

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 45, No. 9

September, 2002

The Bulletin

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

Editorial Staff:

Editor-in-Chief:
Bernard Linder
News Editor:
Randy Glucksman

**Production
Manager:**
David Ross

©2002 New
York Division,
Electric
Railroaders'
Association,
Incorporated

In This Issue:
42nd Street
Crosstown Line
— History and
Track
Plan...Page 2

NYC TRANSIT'S GOALS FOR 2002

NYC Transit has published its goals for 2002. Following is a list of goals and accomplishments that are of interest to our readers:

NEW CAR DELIVERIES: In 1997, NYC Transit awarded contracts to Bombardier and Kawasaki for the delivery of 1,080 subway cars. In 2001 there were contract options and a change order for 470 additional R-142 and R-142A cars. At the end of 2001, 856 new IRT cars were delivered. In 1998, the R-143 contract to Kawasaki for the purchase of 100 BMT-IND subway cars with Communication-Based Train Control capability was awarded. In 1999, NYC Transit exercised an option to purchase 112 additional R-143 cars. In 2001, 12 R-143 cars were delivered. NYC Transit expects to award the R-160 contract for 660 BMT-IND cars during 2002 (it had expected to award the contract by June, but at press time the award had not yet been made). In 2002, NYC Transit anticipates delivery of up to 445 R-142 cars, completing delivery of the R-142A fleet with 144 cars, and completing delivery of the R-143 fleet with the arrival of 200 cars.

CAR FLOOR REPAIRS: In 2000, NYC Transit instituted a program to repair deteriorated car floors. The original subfloor and top floor are removed and replaced with prefabricated subfloor panels and top flooring that is similar to the floors in the R-142 and R-142A cars. Scheduled for completion in 2002 are 135 R-42 cars and 392 R-32 cars.

SIGNALS: If the Train Operator sees a dark signal, he or she must treat it as a red signal. Dark signals are usually the result of burned-out bulbs in signal heads. In 1996, there were 1,810 dark signals. These incidents were reduced almost 80% to 256 in 2001 through better managerial controls and more

durable and technologically-advanced devices.

NYC Transit has completed the rehabilitation of the IRT and BMT signals, a program that began in the early 1980s. In 2002, NYC Transit expects to award a contract to replace the fixed-block signals on the Concourse Line. These signals, which were installed in 1931, have a useful life of 50 years, which has been exceeded. New signals will be installed on 19 track miles between 205th Street and 145th Street. Included in this contract is a new master tower.

A capital project was established in 2000 to install 800 "key by" timers over a five-year period. These timers include a 10-second time delay to prevent Train Operators from inadvertently bypassing a red signal. In 2002, NYC Transit is modifying 168 "key by" circuits.

To prevent signal overruns, Tower Operators are directed to use holding lights at stations with home signals at the leaving end.

NEW CORONA SHOP AND CAR WASH: Corona Shop is in poor condition. NYC Transit will build a new shop while keeping the existing shop in service. A new car washer at a different location will replace the existing car washer. This new shop will be equipped with five posted rail tracks, including one for wheel truing. Environmentally friendly energy sources, such as photovoltaic panels and fuel cells, will be installed in the new shop. To facilitate train rotation for even wear on the wheels, a new loop track will be built in front of the shop.

The contract will be awarded by the end of 2002 and the new shop should be in service by May, 2006.

(To be continued in next issue)

42ND STREET CROSSTOWN LINE

by Bernard Linder

Owners:

STREET CARS

August 15, 1884	42nd Street, Manhattanville & St. Nicholas Avenue Railway Company
November, 1895	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

November 17, 1946	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

Route:

STREET CARS

August 15, 1884	Horse cars started operating from Seventh Avenue to probably Tenth Avenue
1885*	Cars operated from Grand Central to W. 42 nd Street ferry
1886*	Extended to E. 42 nd Street and First Avenue
1887*	Extended via First Avenue to E. 34 th Street ferry
November 11, 1900	Began electric operation
1902*	Cut back to E. 42 nd Street and First Avenue
1905*	Extended to E. 34 th Street ferry
January 24, 1912	Additional branch via Third Avenue, E. 59 th Street (eastbound)/E. 60 th Street (westbound), Queensborough Bridge, and Bridge Plaza to Jackson Avenue (Long Island City). There were four cars with invited guests. The first car left Jackson Avenue at 4:10 PM and arrived at W. 42 nd Street ferry at 4:40 PM. Power was supplied from an underground conduit. During the 1940s, the slot between the rails was still visible on the Queensborough Bridge and in Long Island City
April 6, 1919	Discontinued Long Island City service after 11 PM
August 31, 1919	Discontinued Long Island City service. 68 was the last car
January 17, 1939 agreement	Eastbound New York Railways track on W. 42 nd Street between 12 th and 10 th Avenues was transferred to Third Avenue Railway. Eastbound 42 nd Street, Manhattanville & St. Nicholas Avenue Railway track became the property of the City of New York
November 17, 1946	Buses replaced street cars

*approximate date from **Bullinger's Monitor Guide**

BUSES

November 17, 1946	M-106 buses started operating over the same route as the street cars
March 30, 1986	Renumbered to M-42; additional branch to Javits Center via 11 th Avenue (southbound)/12 th Avenue (northbound)

SIGNS

Checking the transfers, we find that the 42nd Street Crosstown and the Queensborough Bridge line were designated as lines #10 and #11 respectively. These numbers were never displayed on the street cars. In 1936, a large metal sign with "42nd St. Crosstown" on the bottom and a large "X" above it was hung on the dash. In 1941, the large "X" and the route name were painted on the dash of the cars operated on this line until abandonment. On the 42nd Street and bridge cars, an additional metal sign was attached to the panel over

the windshield next to the front exit door. These signs were removed by the early 1920s.

ONE-MAN CARS

Company records indicate that night one-man cars started operating on May 24, 1925. Although company records state that front entrance treadle cars were placed in service on June 19, 1932, we observed them on May 24, 1932. On July 15, 1932, all cars operating on the line were equipped with treadles and the Conductor was no longer needed.

(Continued on page 3)

42nd Street Crosstown Line

(Continued from page 2)

ALTERATIONS TO CARS

Many years ago, Walter Ench informed us that the 400-series box cars purchased from New York Railways were placed in service on 42nd Street in September, 1924. Their door arrangement was not altered. Front doors were manually operated sliding doors. Two-part rear doors folded back against the rear windshield and remained open when the car was in motion. The steps were rigid. Because there was no interlock, the Conductor gave the Motorman a bell signal. In 1930, the company started to equip the cars with air-operated four-part folding doors and movable steps. All cars were equipped with air doors on December 3, 1931.

CAR ASSIGNMENTS

In 1910, cars 1-99, 782-850, and 1051-1125 were assigned to the 42nd Street company. From 1911-1921, cars 1051-1125 were assigned. The former New York Railways cars, probably 401-450, appeared on 42nd Street in September, 1924.

