should never happen again." So, he named Dr. George W. Taylor, a mediator, arbitrator, and University of Pennsylvania history professor, as chairman of a panel to investigate this matter. The law which was named for him, was enacted in 1967, and superseded the Condon-Wadlin Act, which proved to be unenforceable because it mandated the

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NYC Transit Strike of 2005*(Continued from page 7)*

automatic dismissal of striking public workers, and barred rehired workers from getting raises for three years. The Taylor Law calls for severe financial penalties for unions who strike. Penalties for individual workers were added in 1969, and as far as NYCT workers go, it was invoked only in 1980, during an 11-day strike. NYCT President Lawrence G. Reuter had a letter placed on the MTA website asking striking TWU members to cross the picket lines and return to work. There were instructions on how and where to report.

The Strike Ends

After a night of what was reported to be continuous negotiations at the Hyatt Hotel, just after 11 AM Thursday, December 22, mediators from the New York State Public Employment Relations Board held a press conference to announce that the TWU had agreed to recommend to its the Executive Board that union members to go back to work while the main issue, concerning the age at which members may retire and start receiving their pensions (currently it is 55; MTA wants to go to 62) is addressed separately. The following is part of the mediators' statement: "It is evident to us that the pension changes suggested by the MTA are extremely difficult for the TWU to accept. It is equally clear to us that the MTA's legitimate need to address its long-term financial challenges must be addressed in these negotiations. It would be inappropriate, at this time, for us to ask the MTA to withdraw its pension proposals, without an assurance that the TWU is willing to review alternative means to address those challenges, such as the rising costs of health benefits. The MTA has informed us that it has not withdrawn its pension proposals, but nevertheless is willing to discuss whether adequate savings maybe found in the area of health costs." The ATU was also asked to take this recommendation, to return to work immediately to its members. A media blackout was imposed on both sides pending resolution of all of the issues.

At 2:40 PM, the TWU reported that the Executive Board had voted to return to work, and informed its workers who were scheduled to be at work to report immediately, and all others to report at their scheduled time. Mayor Bloomberg held a press conference and announced that it could take from 12 to 18 hours to fully restore subway service. Regular service was resumed on all lines beginning with trains scheduled to depart after 12:01 AM Friday, December 23.

During the work stoppage "Fire Watch" trains were operated over all of the lines by Train Service Supervisors.

Evening television news reports told of buses heading

out of various garages. All vehicle restrictions in Manhattan were lifted as of midnight. The special Metro-North and the Long Island Rail Road train services were continued through 11 AM Friday. However, the Yankee and Shea Stadium park-and-ride lots were closed on Friday. Because of this, there was no service at Shea Stadium. Regular Metro-North and LIRR service resumed at 11 AM Friday, December 23. However, the extra early afternoon holiday trains, scheduled to depart from Penn Station on Friday, December 23 between 12 and 4 PM, did not operate.

7-, 30-, and 40-day MetroCards were extended for three days after their expiration.

Costs of the Strike

The bullets below give some of the financial costs of the 60-hour strike. Not included are the inconveniences that were experienced by all who have come to rely on New York's mass transit system. News reports told of the severe financial impacts that affected many store owners in the days leading up to Christmas. Several who were interviewed reported that a significant amount of revenue was lost, at a time of the year that they rely on.

- New York City Comptroller William C. Thompson Jr. estimated that the financial losses to the city's economy were \$1 billion
- The City of New York lost about \$36 million in tax revenue
- \$22.5 million in fare revenue was lost by MTA
- Police overtime exceeded \$30 million. This effort included 16,000 Police Officers and 1,200 recruits
- Each striker lost three days of pay (depending on their days off) and stands to lose two additional days' pay for every day not worked
- The Transport Workers Union was fined \$1 million per day, for a total of \$3 million. Pending resolution of the contract, this fine could be negotiated to a lesser amount, or even possibly zero dollars

The Settlement

Exactly one week after the strike began, there were news reports that a tentative settlement had been reached, which would grant TWU (and ATU) members raises of 4, 4, and 3.5 percent over a 37-month period, which would expire on January 15, 2009. The unions also agreed that their members would begin to pay for a portion (1.5 percent) of their health coverage, and all agreed that the retirement age would remain unchanged for now. Workers were also granted Martin Luther King Day as a holiday. In mid-January, it was announced that the TWU membership had rejected the contract, by a total of seven votes. At press time there was no resolution, but there was little to no talk of striking again.

NEW YORK DIVISION BULLETIN - FEBRUARY, 2006

Tech Talk

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- Work Zone commands
- Blocked Zone commands
- Restricted Manual Interlock command
- Restricted Authority commands
- Always Reporting Block and Never Reporting Block acknowledgment
- Stop Now (Stop and Stay) and Stop at Next Station commands
- Station Restriction Override command.