DATE	CARS
July, 1931	401-450
September, 1931	401-450, 495, 497, 498
February, 1932	401-450
November, 1932	401-440
April, 1933	401-417, 965, 966, 995-1005
May, 1933	950-966, 995-1125
August, 1933	943-966, 995-1125
July, 1936	1015-1125
September, 1936	1035-1123
December 30, 1937	851, 856, 902, 903, 915, 931, 938, 1001-1123

Starting July, 1939, cars 626-645 were usually in service on Sunday.

We did not check this line regularly after April, 1940.

The following cars were in service in 1945 and probably continued running until the end of rail operation:

851	1041	1060	1103
856	1043	1064	1104
902	1046	1065	1105
903	1047	1075	1110
915	1051	1085	1115
938	1052	1089	1117
1021	1053	1091	1120
1022	1058	1095	1122
1034	1059	1096	1123

BUS CONVERSION CEREMONIES

Third Avenue Transit officials, the Chairman of the Board of Transportation, and the Borough President of Manhattan were present at a luncheon given by Fred French and Company in Tudor City on the last day of street car operation. After lunch a bus was christened "Miss 42nd Street Crosstown" and the group made an unofficial trip across 42nd Street. Third Avenue's President expected to ride a 42nd Street bus to Tenth Avenue and then ride a Tenth Avenue bus. The New York Car Riders' Association rode the last street car and jeered at the first bus at Grand Central.

(Continued on page 4)

QUEENSBOROUGH BRIDGE RAILWAY

By Karl Groh, ERA #627

When I received the June, 2002 Bulletin, I decided to comment on the Queensborough Bridge Railway article. In 1939, six of the best ex-Manhattan Bridge 3-Cent cars were sent to the 65th Street shop for modification. The chief one was the replacement of the 39-E trucks with four-motor C-55 trucks to better climb the grades on the bridge. Cars were renumbered to have them run consecutively from 531-536. Six-month-old cars 651-656 were leased to the Queensborough Bridge Railway while the above work was being done. They had a small

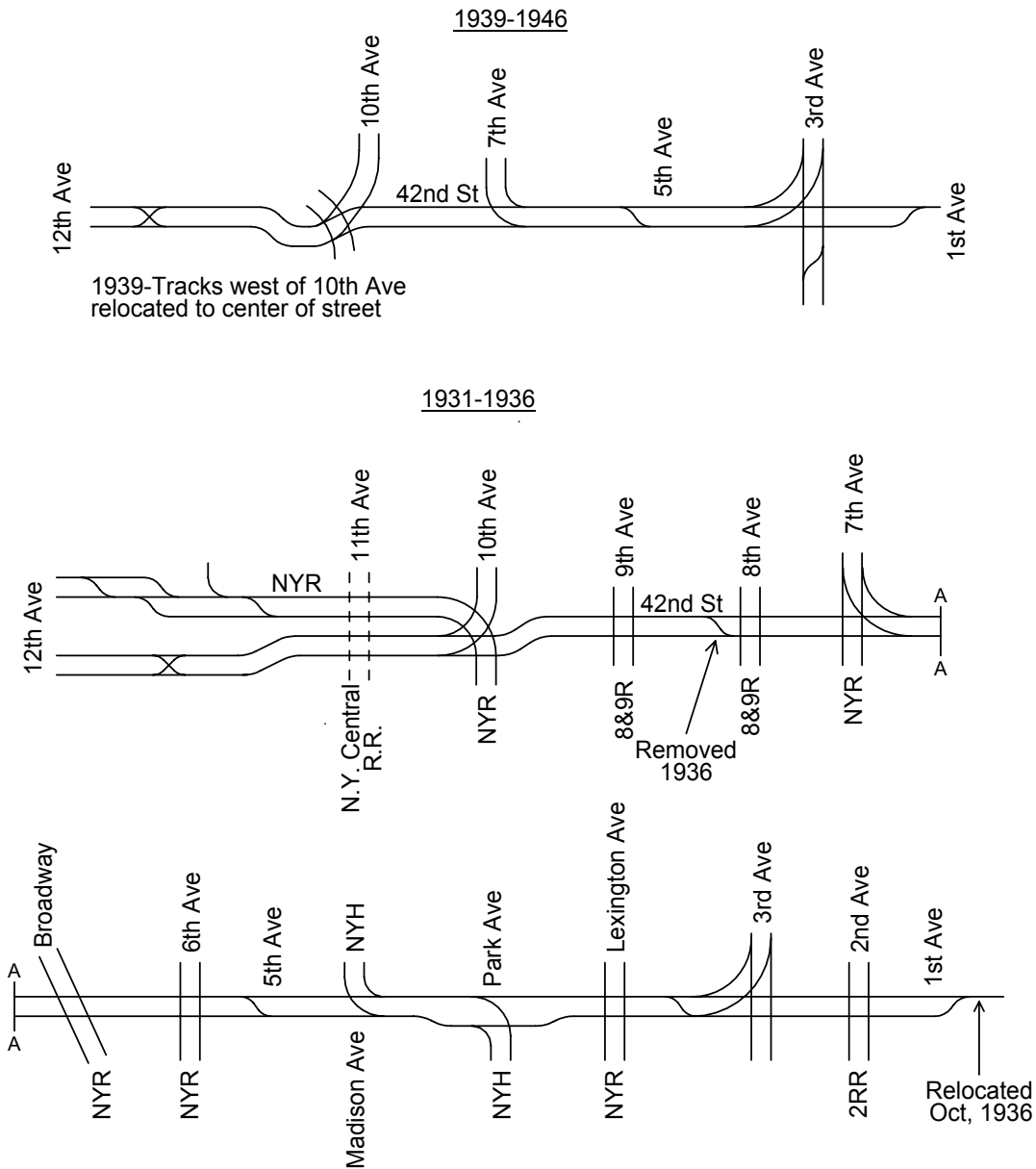
"leased from" decal on one end near the exit door. They were equipped with 77-E trucks because the rubber trucks were considered a waste on bridge trackage. That is why there were always six pairs of rubber trucks missing from this fleet. (The car in the Seashore Museum has 77-E trucks.)

These cars were on Steinway Street on the very last day of rail operation. They provided service on the bridge until they returned to West Farms in the spring of 1940. The "leased from" decal was painted out.

42nd Street Crosstown Line

(Continued from page 3)

42nd Street Crosstown



Between Madison Ave and Park Ave there are two underground conduits for each track. Conduits cross west of Park Ave.

Key

- NYR - New York Railways Corp.
- NYH - New York & Harlem Railroad Co. - Out of service 1/31/35
- 2RR - 2nd Ave Railroad Co. - Out of service 6/25/33
- 8&9R - 8th and 9th Avenues Railway Co.

Data: B. Linder
Drawing: J. Erlitz

TECH TALK

by Jeffrey Erlitz

The July 18 bid opening date for contract C-34714, the reconstruction of Corona Yard Inspection Shop, was postponed a few times (so what else is new?) and at press time was scheduled for August 27.

Speaking of postponements, the bid opening date for the Concourse Line signal project (S-32308-R) was also delayed several weeks and is now scheduled for September 10. I will keep everyone posted on these two important projects.

By the time you read this, work on contract C-33261, the restoration of Broadway-Seventh Avenue Line service to South Ferry, will probably be complete. This work was accomplished in record time and gives you an idea of just how quickly subway lines were originally constructed. I surveyed the work site on August 7 and northbound Track 4 had already been completed and had, in fact, already been operated over by a diesel-powered work train. Southbound Track 1 was completed later that same week. I also noted that all of the signals being fed from the Central Instrument Room south of the Rector Street station (205 CIR) were already on. The new diamond crossover was being tested, also. A Track Geometry Car operated over both tracks and (apparently) found them fit for service during the week of August 11. Surprisingly, all of the signals were replaced, even those in locations that did not change. These signals were supplied by Safetran Systems and replaced signals by Union Switch & Signal (those fed from 205 CIR at Rector Street) and General Railway Signal (from north of Rector Street to south of Chambers Street). The GRS signals were not that old, having been replaced under contract S-32166 in roughly 1980.

The February, 2000 *Bulletin* was last time I mentioned contract C-33400, and that was to announce its award to M.A. Angeliades, Incorporated. This project is for the rehabilitation of seven stations on the Broadway-Jamaica Line. These stations are Hewes Street, Lorimer Street, Flushing Avenue, Kosciusko Street, Gates Avenue, Halsey Street, and Chauncey Street. Work includes the replacement of the canopies, repair of station platforms, and structural remediation. New lighting, communications equipment, windscreens, ADA warning strips, expansion joints, and full mezzanine rehabilitations are also included. This work is now about 80% complete and the whole project should wrap up by next February.

Construction started back on March 29 on the rehabilitation of the yard deck at 240th Street Yard on the IRT Broadway Line under contract C-34495. This \$15.5 million project was awarded to Apple Builders and Renovators, Incorporated. After all of the kick-off meetings, work actually started on the weekend of May 18-19.

Work involves the rehabilitation of the yard deck and yard lead structure. Steel supports will be repaired or replaced, and the entire support structure will be painted. This last portion will include abatement of the old, lead-based paint. Beneficial use and substantial completion are both forecast for September of next year.

Another project I have not mentioned yet is contract C-33239, which started back on December 31, 2001. This job is split into two parts, the structural rehabilitation of the subway tunnel from 125th Street to 168th Street on the Eighth Avenue Line and the replacement of the tunnel lighting from 145th Street to 168th Street. 174th Street Yard is also included in the scope of this project. Originally, this project was going to cover tunnel rehabilitation work all the way to 207th Street and *not* include the tunnel lighting. As sometimes happens, though, the cost turned out to be higher than anticipated and the project was scaled back. However, the tunnel lighting was added to the scope of the project.

Still, these are fairly big-ticket items. The tunnel rehabilitation work is budgeted at \$32.3 million and the tunnel lighting is budgeted at \$24.5 million. This is also a fairly long project and is not scheduled to be complete until June, 2005.

Another project started on December 31 of last year is the replacement of the yard lighting at Jamaica Yard. This \$6.3 million project (contract E-34583) was awarded to TAP Electrical and is scheduled to be completed by next June. This project replaces the existing light towers with light poles. A similar project is also underway at 38th Street Yard in Brooklyn.

CAB Associates has been working steadily on contract A-35817 and is already more than 1/3 of the way through the project. This is for the rehabilitation of the Delancey Street/Essex Street transfer complex. The Delancey Street portion is budgeted at \$20.8 million and the Essex Street portion is budgeted at \$20.6 million. Construction started on December 28, 2000 and is scheduled to wrap up in February of 2002.

Though the station rehabilitation of 34th Street on the Broadway-Seventh Avenue Line has been complete for some time, there is an additional project going on there now. Contract A-35706-A is for the installation of two elevators to provide access to the local platforms from the 33rd Street passageway. This \$8.2 million project started in November of 2000 and should finish up in June of next year.

Phase I of the massive Times Square rehabilitation project (A-35762-1) is nearly done. This phase, which dealt with the Broadway-Seventh Avenue Line platforms and mezzanines and the BMT mezzanines, came out,

(Continued on page 6)

PATH AT 40

September 1 marked the 40th anniversary of the Port Authority's operation of the Hudson & Manhattan Railroad's "Hudson Tubes." The last years of private operation, which were spent in bankruptcy, did not provide capital to upgrade the plant and equipment for the aging facilities. A combined order by owner Pennsylvania Railroad and the H&M in 1958 saw delivery of fifty cars, commonly referred to as "K" cars. They were air-conditioned, and set a precedent, as there were no other air-conditioned subway-type cars operating in the New York area at the time. This proved that it could be done, and by the late 1960s, all Transit Authority orders came with this feature. The new agency was named PATH (Port Authority Trans-Hudson) Corporation.

Once PATH took over, all stations were spruced up, and plans were developed for a new generation of car – the PA-1, which began arriving on the property in early 1965. Cars 600-100-601 were speed-tested on the Long Island Rail Road on March 15, 1965, and the first trains went into revenue service on April 8. The PA-1 contract called for 110 motorized cab cars (600-709) and 52 motorized cabless cars (100-151). The following year, deliveries of the PA-2 contract commenced: 710-723 and 152-181. In 1972, with the PA-3 contract (724-769), all cars were motorized cabs, and with the arrival of this group ended the use of the pre-war "Black Cars," as they were known. Some went into work train service, but most were scrapped. Four examples have been preserved: 256 – National Museum of Transport (Missouri), 503 – Branford Trolley Museum (Connecticut), and 510 and 513 – Trolley Museum of New York (Kingston, NY).

St. Louis Car Company built contracts PA-1 and PA-2, while the PA-3s were constructed in Canada by Hawker-Siddeley. To replace the Class "K"s, and provide for service expansion, during 1986-87 Kawasaki delivered 95 stainless steel PA-4s. It is believed that the "K"s last ran on April 1, 1989. The PA-1 through PA-3s

received a mid-life overhaul at that time. Work is underway to design the PA-5 car, which will ultimately replace the PA-1 through PA-3s.

The H&M's lower Manhattan terminus, Hudson Terminal, was replaced by World Trade Center on July 6, 1971, and due to the terrorist attacks of September 11, 2001, the World Trade Center was destroyed. Plans are being developed to have a new WTC station in service by the year 2004. PATH also opened the Hoban Control Center at Journal Square. On February 2, 1963, a new token (Atwood-Coffee NY 630-AQ) was introduced, replacing the H&M tokens. In conjunction with implementation of the Aldene Plan (April 30, 1967) the extra fare charged for Newark riders was eliminated. Over the years PATH raised fares several times and experimented with other fare collection systems, including a 10-trip ticket (May, 1978). However, the *QuickCard* ultimately replaced these on June 1, 1990, and it is still possible to pay cash for a ride.

In October, 1990, the Harrison Maintenance Facility opened in the New Jersey meadows, largely on the site of Manhattan Transfer, replacing the original Henderson Street Shops, which were closed. Realizing that the infrastructure, no matter how well it was built, cannot last forever, the Port Authority is in the midst of a multi-million dollar capital improvement program to upgrade all of PATH's facilities, including a modern signal system and new rolling stock.