This is a good point to provide you with some CBTC definitions since these are all new terms with which we are not too familiar:

TERM	DEFINITION
Automatic Train Operation (ATO)	Mode in which the train will operate from a starting point to the next stopping point (station, red signal, another train or any other cause) without the Train Operator using the master controller. When a train in ATO stops, it automatically reverts to ATPM mode.
Automatic Train Protection Manual (ATPM)	Mode in which the train is operated by the train operator under the protection of CBTC, which will apply service or emergency braking as needed
Automatic Train Supervision (ATS)	Computer system at the Rail Control Center with remote workstations at dispatcher's offices. Functions include train tracking, remote control of interlockings and automatic route setting.
Auxiliary Wayside Protection (AWP)	Operating mode when, due to failure, a train is unable to communicate with the wayside CBTC equipment. The train remains localized (except when crossing a switch) and is governed by civil speed limits and wayside signals. Trains in AWP are given standard signal aspects.
Auxiliary Wayside System (AWS)	Wayside signal system in CBTC Mainline Territory and CBTC yards. Provides interlocking functions for CBTC trains and functions as the signal system for other trains.
CBTC	Communications Based Train Control. System in which trains are capable of exchanging messages via radio with a controlling computer (Zone Controller), which authorizes train movements. Incorporates a means by which the location of a train can be dynamically determined apart from track circuits.
CBTC Bypass	Mode in which train operates at normal speeds while CBTC controls are disabled.
CBTC Mainline Territory	Mainline territory fully equipped with CBTC wayside equipment to support operation in ATPM and ATO modes.
CBTC Territory	Line, portion of line, or yard where CBTC is operational.
Movement Authority Limit (MAL)	Message from the zone controller to the train, authorizing the train to proceed to a certain location, and identifying the type of obstacle present at that location, for which the train must stop. The MAL appears on the CBTC Train Operators Display in the form of a colored vertical bar with a graduated distance scale.
Offside Display (OD)	Instrument panel featuring numeric displays and individual indication lights, installed in the operating cab on the side opposite the Train Operator Display. Provides information regarding train berthing and dwell status when doors are operated from that side of the cab.
Rail Control Center (RCC)	Central supervisory office for subway operations. ATS central equipment is located here.
Restricted Authority (RA)	Authority given by the RCC Desk Superintendent allowing a train to be operated in ATPM mode at a maximum speed of 10 mph.
Restricted Manual (RM)	Mode used in the event of CBTC failure to release a train from CBTC control. CBTC is disabled but the speed of the train is limited to 10 mph by non-CBTC carborne equipment.
RM Release Switch	Sealed switch that is used to "unlock" the RM mode when RM mode cannot be unlocked by ATS.
RM Unlock	Command issued by ATS to permit RM mode operation.
Trip ID	Information displayed on the CBTC Train Operator Display and ATS that contains the train's interval.
Unequipped and Failed Operation Wayside Pushbutton	A wayside pushbutton at specific locations that must be operated to allow any Unequipped Train or train with failed CBTC to proceed.
Unequipped Train	A train that is not equipped for CBTC operation.
Wayside Signal Protection (WSP)	Mode for CBTC-equipped trains while in non-CBTC territory. Trains operate at normal speed, governed by wayside signals.
Work Zone	Area established by the RCC where persons are known to be performing work on or adjacent to CBTC territory that is protected by caution lights or flags, CBTC-enforced speed restriction and inhibiting of ATO.
Yard Mode	Mode intended for use in CBTC-equipped yards. Train speed is limited by CBTC to 10 mph. Protection is provided against red signals and overrunning the end of track, but not against occupied tracks.
Zone Controller (ZC)	Computer located in signal rooms along the wayside. Establishes MALs for CBTC-controlled trains.

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Commuter and Transit Notes

by Randy Glucksman

Connecticut Department of Transportation

The State of Connecticut approved a \$25 million expenditure for the purchase of 12 new locomotives. Under the plan, which was approved in December, 2005, the order would be split between dual-modes for New Haven-Grand Central Terminal service and diesel-electrics for Shore Line East. First to arrive will be the diesel-electrics, starting in April, 2007 while the dual-modes, because they are more complicated, would take longer to construct. They are scheduled to arrive in mid-2008. Meanwhile, CDOT had not selected a contractor to overhaul the VRE cars. As of December, just 12 of the 26 were in service. Thanks to member David A. Cohen for sending this report from *The New Haven Register*.

Member Bob Underwood found out that there had been a "stealth" opening of the two high-level platforms at the Guilford station on November 28, 2005. Bob wrote that there was no coverage of this event in the newspapers or on television. Construction of the hi-level platforms at Madison and Westbrook is scheduled to get underway sometime this year.

Bob wrote that he took advantage of the holiday-only train on December 23 and 30, 2005, by riding Train #1626 (2:10 PM New Haven) to Guilford, Clinton, and Old Saybrook. These trains were comprised of Bombardier and ex-VRE cars, and had CDOT GP40s or leased Amtrak P-40s as motive power.