There have been other changes, too numerous for this short article to list, that have been reported in the *Bulletin* over the years. *Headlights* has also published many articles about PATH, most recently in the January-February, 1991 and November-December, 1993 issues. The former dealt with a book review of *The Hudson & Manhattan Railroad Revisited* by Paul Carleton, while the latter took a look at PATH on its 30th birthday.

Tech Talk

(Continued from page 5)

in my opinion, very nicely. The passageway along the east side of Seventh Avenue was reopened to the public recently and now includes a second staircase to it from the northbound IRT platform.

There is less than a year left to completion of the reconstruction of the 72nd Street station on the IRT Broadway Line. Platform floor tile and wall tile installations continue and painting in the existing part of station has started. Installations in the new electrical distribution rooms and the new control building are continuing. Granite floor tile, brick masonry, and window installations for the new control building are under way, as is

the new copper roof.

A station rehabilitation project that I have not mentioned yet is that at DeKalb Avenue on the Brighton/Fourth Avenue Lines, contract A-35820. This station was moderately rehabilitated in an early Capital Program but now its getting the full treatment. Construction started August 1, 2001 and should finish up on or about October 1, 2002. The joint venture of Slattery Skanska/Gottlieb is the contractor on this \$37.4 million project. The mezzanine at the south end of the station is currently being worked on. This is the full-time booth. The mezzanine in the middle of the station, which is not currently in passenger use, is the location for a new Track Division quarters.

(Continued on page 13)

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

In the near future Metro-North plans to conduct hearings to expand its UniTicket program. Because of past limitations, this service was only available to monthly ticket purchasers, but with the new ticket vending machines, it is possible to offer weekly and double-ended tickets (a connecting ride on both ends of the rail trip). Also under consideration are joint one-way and weekly connecting tickets with Shore Line East.

Halfway through the year, overall on-time performance stands at 96.6% (97.1% on the Hudson and Harlem, and 96% on the New Haven). Metro-North's goal is 97.2%.

Member Bob Underwood wrote that you never know what equipment will show up on the Waterbury Line. On April 27, the train was composed of three de-powered SPVs and a CDOT GP-40. He has also seen one of the leased Amtrak F-40s with two "blues" (Metro-North coaches).

MTA Metro-North Railroad (West)

A contract for two remanufactured F-40PH-2 locomotives was awarded to Motive Power Industries. Each unit will cost \$1,961,876, and will be compatible with existing locomotives already in service on the West-of-Hudson Lines. Delivery is expected next year.

Metro-North is funding certain capital improvements (to improve the infrastructure and add to capacity) on NJ Transit that will ultimately benefit west-of-Hudson riders. A status report issued as of the end of June finds that PTS installation on the Pascack Valley Line was completed last November, and ATC is to be installed beginning the third quarter of this year, with completion scheduled for the end of 2004. On the Main Line, PTS is in the design stage (25%) with installation to be complete by the end of 2003. ATC is at 70% completion, and all work should be done by the end of this year. Design of the passing sidings on the Pascack Valley Line is expected to be finalized by next Spring, with work beginning later in the year and completion in 2004. Another project to improve WC Interlocking (Waldwick) and Ridgewood Junction (WJ) should begin in 2004.

Connecticut Department of Transportation

After the July meeting, I went to Grand Central to catch my train and stopped by the information booth to pick up some extra Shore Line East timetables. The agent handed me some that were colored in yellow. Initially I thought that this was different than the first one I received. Right away something gave it away that this was a copy – the strip map on the cover omitted the station New London, and the person who "added" it back, spelled it NEW LONDEN, and the yellow was individually applied by a highlighter to each copy.

Do not count them out yet! Due to the extreme heat during the last week of July, FL9ms powered CDOT trains that run through to Stamford. The reason for this was that the GP-40PH-2s' horn units get too close to the flashover distance from the old overhead catenary, which has been sagging to an unusually low height.

MTA Long Island Rail Road

There is more to the *Hamptons Reserve Service* story (July and August *Bulletins*). Member Charles Treuhold emailed that he had gone to Penn Station on May 31 to check it out. There was no listing on any train board, and no one at Information or anywhere else had ever heard of it. After speaking to LIRR headquarters the following week, he was told that the service had, in fact, never existed and that the schedule printer had erred in issuing material that had presumably been considered at one time but had never been implemented. According to my sources there had been a plan to lease some Amfleet cars to operate this service, but those plans fell through, largely due to costs.

A replacement Babylon timetable for June 17-September 2, was issued with an *.

Norfolk Southern, through its Thoroughbred Mechanical Services Group, will correct the warranty defects on the DE-30 and DM-30 locomotives at the Juniata (former Conrail, Pennsylvania RR) Shops in Altoona, Pennsylvania. As we reported in the August *Bulletin*, the work was supposed to be performed by VMV-Paducah, but that company went out of business. The first repaired units could be running by next month. Thanks to member Dennis Zaccardi for the news.

NJ Transit

A bottleneck of nearly 37 years was finally cleared, when work was completed at the new Mill Interlocking (MP 11.1) on the Main Line west of Passaic on June 29, eliminating a section of single track. With Tracks 1 and 2 now in service between Mill and Suscon Interlockings, Paterson Junction was retired. This section of the Main Line was created after 1966 by combining portions of the former Newark and Greenwood Lake Branches. As we reported in the November, 2000 *Bulletin*, work on this \$22.5 million project was expected to be complete in June, and it was.

New timetables were issued on August 3, because of changes to weekend schedules caused by one of the two North River Tunnels being taken out of service for repairs and upgrading of safety systems. This caused SEPTA to revise its R-7 and R-8 schedules for the connections at Trenton.

NJ Transit staff gave a presentation of their capital program to the MTA's Metro-North Committee. One of

(Continued on page 8)

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

the components is the Pascack Valley Line Sidings Project. The list of original names that was published in the May, 2000 **Bulletin** has been revised, and those sidings that had female names have had them replaced by names that are standardized on four letters. Only Long Siding at the southern end of the line was not changed. Here are the new and former names: SACK (Green Street), COLE (Allison), GOLF (Susan), VALE (Victoria), and POND (Andrea).

My commute does not usually take me via Hoboken, but an opportunity arose and I took advantage of it. There is lots of activity going on around the Hoboken Terminal complex, but even before arriving there, other things are happening. Just after crossing HX Bridge, construction of the concrete viaduct for the *Main Line Connector*, which will bring Pascack Valley and Bergen County Line trains to Secaucus Transfer, is well underway. When placed in service it will mean the present Harmon Cove station, which opened in September, 1978, will close.

At West End, the northern pair of tracks leading to the Bergen Tunnels is out of service while the tunnel is being rebuilt. The truss bridge that spans the former Conrail Croxton Connecting Track appears to be brand new, and as the train enters and leaves the adjacent tunnel, you can get glimpses of the work being done. Exiting at East End, on the northern side, there were some thru-spans that had been in rather derelict condition – they have also been rehabilitated, and the old ramshackle building with its many broken windows has been demolished and in its place are brand new tracks atop concrete ties. As been previously reported, on September 29 HBLRT will be extended to Hoboken, and I do not know why, but the end of HBLRT's platform will leave passengers approximately 500 feet away from the bumping blocks in the terminal. Surely some arrangement could have been worked out that would have brought the tracks to terminate where all of the other bumper blocks are.