Shore Line East riders also benefited from a similar promotion to that which MTA offered to its regular riders. Those who purchased a monthly December ticket received a complimentary off-peak 10-trip ticket. Those who bought 10-trip tickets got one free round-trip off-peak ticket. However, there was a catch; those tickets had to be used by the end of January. Riders who purchased December UniRail (MN/SLE) tickets received the promotional tickets from each railroad. SLE service did not operate on Mondays, December 26, 2005 and January 2, 2006. Thanks again to Bob for this news.

According to State Senator Bob Duff, "the Danbury Branch has always been the stepchild to the New Haven Line." In December two public hearings were held on proposals to improve service on this single-track, non-electrified branch which runs between Norwalk and Danbury and carries about 1,000 daily riders. Under consideration are electrification; full or partial double-tracking; and an extension beyond Danbury to New Milford. According to the study, double-tracking would require expensive land acquisition but would make the service more reliable and frequent, further increasing ridership. Until an August, 1955 hurricane, the Danbury

Branch was electrified. Once the study is completed, CDOT will make recommendations on how to carry out the project.

MTA Long Island Rail Road

An organization has been formed in eastern Suffolk County that proposes to replace the current Long Island Rail Road service with what is described as "small-scale rail and bus shuttles." The group calls itself Five Town Rural Transit, Inc. (5TRT). Its proposal calls for LIRR service to operate as far east as Ronkonkoma (Main Line) and Speonk (Montauk Line). Its website (<http://eastendshuttle.org>) has an artists rendering of a Colorado Railcar DMU in an "East End Shuttle" scheme. It proposes to use such vehicles to provide service as often as every thirty minutes during peak periods, seven days a week, year round. There would be twenty-one rail stations in the new system, of which fifteen presently exist plus five reactivated stations and one new station.

Their plan calls for seamless transfers from trains to shuttle buses waiting at the stations to transport passengers to stops close to their final destinations along shuttle bus routes in surrounding villages and hamlets. Shuttle buses will also pick up passengers at stops and bring them to the train stations. Enhanced bus stops will have parking facilities and a shelter with benches. *The Shuttle* network would replace Long Island Rail Road trains and Suffolk County Transit buses on the East End. 5TRT says that MTA collects more than \$60 million in taxes annually from East End taxpayers, and 5TRT's system would cost less than \$40 million. A portion of that money would be used to fund this service. New York State Assemblyman Fred Thiele has filed legislation in Albany to create a Peconic Bay Regional Transportation Authority that would operate this service. Buses to be used would be Hybrid Electric Vehicles. A "transportation summit" was held in early December, 2005 at Southampton College to discuss the results of a four-year \$1 million study, and according to *The East Hampton Star*, "it took four years for East End towns and villages to reach an 'understanding' that they have to work together to improve transportation." Thanks to member Barry Zuckerman for sending this report, and to member Joe Gagne for some additional information.

NJ Transit

Effective January 1, System Timetable 1 (General Order 101) went into effect replacing General Order 901 from 2005.

New timetables were issued effective January 15, for the Montclair-Boonton, Morris & Essex, Northeast Corridor, and North Jersey Coast Lines. A number of adjust-

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ments were made in the 8-8:30 AM time period at Secaucus Junction. The special holiday services were also removed from these editions. NJ Transit also flipped the colors of the covers on this edition.

Since January 2, my observations have not found any long/low door cars, or "sliders," in service, but now one can find solid trainsets of 5700-series cars with one or two 5100-series cab cars. It can now be expected that all doors of all cars will open at Secaucus Junction, with a reduction in dwell time. An email reported that the real reason that these cars were retired was not because they lacked the emergency door releases, but because the releases were located inside the car body rather than in the vestibule. In the first week of January, I noted some consists with every type of Comet car, including NJ Transit and Metro-North Comet Vs in the same train. There was even a five-car train of all-center door cars.

Starting January 9, in order to perform construction work on the Nanuet Siding, midday Train #1621 (1:56 PM Hoboken/Spring Valley) was turned at Pearl River. Bus service was provided for those destined for Nanuet and Spring Valley. This work was expected to continue weekdays for several months, except for Martin Luther King Day and Presidents Day.

Metropolitan Area

Restoration work on the historic Piermont (New York) station began late December as workers started to replace the 9-foot tall cupola. This ex-Erie Railroad station served Northern Branch trains until service ended on December 13, 1965. *The Rockland Journal News* reported that the Piermont Historical Society took over this project two years ago, soon after the village took ownership of the 19th Century building. So far, it has raised about \$75,000 for the roof repairs. The Historical Society is attempting to get the station listed on the State and National Register of Historic Places. Its style is described as Resort Gothic.

The On-Time Performance (OTP) statistics for 2005 were released in mid-January, and, as reported in *The New York Times*, having your own New York City terminal can have a tremendous impact on the results. Metro-North, of course, is the one commuter railroad that can make that claim, and its OTP fell .1 percent short of its goal of 97.5 percent. Last year, Metro-North operated 194,053 trains, including 395 special New York City subway strike shuttles between Manhattan and the Bronx. In 2004, the OTP was 96.1 percent.

On the Long Island Rail Road, 92.2 percent of its trains arrived on time. This is down from 2004's 92.7 percent. LIRR officials attributed this decline to the three-day New York City subway strike in December, during which it ran 528 extra trains and accepted delays

exceeding six minutes to 950 of its other trains.

Overall, 94 percent of NJ Transit trains were on time. This figure is down from 2004's 94.4 percent. NJ Transit broke down the figures by providing AM and PM peak periods, which were 91.6 and 92.8 percent, respectively. Both NJ Transit and the Long Island Rail Road share New York Penn Station with Amtrak, and each is affected by the other.

All of these railroads use the same standard, i.e., that a train can arrive up to 5 minutes 59 seconds late and be counted as on-time.

Albany, New York

In early January, the Senate High Speed Rail Task Force issued its report, and Senate Majority Leader Joseph L. Bruno came out in support of expanded rail service. According to *The Legislative Gazette*, he unveiled the five-phase plan to be completed by 2015. Amtrak operates the services between New York City and Buffalo. In what is called the South Corridor, it operates over some tracks that it owns, as well as tracks that are owned by Metro-North and CSX. West of Albany, it operates on CSX trackage, having to compete with freight trains for space. The report also cited the age of Amtrak's cars, many of which are more than 30 years old – they should be replaced. It has been recommended that the state purchase the trackage that it does not now own, to place it under unified control. It should then upgrade the physical plant to permit trains to operate at 110 mph. Grade crossings should also be eliminated. West of Albany a second track should be constructed. There would also be express service between Albany and New York City.

Museums

On January 17, Elevated Gate Car 1, from CTA's historical collection, made a circuitous 30-mile journey from a CTA yard in Skokie to the Chicago Historical Society at North and Clark, where it will serve as the centerpiece to the Society's new-look renovation. Number 1 was one of 180 wooden gate cars that was constructed for the Chicago and South Side Rapid Transit Company by Jackson Sharpe in 1892 to help provide Chicago's first rapid transit service. The car was restored to its original dark green and gold trim colors in 1959 and has been used for special events. In its original configuration it was heated by steam and lit with gas lamps, but it was converted to electric power. It remained in service until 1930. The North Side museum's renovation won't be unveiled until late September. Thanks to members Frank Pfuhrer and Neil Carlson for the report from the *Chicago Sun-Times*.

Other Transit Systems**Boston, Massachusetts**

On December 19, 2005, MBTA announced an ambitious plan to install its automated prepaid fare plan on nearly the entire network by the end of this year. Last

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month, 188,000 monthly ticket purchasers received those tickets in "CharlieTicket" format, which allows them to be renewed at automated kiosks.

On December 23, 2005, MBTA operated its regular schedule, with modifications similar to what were used on Thanksgiving Eve (January, 2006 *Bulletin*). After 8 PM on New Year's Eve, all MBTA service was free. Additional trains were operated in support of "First Night" activities on all commuter lines except for Fairmount.

There may be a light at the end of the tunnel with regard to the troublesome Breda LRVs. *The Boston Globe* reported that an agreement was reached between MBTA and AnsaldoBreda, the manufacturer, which will result in 85 rebuilt cars being delivered by next January. When the original \$222 million contract was awarded in 1995, it called for 100 cars. In place of the 15 cars, the "T" will receive spare parts, and both sides have agreed to drop their respective lawsuits. \$143 million had been paid to AnsaldoBreda before the "T" stopped making payments because the cars did not meet an MDBF standard of 9,300 miles. Of the 185 cars in the Green Line fleet, 55 were scheduled to be retired five years ago but have had to remain in service despite more frequent breakdowns. As a result, there are fewer than the 136 trolleys required for rush hour service. Additionally, the Green Line's lack of low-floor vehicles accessible to the disabled further slows service, because Operators must get out and use special lifts for passengers in wheelchairs. About 40 of the "T"'s 47 existing Bredas are operating on the B line, and they were expected to be assigned to the C line soon. After track repairs and improvements, the revamped Bredas will head to the E line by late fall, 2006 and the D line after that.

\$730,000 will be spent to give a facelift to the Symphony station (Green Line) and an additional \$330,000 will pay for AFC equipment. At the end, after years of having the station unstaffed, the "T" plans to have someone there part-time. The station, which opened in 1941, has a bronze plaque to commemorate the opening, but it was so grimy that it was illegible. About 1,700 passengers use the station each day. Fenway Park is located nearby.

There is a follow-up to last month's report about the Department of Environmental Protection's plan for transit expansion. A number of elected officials in Somerville are calling the plan unacceptable. They are opposed to pushing back the deadline for extending the Green Line to Medford by three years and adding new regulations that would allow the state to delay this and other projects an additional three years if needed. Under the DEP plan, the Green Line extension opening would move from 2011 to 2014 and would weaken the state's

obligation to build the transit projects it promised to do, to offset the pollution and congestion expected from the \$14.6 billion Big Dig. Thanks to member Todd Glickman and *The Boston Globe* for these reports and also for sending copies of the Winter Rapid and Silver Line Waterfront timetables which went into effect on December 31, 2005.