4601, one of the new ALP-46s, was stored on a yard track in Hoboken.

Rebuilt Comet IIs are returning from overhaul, and with this program, the 5610-5706 trailers are receiving new numbers 5300-5396, in a pre-determined order, not in the order they are returned to service, as was done when the Comet Is were overhauled in 1986-87. As evidence, I observed 5319, 5328, and 5372, which are ex-5629, 5638, and 5682. In order to derive the new number; simply deduct 310 from the original number.

If you have not seen, heard, or read anything about the 70 Arrow IIs, it is because when no buyer could be found, the cars were trucked to Port Morris where they were cut up for scrap, and then trucked to parts unknown. The whole thing was done without any publicity.

Metro-North acquired a number of their gearboxes, as they are compatible with its M-1s.

During July the wood floor-to-ceiling barriers in Penn Station, New York that covered the entrances to NJ Transit's new terminal were removed and replaced by folding aluminum gates.

STV, Incorporated was awarded a design contract for the second phase of work at Morrisville Yard in Falls Township, Pennsylvania. Under this phase 12 more tracks will be added to the initial 12. The project also adds two 1,200-foot-long raised inspection tracks, a train washer, a wheel truing facility, employee parking, and an expanded crew quarters building. When the project is completed in 2006, Morrisville Yard will be able to store 250 cars, for the Northeast Corridor Line.

A \$5.2 million contract has been entered into with Harco Track Technologies to supply new concrete ties and the services of a track-laying machine with associated labor. These ties will be installed on Main Line Tracks 1 and 2 (MP 11.3-17.3), Tracks 1-4 (MP 2.0-2.8), and the Atlantic City Line (MP 5.8-7.0). Concrete ties have a 50-year life cycle, whereas wood ties last about 32 years. Standard practice requires that about one-quarter of these ties be replaced every eight years. NJ Transit reports that this means taking the same track out of service six times in a fifty-year period. A roadbed of concrete ties also cuts maintenance costs because it does not need as much surfacing, and provides improved track stability, resistance to track buckling, increased rail life, and, above all, a smoother ride for passengers.

Montclair State University is the site for a new station on the Boonton Line with a 1,300-space parking deck in Little Falls Township. Under an agreement between NJ Transit and the University, NJ Transit is paying \$1,280,000 for 3.2 acres of land that is required to construct the station. There will be an 800-ft. center island platform, pedestrian overpass and drop-off area. It is anticipated that this station will see increased use after it is completed, because it will be served by Midtown *Direct* trains using the Montclair Connection.

Because of NIMBY opposition, NJ Transit will not build a 950-foot inspection track and a 35-foot high fuel storage facility. Instead, this work will be performed in Hoboken. Local officials had been battling NJ Transit for two years over this project.

As part of construction for Phase II of HBLRT, I learned that in early July crews began removing the West Shore tracks and ties in Weehawken and will continue south to Hoboken. This line has been in service for about 137 years.

All is not going well with SNJLRT. Construction is about three months behind schedule, due to the state's budget problems, and plans to extend the line to the State Capital are on hold. On top of this the contractor, Bechtel, is asking for 30% more funding to complete the job. According to the contract, DMUs were to be running

(Continued on page 9)

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

by the end of 2002, but that date has been pushed back to the second quarter of 2003.

Port Authority Trans-Hudson Corporation

What are PATH's plans for restoring service to Exchange Place and lower Manhattan? According to its website, it expects to reopen Exchange Place in mid-2003 and World Trade Center in 2004. At Exchange Place, a new crossover is being installed that will allow trains to turn until World Trade Center reopens. In addition, that station is being lengthened to accommodate 10-car trains.

Passengers will now have a better idea when their train will be arriving at the station. During July, a new feature, "PATHtracker," was added to the bottom of the *PATHVISION* screens that are installed in all stations. Specifically, passengers are informed when the next train is within three stations of the one where they are waiting. Messages are color-coded based on the train route: Newark/33rd Street, Hoboken/33rd Street, or Hoboken/Journal Square. Under PATH's reduced system there are 250 monitors in 11 stations. Delays and service interruptions can also be reported on this system.

Port Authority of New York & New Jersey

Amid controversy, the Port Authority released six proposals for redeveloping the site of the former World Trade Center on July 16. Before a final decision is reached late this year, there will be more public input. Each proposal calls for Transit Centers, and a re-mapping of several streets that were obliterated when the World Trade Center towers were constructed. One of the streets planned to make resurgence where it presently does not exist is Greenwich Street, where ERA had its headquarters at No. 145 for many years.

On August 12, New York Senators Schumer and Clinton and Governor Pataki announced that the Federal Emergency Management Agency would allow \$4.55 billion in FEMA funds to be used to build a lower Manhattan superstation that would connect PATH and area subways, including unraveling the spaghetti that is the Broadway-Nassau/Fulton Street complex. Usually FEMA funds are allowed to be used only to put something back exactly as it was immediately prior to whatever disaster triggered the funding.

Metropolitan Area

From the moment I saw the headline in the *New York Times* Westchester section of July 14, "22 MILES OF TRAIL, NO MORE GAPS," I knew that the article was referring to a former railroad right-of-way, the New York Central's Putnam Division. With the paving of a missing section, actually a 1/2-mile section between Route 117 in Pleasantville and Route 9A, the North County Trailway is now 22 uninterrupted miles. Next is rehabilitation of one of the bridges over Old Saw Mill Road in Eastview to begin the 14-mile South County Trailway. It was to

this point that the ERA's October 21, 1967 fan trip ran.

Amtrak

There was yet another derailment of an Amtrak train. This one happened on July 28, when the *Capitol Limited* (Train #30) went off the tracks near Kensington, Maryland. 101 of the 161 passengers who were aboard required some medical attention. There were also 13 crew members on the train. Initial reports by the train's engineer of "misshapen track" alluded to the possibility that the rails had spread because of the heat. The *Capitol Limited* returned to its schedule on July 31. Member Steve Erlitz reported that MARC canceled all Brunswick service for Tuesday morning, as all equipment was trapped in Washington, D.C. Train #871 had departed Union Station at 1:45 PM, but had not cleared Kensington. The train was west of Silver Spring and was held for about an hour just east of the wreck and was turned back to Washington, D.C. around 3 PM. On August 5, it was announced that this train would be canceled until further notice due to the speed restrictions, and the need to have this equipment available for its later peak hour trip, which carries far more passengers. Midday passengers were directed to use the Red Line to Rockville and transfer for buses.

This latest wreck reduced the car fleet, which was already short due to the significant number of out-of-service cars. An email that was forwarded to me reported that in mid-July at Amtrak's Beech Grove facility there were: 55 Superliners (11 sleepers, 11 dining cars, and 33 coaches), 47 hi-levels, 8 Sightseer/lounges, 7 Trans-dorms, 46 Baggage cars, 36 miscellaneous cars, plus 93 F40s, 19 Genesis engines, and one Cabbage unit, all awaiting repairs.