Lindenwold, New Jersey

Last May, when PATCO's "Route 55 Gloucester Assessment Study" was completed, it was the 17th study of the same geography since 1931. The next step will be an Alternatives Analysis Study to take place this year, which will delve deeper into the three alignments, which are listed below. Number 1 and 3 were studied in 1975, 1991, and 1995.

- Via median of NJ Route 55
- Via medians of NJ Route 42/Atlantic City Expressway
- Via existing Conrail (ex-PRSL) right-of-way that had electric train service (1906-1949) and diesel commuter service till 1971

Philadelphia, Pennsylvania

When SEPTA issued new Regional Rail timetables, more were issued than I wrote about in the January *Bulletin*. Thanks to member David W. Safford, who sent copies of the R-1/Airport, R-2/Warminster, R-2/Wilmington, R-6/Norristown, R-6/Cynwyd, R-7/Chestnut Hill East, and R-8/Fox Chase for December 11, 2005. David wrote that the remainder of the timetables in the rack bore the previous date of issue – June 19, 2005. He also sent copies of the special service that operated on Christmas Day.

SEPTA issued new schedules effective January 9, for the Combined Timetable between Glenside and University City; R-3/West Trenton and Media/Elwyn, and R-5/Lansdale/Doylestown. The sole holdover from the June 19 edition is R-5/Thorndale/Paoli. Thanks to member Gregory Campolo for sending copies.

David Safford also took a ride on the Market-Frankford "L" (December 20, 2005) during his lunch hour to see where the construction stood, the shutdowns for the construction having been annulled for the winter. He reported: "there were men working in the 30° weather at the new 61st Street station, which will actually lie west of the existing station and allow it to remain in service for the interim. The 63rd Street station is shut down completely for some fairly major changes. As for the structure, a short piece of new track assembly is installed immediately west of 61st Street, but not reaching as far as 63rd Street (unlike New York City, there are several intermediate blocks) but the cribbing remains at all of the new pylons and the unused bolt or rivet punchings argue more structure to come. All in all I had expected more progress, what with the extensive summer shut-

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downs.”

Member Bob Wright had some comments about my December, 2005 column. He agreed that SEPTA's TVMs were puzzling. “Many riders now have credit cards as part of Wage Works, TransitChek, etc. employer-subsidized transit programs. With my own, I can buy tickets from machines on NJ Transit and NYCT, but not SEPTA tickets, as its machines only accept change and old bills, as you encountered. PATCO is, unfortunately similar (although its machines will take new bills), but this is going to change when the new fare collection system is installed, possibly during 2006. I believe the Regional Rail Conductors are supposed to waive the surcharge if the machines are not working or you don't have old bills, but, knowing SEPTA, this policy is probably very subjective.”

With regard to the PCC-IIs: “You noted that they seemed to have all-new interiors, with the exception of the recycled seats (taken from retired Volvo articulated buses). Not sure if the bulls-eye lights are originals, but they look like it. The doors are new. but you could be right about the door motors — they sure sound the same. The big change to me is the missing window cranks, which I remember vividly — these cars had the split sash and window guard bars, which of course are now both gone with the sealed windows. The cars also sound much different compared to the old PCC motors, especially with their 'whine' at speed.”

Baltimore, Maryland

Maryland resident and member Steve Erlitz provided this follow-up report to the proposed station closings (St. Dennis, Jessup, Boyds, and Dickerson) that appeared in the January *Bulletin*. “On January 11, MARC announced the four stops will be closed March 6. The second Public hearing in Germantown was postponed from December because of bad weather and was held last week. The ridership at Jessup is down to one per day, mostly because of Savage and now Dorsey, and there was never any doubt about that one. St. Dennis was tricky. It has historical value (one of the original B&O stops to Ellicott City on the original railroad line) and is the closest to the former Relay Station where the lines split between D.C. and Point of Rocks. CSX needs to do major interlocking work that will affect the station and (CSX) would have had to rebuild it (then charging Maryland the costs). I thought (CSX) could dispose of it since the Penn Line Halethorpe station was nearby, but I did not account for the dozen or so (who) travel from there to College Park. They were told at the hearing to come to Dorsey, but many of them do not have cars and the MTA city bus that runs in that area does not run into Howard County or Dorsey. So I have not idea what they will do. Just an example of the anti-transit administra-

tion we have here in Maryland. It is hard to believe. I started from there when I moved here in '91 and they had cars filling up the lot by the third train (only were four then) and parking on the lead road up the hill to Route 175. There must have been over 100 cars. It was the third busiest station next to Laurel and Savage. That first winter the B&O still had approach lit signals so we could stay in our cars until the interlocking lit. The next winter they went on permanently. Was I glad to move. They started express service so I drove to Savage until Dorsey opened.”

South Florida

Florida Department of Transportation officials recently held a series of meetings with elected officials in Miami, Fort Lauderdale, and West Palm Beach as part of a study to determine whether rail or bus service should be initiated over Florida East Coast Railway trackage between Jupiter and Miami. Initially, FEC was not interested in sharing its tracks with commuter trains. This new study has postponed Tri-Rail's planned 16-mile expansion from West Palm Beach to Jupiter along the FEC. When this idea was originally conceived in 2001, the trains were supposed to be running this year. The service was put on hold because FEC wanted the study to consider the mass transit potential of the entire 85-mile corridor rather than one small stretch such as the Jupiter extension. Thanks to members Joe Gagne and Dennis Zaccardi for sending this report from *The South Florida Sun-Sentinel*.

New Orleans, Louisiana

St. Charles streetcars that have been reported as operating on Canal Street and the Waterfront Lines since December 18, 2005 included 930 and 947. All told, eight cars had been transferred, with six being used for service and the remaining cars held as spares. A more complete report was published in the January *Bulletin*.

Another mystery, the one concerning which cars were sent to Brookville Locomotive for evaluation, has been solved thanks to a report from member George Chiasson. The answer is Waterfront 463 and Canal Street 2019. All of the other cars remain at Randolph Street except for 461, which is at Carrolton Barn. Additional news: No work has begun on the St. Charles Line, but a used rectifier should be in place at the end of March to live up the balance of the Canal Street Line. Look for more cars to be transferred to Canal Street for this extended service.

Chesterton, Indiana

Metra Electric riders aboard Train #114 (8:26 AM University Park/Randolph Street), were the first passengers to ride in the new EMU cars when they entered service on December 19, 2005. These cars are part of an order for 26 which was awarded to Nippon-Sharyo. As was reported in the July, 2005 *Bulletin*, a ceremony was held on May 20, to present the first car to the public.

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Metra had intended to purchase 186 Highliner cars but deferred buying 160 earlier this year because it never received state funding.

Chicago, Illinois

On January 23, new Union Pacific West Line schedules went into effect which added the new stations of La Fox and Elburn. Details of this and the other new stations were published in the December, 2005 and January, 2006 **Bulletins**. The number of trains running between Elburn, the line's new terminus, and Chicago remains unchanged. During weekday rush hours, service to previously existing stations remains largely unchanged. Several inbound off-peak trains have been moved 15 or 20 minutes to accommodate for increased travel times getting to the new stations west of Geneva.

And on January 30, new timetables went into effect on the Southwest Line to add a new station in Manhattan and for the North Central Line for its four new stations. On the Southwest Line, the number of weekday trains was increased from 16 to 30. For now, two AM and PM rush hour trains serve the Manhattan station. The new schedule includes eight inbound morning trains, not including the train that departs Orland Park at 11:58 AM. Also, the new schedule adds options to the evening rush and adds two late trains departing Chicago at 9:50 and 11:40 PM.

On the North Central Line, the four new stations are: Grayslake, Rosemont, Schiller Park, and Franklin Park. Additionally, the number of trains running between Antioch and Chicago has been doubled to 20 compared to the old schedule. The reconfigured timetable adds two outbound trains at the tail end of the evening rush. Because the North Central service shares part of its route with the Milwaukee District West Line east of Franklin Park, minor changes were made on the Milwaukee District West weekday schedule. Thanks to Bob Hansen for this report.

CTA riders are paying 25 cents more per ride than they did before the first of January. Cash fares as well as the magnetic strip cards went from \$1.75 to \$2.00, and paper transfers are no longer being issued. Those who use the Chicago Card still pay \$1.75 and users earn a 10 per cent bonus for every \$10 that is added to the card. Through the end of March, the \$5 fee for this card is being waived.

The Metra fare increase which went into effect on February 1, also affected South Shore Line riders between Randolph Street and Hegewisch. The reason is that those stations are within the State of Illinois, and Metra controls the fares in that territory.

NICTD issued a timetable last July 31. Thanks to member Jim Beeler for sending copies.

During the period of September, 2004 through August,

2005, South Shore ridership had increased 3.9 percent. Off-peak ridership went up 6.5 percent and 12.8 percent on weekends and holidays. This has been attributed to the higher cost of gasoline. All of this ridership has put a strain on the equipment. Of the 68 cars in the fleet, two are undergoing a mid-life overhaul and each day, one car is shopped for an FRA Blue Card Inspection. This leaves 65 cars available, and the daily car requirements are for 63. Forty of the 63 cars make multiple trips to Chicago. The Board has been asked to look into the possibility of acquiring land to be used to store and purchase 10 additional cars. The cost of these cars has been estimated at \$30 million.

Another area that the Board has been asked to investigate is congestion at Kensington Junction, where the South Shore trains join the Metra Electric service. A "Kensington Bypass" has been proposed that would avoid the necessity of South Shore trains having to "make the window" (arrive within a specified period of time to merge with Metra trains) at Kensington.