More *Acela* troubles. The noted *Washington Post* transportation reporter Don Phillips wrote that *Acela* trainsets have proven so unreliable that Amtrak is considering cutting back on their use, and replacing them with *Metroliners*. During July there was an average of one cancellation or breakdown every day, and the train has the worst OTP on the Northeast Corridor. Amtrak President David Gunn has vowed that no more would be ordered, and in fact, of the 20 sets that were ordered, only 18 have been delivered. Number 19 was not accepted due to a disagreement over modifications that were to be made, and the final set is being used as a parts source. Because the trainsets are only capable of accommodating 304 passengers, additional coaches, maybe 2-4 per train, could be forthcoming. The *Metroliners* that they have been replacing could carry 400 passengers. Gunn has had first-hand experience of a breakdown when an *Acela* train he was riding from Washington, D.C. to BWI Airport failed to get any further than New Carrollton. Passengers were transferred to the next regular train. He is willing to work with Bombardier to resolve all of the issues to get the trains rolling. Some 200 modifications have been made to the train

(Continued on page 10)

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

since it first started running on December 11, 2000, over one year late. I had hoped that Amtrak would have ordered the X2000 when it was shopping for its high-speed trainsets. The ride I took on the test train between Philadelphia and New York was one I will always remember.

Albany-Rensselaer's new station, which should have opened ages ago, was supposed to open in June. Member Bob Kingman reported that, "Amtrak sounds like they are balking on paying the rental price (no lease), as they own the current station, hence rent-free. With all their debt problems, it may be a while before they agree to move in."

While the New York State Fair was going on (August 22-September 2), for the first time, three Amtrak trains in each direction stopped at the Fairgrounds.

Other Transit Systems*Boston, Massachusetts*

Amtrak's contract to operate MBTA commuter service ends next June 30 and Amtrak will not be bidding to keep the contract. Although in the August *Bulletin* we reported that Amtrak wanted to retain the contract, that has changed. The T's new contract has added some language that Amtrak feels that would put it in violation of federal laws. Specifically, the operator would be liable for passenger injury and equipment damage, plus the cost of utilities. This could put Amtrak in the position of subsidizing commuter service. An Amtrak spokeswoman reported that of the seven other systems Amtrak runs nationwide, it is indemnified for liability by local transportation authorities, "so what the MBTA is asking for would be a major departure for us."

On July 20, Phase I of the Silver Line opened. This "replacement" for the Orange Line elevated line, which was relocated to the right-of-way used by portions of the Northeast Corridor and Haverhill/Reading commuter trains in May, 1987, should have been in service years ago. A copy of *The New York Times* article (May 3, 1987) that I have in my collection cited the building of the 4.7-mile Orange Line replacement subway, at \$743 million, as the costliest construction project in the state's history. Who knew then that less than a decade later, Massachusetts would have another costly project, the "Big Dig," which would steal away this infamous title. Instead of a rail replacement service, what riders got is a bus rapid transit (BRT) line providing service between the Dudley station and downtown. Initially, 40-foot diesel buses are being used on the Washington Street Corridor, but they are soon to be replaced by 60-foot articulateds that will be low-floor and fueled by CNG. Thanks to member Todd Glickman for the reports.

Binghamton, New York

The New York, Susquehanna & Western Railroad plans to operate a daily passenger train between Binghamton and Syracuse next year using its RDCs. The

funding would come from an appropriation for Southern Tier rail service. There are sections where major track improvements will have to be made in order to make the service viable, especially where 10 mph restrictions exist. *The ESPA Express* reported that even after the tracks are upgraded, trains would be limited to 45 mph, which means that the 80-mile trip would take two hours, about 30 minutes longer than a bus. There would be several stops around Syracuse and an intermediate one in Cortland. Binghamton's station would be located on Bevier Street next to a rail yard, one mile north of the old downtown Erie-Lackawanna station.

Philadelphia, Pennsylvania

New timetables went into effect on June 10 on Routes 100-102 (Norristown, Media and Sharon Hill), and on June 16 on the Broad Street Subway and Market-Frankford Line. Thanks to member Gregory Campolo for the copies of these timetables.

Five extra Broad Street Sports Express trains are being operated for Philadelphia Eagles home games this year. The trains leave the Fern Rock Transportation Center every 10 minutes, beginning one hour before game time, and make stops at Erie, Girard, Race-Vine, City Hall, Walnut-Locust, and Pattison.

Sussex County, Delaware

You will need to be a scuba diver to find rail activity here. Member David H. Frazer sent an article from Wilmington's *The News Journal* reporting that marine life is thriving and the EPA has found no increase in contamination since 467 Redbirds were reefed about 19 miles off the coast of Indian River Inlet. Local fisherman are finding increased numbers of sea bass. Believe it or not, NYC Transit, which initially had a problem with finding states willing to accept the cars, now finds itself in a position where it is negotiating with states that opted out of the program. In fact, NYCT may be able to charge up to \$900 per car! The EPA diver found that most of the subway cars landed upright, and are spread out about 10 or more yards apart. Some landed in a line where they almost look like an underwater train.

Baltimore, Maryland

After years of discussion, construction began July 8 to double-track eight sections (9.4 miles) of presently single-track line. Elimination of these bottlenecks will allow increases in service and reductions in headways. All of the work on this \$153 million project is scheduled to be complete by 2006. Below is a listing of where work will be performed, in order of how it will be done.

- Hamburg Street to Westport (1.2 miles) and Patapsco Avenue to Harbor Tunnel Thruway (0.7)
- Linthicum to Ferndale (1.6) and Cromwell Station (0.2)
- Falls Road to Cold Spring Lane (1.9) and Union Avenue to 29th Street (1.0)

(Continued on page 11)

Commuter and Transit Notes

(Continued from page 10)

- Warren Road to Timonium (1.4 miles) and Lutherville to Ruxton (1.4)

Washington, D.C. area

In early August, my wife and I had an overnight stay in Washington, D.C., as we had to be in Delaware the following afternoon. We visited several museums, including the National Building Museum (401 F Street NW) and viewed its special exhibit, "On Track – Transit and the American City," which was very interesting. There were many photos and artifacts on the history of public transportation in America's cities, and how the automobile and suburbanization affected the streetcar. Near the end there is a map that shows the cities that had streetcar and commuter transportation in 1964, and a map from today, which also shows the planned systems. As we all know, there are more streetcar systems now than existed back then. This exhibit runs through October 27.

Time was allotted to once again complete riding Metrorail, this time the Green Line from Anacostia to Branch Avenue. We rode in one of the new CAF 5000-series trains, and the air-conditioning was most welcome as the temperature was in the 90s. All stations had digital signs that displayed information on four lines. For example: Green Line/Branch Avenue/6 cars/3 Minutes. This alternated with a display of the time.

In Union Station, on Track 7, were two Norfolk Southern Office Cars: Pullman 30 (*Marco Polo*) and 19 (open platform) (*Kentucky*). On an adjacent track was Amtrak's *Beech Grove*, 10001.

Members may remember that during the summer of 2000, painted fiberglass cows were placed around New York City. This summer, donkeys and elephants, similarly painted, were displayed in Washington, D.C. Our last stop before leaving Washington was one that I make on every visit, to pay my respects at the Vietnam Veteran's Memorial (The Wall).

Virginia Railway Express trains also ran at reduced speeds during the late July, early August heat wave. Initially trains were ordered to operate no faster than 35 mph, but that was later changed to 45 mph. (Trains normally operate at 70-79 mph.) Heat restrictions are normally applied when there have been several consecutive days of 90-plus degree heat or when temperatures fluctuate by 40 degrees or more. These restrictions were in effect between 1 and 9 PM. This policy was expected to remain in effect through the end of this month.

Due to Amtrak changes, VRE issued a new timetable on August 3. VRE train service was not affected.

Faced with increasing ridership and no place to put the riders, VRE is hard-pressed to come up with a solution. With five of its ex-METRA cars still stuck at (bankrupt) Northern Rail Car Corp.'s Wisconsin plant (April *Bulletin*), the transit agency is considering leas-

ing cars from an unnamed California operator (Caltrain?). In ten years, ridership has grown from 825 (one line) to 13,000 on two lines. This Election Day, voters are being asked to approve a half-cent increase in the sales tax (to 5%) that could provide \$5 billion over the next 20 years for various transportation projects. VRE anticipates \$100 million for 50 bi-level cars. According to the email that I received, all single-level cars would be "retired" and only bi-level equipment operated.

Tampa, Florida

When the TECO Line opens in October, the eight GO-MACO-built cars will be joined by 1923 Birney Safety Car 163, which was retired by the Tampa Electric Company in 1946. Until 1991 163 resided in Sulphur Springs where it been used as an apartment and for storage. Since then volunteers of the Tampa & Ybor City Railway Society have spent about 20,000 hours restoring the car to operating condition. Thanks to Dennis Zaccardi for the article from the St. Petersburg *Times*.

South Florida

Extension of Tri-Rail service beyond its present Mangonia Park terminus may be in jeopardy after local residents voiced concerns about plans for a new rail storage yard and maintenance facility in Riviera Beach. Tri-Rail wants to spend \$39.3 million on this 14-acre site.

Chicago, Illinois

Ground was broken in June for a new METRA station at Prairie Crossing/Libertyville on the Milwaukee District North Line from Fox Lake. In addition to a 400-space parking lot, there will be a 380-foot long platform, a heated shelter, and temporary station building. In the future, a permanent building will be erected. One month later, METRA and local elected officials celebrated the completion of work on the new Midlothian station on the Rock Island Line. The 412-foot inbound platform was lengthened to 862-feet while outbound passengers have a new 727-foot platform.

Chesterton, Indiana

The South Shore Line issued a new timetable on June 1, featuring a logo to recognize NICTD's 25th anniversary. Thanks to member Jim Beeler for sending copies.

Dallas, Texas

In answer to my question in the July *Bulletin*, concerning the longest LRVs in the world, member James Sparkman checked around and reported that the previous record holder, not including the new 7- and 9-section ALRVs, was held by Nantes, France. This occurred about ten years ago when their similarly modified high-floor/low-floor 3-section cars became 36.4 meters or 119 feet long. So at least for now, it looks like DART holds the record.

Silverton, Colorado

Here is an update to the news item that appeared in the August *Bulletin*, courtesy of Member Harold Geisenheimer's *Transnet* column. The Durango & Silverton,

(Continued on page 12)

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

which was not running for 23 days due to the forest fire situation, returned to service on July 23. The Cumbres & Toltec did not resume operations due to a dispute with the commission that owns the line.

Salt Lake City, Utah

My wife and I flew to Salt Lake City in late July. Once there we picked up a rental car and drove to Moab for the first part of our trip. En route, there was plenty of activity on the Union Pacific tracks leading to and from the Powder River. We also saw several Utah Railway trains. While in the Moab area we visited and hiked trails in Arches, Canyonlands, and Capital Reef National Parks and the Escalante National Monument. On a previous trip we had visited Bryce Canyon and Zion National Parks. We also did a 15-mile rafting trip down the Colorado River. Before returning to Salt Lake City we stopped at the Heber Valley Railroad, but that being a Monday, trains were not operating. Maintenance work was going on, and the employees readily granted permission to look around and take photos. In the station two trains ready for their next assignment, each contained one former DL&W (E-L, NJ Transit) commuter car. They now wear numbers 250 and 270 - their original numbers are unknown. Motive power and other rolling stock are mostly from area railroads. The Heber Valley Railroad operates over a portion of the Denver & Rio Grande Western's Heber (Provo Canyon) Branch, which was abandoned in 1967, and this entity is the latest descendant of operators since 1970.

In Salt Lake City, I rode TRAX's University and Sandy Lines and was fortunate to have had the name of a contact supplied by member Andrew Grahl. This enabled me to visit the maintenance facility, where several employees were working to get Valley Transportation Authority cars 816 and 829 ready for their introduction to service, possibly around Thanksgiving. TRAX's fleet is composed of two groups of Siemens cars, 1001-1023 (SD-100) and 1024-1034 (SD-160). In the near future it will be augmented by 23 additional cars from VTA. Sacramento will get the other 25. The current timetables are dated April, 2002; there is seven-day-a-week service.

Between midnight and 5 AM, Utah Railway freight service operates over the trackage south of Ballpark. At Main and 400 South, where the University Line splits off, there is a half-grand union, and there is traffic light preemption in the downtown area (HBLRT take notice). The maintenance facility is connected to the Sandy Line by approximately 0.6 mile of non-revenue trackage.

To let you know how customer-oriented TRAX management is, at Sandy I met a TRAX employee whose job it is to replace soiled seat cushions with clean ones. He checks every train that arrives during the morning for seats that need to be cleaned. The seats are covered with fabric, and are really comfortable to sit on.

There is a comparable assignment during the afternoons and evenings.

Sometimes in the course of traveling to different cities transportation is in the news, and there was such news while we were in Salt Lake City. **The Salt Lake Tribune** reported that a U.S. Senate committee endorsed a plan for commuter rail corridor between Ogden and Provo, allocating \$6 million for engineering and environmental studies. The first phase between Ogden and Salt Lake City could be running by 2007, once \$300 million in funding is secured. Another news story involved the Salt Lake City Council approving a deal to purchase a freight yard for the Union Pacific Railroad so that the Utah Transit Authority could build this 120-mile commuter line between Brigham City and Payson. There was some opposition by elected officials representing residents who reside in the area of UP's 900 South rail line, which has seen increased traffic at all hours of the day and night. Last year UTA purchased 175 miles of right of way from UP, and finalizing the transaction required creation of a yard. About 60 of those miles would be used for light rail. This story was also reported on (all-news) station KSL, and UTA General Manager John Inghish was interviewed.

CORRECTION

In the August **Bulletin** it was reported that the Messina Bridge would open in 2004, but train service would not begin until 2012. Member Bob Matten notified me of the error that work on the bridge hasn't even started yet, but it was member Subutay Musluoglu who provided the following details. "According to an article in the July issue of **Railway Gazette International**, the final plan to build the bridge was only just approved. There is still much design work to be done, and it is anticipated that construction will start in 3 years and that the bridge could take 5 to 6 years to complete. That brings us to 2012. The Messina Bridge will be a suspension bridge with an overall length of 5 km. The main suspended span will be 3300 meters, making it the world's longest suspension bridge when completed. For comparison's sake, the current record holder is the Akashi Bridge in Japan, which has a 2000-meter span on a 3.9 km. bridge. The Messina Bridge will be a combined road/rail bridge, featuring a 61-meter wide deck that will accommodate 4 railway tracks and 6 road lanes for 3 lanes of traffic in each direction."