Edmonton, Alberta, Canada

On January 1, one station was added to Edmonton's LRT. Health Sciences is one station south of Grandin/Government Center, and is the first new station to be added since 1992. Formal ceremonies were held on January 3. The City Council recently approved a four-station extension to Heritage. It will open in two phases: 76th Avenue and South Campus at the end of 2008, and Southgate and Century Park in the fall of 2009.

London, United Kingdom

A threatened 24-hour strike which was supposed to take place on New Year's Eve, fizzled out. London Underground officials reported that the strike drew little support as just 31 of 275 stations had been closed.

From the History Files

65 Years Ago: On February 6, 1941, the Chicago, North Shore & Milwaukee placed the *Electroliners* into service on the route between its namesake cities. There were two sets of *Electroliners*, which provided faithful service until January 21, 1963, when service was abandoned. Before 1963 ended, they were delivered to their new owners in Philadelphia. They entered service on January 26, 1964 on the Red Arrow's Norristown Line. Both units have been preserved in museums.

10 Years Ago: On February 1, 1996, CDOT extended Shore Line East service from Old Saybrook to New London, a distance of 18 miles. The two round-trips were supplemented by one Amtrak trip, for which a monthly SLE ticket was required. For a period there was even some reverse peak express service. Since the April 28, 2003 schedules, inbound AM riders must use Amtrak trains. There is one PM outbound trip that returns as an express to New Haven.

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

Tech Talk

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Also effective January 17, movements of one-car consists, including work trains, are to be done under an absolute block. In addition, when a single car or locomotive is occupying a pocket track at Rockaway Parkway or Eighth Avenue, no other train is permitted to enter that track.

Effective on the same day, the CBTC Train Operator Display and the offside display are not indicating correct trip information so the Trip ID, Dwell Time, and Next Stop indications are being disregarded. I haven't heard an explanation for this yet.

On January 13, a bulletin was put in effect limiting the maximum speed anywhere on the Canarsie Line to 45 mph. This essentially had no effect anywhere on the line except for the 14th Street Tubes, where the speed limit had been increased to 50 mph a few years ago. Apparently, this speed reduction was car equipment-based, not the fault of CBTC.

On the Jamaica **J** **2** Line, the Norwood Avenue station is being bypassed from January 1 to March 12. This is to allow Ahern Painting to complete its work under contract C-33233.

The bypass of Cortlandt Street station on the Broadway **N** **R** **W** Line will continue until at least February 27 for the construction of the Dey Street underpass.

The period of time during which the northbound platform at New Lots Avenue on the 14th Street-Canarsie **L** Line was bypassed was extended from December 21 to December 31, 2005 to allow M. A. Angeliades to continue performing station renovation work under contract A-35950.

Up on the White Plains Road **2** **5** Line, northbound Track 3 will remain out of service until March 18 to allow Judlau Construction, under contract C-34574, to continue structural and thru span rehabilitation work.

Between the hours of 8:00 PM and 5:00 AM, the R-160 test train is being operated on various Subdivision "B" lines testing clearances.

M-7s as high as 7575 have now been delivered to the Long Island Rail Road. As of January 14, the railroad's multiple-unit fleet was as follows:

CLASS	NUMBER IN SERVICE
M-1	242
M-3	172
M-7	562

The contract to construct the new entry pavilion and permanent ticket office at Flatbush Avenue-Atlantic Terminal was awarded to Stonewall Contracting Corporation on December 2, 2005 for \$25.8 million. A new street-level entry pavilion on the corner of Flatbush and Atlantic Avenues will be built, as will a permanent ticket office, customer waiting area, and restrooms down at

track level.

Normally, I do not discuss schedule changes in my column, but the upcoming LIRR timetable revisions on March 6 were announced too late for inclusion in Randy Glucksman's *Commuter and Transit Notes* column. Supposedly, these represent the largest service increase since 1988, when the electrification of the Mainline to Ronkonkoma was completed and full timetable initiated. There will be two major service improvements on weekends and several minor improvements weekdays.

The first major improvement occurs on the Port Washington Branch, where half-hourly service will resume after several years' absence, replacing the current hourly service from 7 AM to 11 PM, with trains leaving Penn Station at 14 and 44 minutes past the hour (currently 22 minutes past the hour). Westbound, trains will leave Port Washington at 5 and 35 minutes past the hour, as opposed to the current 39 minutes past the hour.

The other huge increase in service will be on the Port Jefferson Branch to Huntington. Currently, Huntington is serviced every hour and Port Jefferson every 90 minutes, with alternating Port Jefferson "scoots" terminating in Hicksville with a connection to a Ronkonkoma train. This results in a half-hourly service every three hours. The Hicksville connections also resulted in overloaded Ronkonkoma trains. Under the new schedule, Huntington also gets half-hourly service (from 6 AM to midnight) with trains leaving Penn Station at 7 and 38 minutes past the hour. Trains leaving on the 7 will stop at New Hyde Park and Carle Place and trains leaving on the 38 will stop at Merillon Avenue and Westbury. Ronkonkoma trains, leaving four minutes later than now at 18 minutes past the hour, will run express from Jamaica to Hicksville. All Port Jefferson scoots will terminate at Huntington, where transferring passengers will be able to board empty connecting trains.

These two service increases are two pieces of the ill-fated June, 1993 timetable that never went into service. That timetable change would have provided clock-face schedules on all branches in the off-peak periods, weekdays as well as weekends. Unfortunately, the whole timetable was thrown out the window, apparently because of opposition from the south shore of Nassau County regarding a *peak-hour* change that really had nothing to do with the new "clean slate" clock-face schedule. It's taken almost 13 years to get that one improvement to Huntington implemented!

Westbound, trains will leave Huntington at 6 and 33 minutes past the hour.

In other changes, weekday evening service to Patchogue and Speonk will go from bi-hourly to hourly between 8:30 PM and 12:30 AM (connections leaving Penn Station). Westbound, one additional train will leave Patchogue at 11:17 PM, resulting in hourly ser-

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Around New York's Transit System

Correction

In last issue's news item about the reconstruction of the South Ferry terminal on ①, the statement that the single-track station will be replaced by a three-track station is incorrect. The station will have two tracks. See <http://www.mta.info/capconstr/sft/planned.htm> for details. Thanks to member David J. Greenberger for bringing this error to our attention.

Door Operation at City Hall and South Ferry

In the December, 2005 *Bulletin*, we stated that we did not know how the MUDC Hi-Vs' doors were controlled at the City Hall station. After reading this issue, member Nate Gerstein, ERA #2588, sent us his explanation.

First-generation IRT cars with center doors had drop seats which could be used for additional seating. When the seats were in use, the center doors were locked. On the lower right portion of the door opening, there was a mechanical lock. This was activated by the Conductor inserting his key and pushing the lever down. To release it, he turned his key and the pin and lever popped out. This lock was also used at the South Ferry and City Hall

stations. It may have been used at other curved stations before gap fillers were installed. At all times, including rush hours, the Conductor walked through the train locking and unlocking the center doors. If our readers are lucky enough to ride a Lo-V or a Hi-V, they should be able to find this lock.

Increased IRT Service

When the new schedules went into effect on December 11, 2005, Broadway-Seventh Avenue Line service was increased slightly. On additional ② train and one additional ③ train were operated southbound at the end of the morning rush and northbound at the end of the evening rush hour.

Under the previous schedule, in effect May 29, 2005, most morning rush hour ② trains were put-ins from the yard, making their first stop at 238th Street. Trains departed from 241st Street on an 18-minute headway before 7 AM and a 12-minute headway after 7 AM. Starting December 12, 2005, there are only four morning rush hour put-ins starting from 238th Street. This schedule is similar to the November 14, 2004 schedule.

Tech Talk

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vice from 10:30 PM to 12:30 AM.

Speonk will get a second dual-mode service direct to Penn Station on weekdays, but it will be *really* early, leaving Speonk at 5:06 AM and arriving at Penn Station at 6:58 AM. This will replace a Babylon scoot that currently leaves Speonk at 5:02 AM.

Other minor changes include a new Ronkonkoma-Flatbush Avenue weekday train leaving at 7:40 AM, filling the gap currently existing between 7:32 AM and 7:57 AM. The 8:04 AM Huntington-Penn Station will operate 4 minutes later to free up track space for this new train, which is actually a very big extension of a current Jamaica-Flatbush Avenue shuttle.

Currently, there is a "holiday eve" Penn Station-Ronkonkoma train that leaves at 2:46 PM. This train will now operate every weekday and leave Penn Station at 3:01 PM.

The last of the changes takes place on the Montauk

Branch from Babylon. The 5:00 AM Babylon-Penn Station local will split into two trains. One will leave Babylon at 5:12 AM, making all stops to Seaford, and then run express to Jamaica and then on to Penn Station. The other one will start in Wantagh at 5:18 AM and run local to Lynbrook, continuing on to Penn Station.

Over on Metro-North, there were 260 M-7s in service as of December 31, 2005. Cars being delivered are the first option cars.

Proposals were due on January 27 for the purchase of locomotives for use on work trains and branch line passenger trains.

The rehabilitation of the yards and shops at Croton-Harmon is a three-phase project. Phase I, the construction of the south yard, was completed in October, 2003. Phase II, work on the communication facilities, the Material Distribution Center and the Maintenance of Way Storage Facility, reached beneficial use in December 2005.

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DEVIATIONS FROM CAR ASSIGNMENTS

By Bill Zucker

On Saturday and Sunday, December 3-4 and December 10-11, 2005, some trains of slant R-40s and R-40Ms were used in ② service. A noticeable increase in R-32s in ⑤ service on these occasions was also ob-

served. This apparently was not continued: We did not observe any R-40s or R-4M/42s on ③ the following weekend (prior to the strike), and the R-32s on ⑥ were reduced to their usual small amount.