From the History Files

75 years ago: On September 1, 1927, the Rochester, New York subway began running. It closed on July 1, 1956.

40 years ago: On September 1, 1962, the Port of New York Authority, as it was called then, took over the rail operations of the bankrupt Hudson & Manhattan Railroad, referred to as the "Tubes." The system became known as PATH. (Please see separate article on page 6 of this issue.)

(Continued on page 13)

NEW YORK DIVISION BULLETIN - SEPTEMBER, 2002

Tech Talk

(Continued from page 6)

Most readers are probably familiar with the use of "line letters" on each of our subway lines. These have nothing to do with the letters of the subway routes. These

are the letters used in identifying the track numbers (in the case of the BMT and IND lines) and signal locations. Occasionally, lines have changed their line letter over the course of time. In the table below you will find all of the line letters that were ever (?) used on the IRT lines:

Line Letter	Line	Limits	Notes
A	Astoria	Queensboro Plaza-Ditmars Boulevard	Relettered G after BMT takeover
B	Broadway	N/O Times Square-N/O 96 th Street	
BB	Broadway (Broadway Bronx)	N/O 96 th Street-242 nd Street	
C	Flushing (Corona)	Times Square-Main Street	Originally Queensboro Plaza-Main Street
D	Nostrand Avenue	Nostrand Junction-Flatbush Avenue	
E	Eastern Parkway	Borough Hall-New Lots Avenue	
F	White Plains Road (West Farms)	N/O 96 th Street-Bronx Park	
G	Bergen Cutoff	143 rd St (Third Avenue)-S/O Jackson Avenue	
H	Third Avenue (Webster Avenue)	N/O Fordham Road-Gun Hill Road	Relettered T when resignalled in 1956
J	Jerome Avenue	125 th Street-Woodlawn	
K	Clark Street	Borough Hall-Chambers Street	
L	Lexington Avenue	Grand Central-125 th Street	
M	Lexington Avenue (Manhattan)	Brooklyn Bridge-Borough Hall	
MM	Lexington Avenue (Manhattan Mainline)	Brooklyn Bridge-Times Square	Includes shuttle
MV	South Ferry Loops	S/O Rector Street & S/O Bowling Green-South Ferry	
N	Ninth Avenue	South Ferry-155 th Street	
P	Pelham	125 th Street-Pelham Bay Park	
Q	Queensborough Bridge	N/O 57 th Street-Queensboro Plaza	
R	162 nd Street Connection	N/O 155 th Street (Putnam Bridge)-S/O 167 th Street	
S	Second Avenue	Chatham Square-129 th Street	
T	Third Avenue	South Ferry-Bronx Park	
V	Seventh Avenue	Times Square-S/O Rector Street	
W	White Plains Road	N/O E. Tremont Avenue-E. 241 st Street	
Y	Steinway	Times Square-Queensboro Plaza	Relettered C with new signal system, ca. 1955
Y	Dyre Avenue	E. 180 th Street-Dyre Avenue	
Z	Sixth Avenue	S/O Rector Street-53 rd St (Ninth Avenue)	

In addition, at least one source indicates that line ZA was assigned to the stub end of the Sixth Avenue "L" from 53rd Street to 59th Street. I will confirm this and get

back to you.

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

Commuter and Transit Notes

30 years ago: On September 11, 1972, BART's first line opened.

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

Around New York's Transit System

(Continued from page 20)

approaching a yellow signal, place the master controller in "off" or "coast" and start braking so that the train is proceeding at a reduced rate of speed when passing the yellow signal. Train Operators must be prepared to stop at the next signal.

When passing through time signal territory, these rules do not apply. Train Operators are to be guided in these locations by the rules covering time signals.

Increased Subway Ridership

Subway ridership has been increasing since 1995 because of *MetroCard* discounts and free transfers between the subway and the buses. Last year it was the highest since 1953. The average weekday ridership

(in millions) is as follows:

YEAR	WEEKDAY RIDERSHIP	YEAR	WEEKDAY RIDERSHIP
1995	3.66	1999	4.23
1996	3.68	2000	4.52
1997	3.76	2001	4.58
1998	3.98	2002 (April)	4.68

Subway crime reached a maximum in 1990 with about 18,000 felonies. Crimes decreased from 6,218 in 1997 to 3,756 in 2001. At the present time, subway crime is the lowest since 1969. A safer subway encourages people to ride.

MONTCLAIR CONNECTION UPDATE

by Bruce J. Russell

This month, the long-studied, long-awaited Montclair Connection will open, bringing with it major improvement to one of NJ Transit's long-neglected routes. September 30 is scheduled to be the start of electrified service on the approximately 5 miles of Boonton Line from Bay Street, Montclair to Great Notch, a section of Little Falls. Along with use of electric traction will be the through running of selected trains directly into Manhattan's Pennsylvania Station, a crowded facility that will become even more crowded. In 1996, when NJ Transit launched its *Midtown Direct* service from Dover and Gladstone to Manhattan, the promise was made that eventually similar service would originate from points in Montclair and Upper Montclair. However, before this could occur, the Bay Street to Great Notch segment of the Boonton Line had to be electrified and a connection made with the existing former Lackawanna Railroad Montclair Branch, which stub-ended at Bay Street. In other words, the new service from Great Notch would involve running over 5 miles of brand new electrification, and then continuing over an existing route that first saw catenary erected in 1930.

In 1984 the former Lackawanna electrification on the main line to Dover, and on the branches to Gladstone and Montclair, was converted from 3,000 volts direct current to 25,000 volts. This modernization was done with the notion that the entire former Pennsylvania Railroad Northeast Corridor would similarly be changed over. It never was. When *Midtown Direct* began in 1996, trains originating at Dover and Gladstone ran as far as Swift Interlocking in Kearny, where they switched onto the Northeast Corridor for the balance of the journey into Penn Station. At some point the Northeast Corridor will have its voltage changed, but with Amtrak's current financial woes it is anyone's guess when this will happen.

The approximately ¼-mile connecting track at Montclair between the stub-ended branch and the ex-Erie Railroad Boonton Line has been finished for several months. The only item not installed is the actual switch. However, the catenary system from Bay Street to Great Notch is fully completed. It will be fed from the existing substation at Bay Street, just east of the new station. In the event a decision is made to extend electrification beyond Great Notch, another substation will be needed.

The new station at Bay Street is likewise finished. Instead of one central high-level platform, it has two side ones. It is a substantial structure, and will blend in nicely with a neighborhood now gentrifying. It occupies the location of a prior low-level platform that had only one track, the two tracks coming together just east of it.

On Saturday, July 13 and again on Sunday, July 14, NJ Transit carried out testing of the new electrification

from Bay Street to Great Notch to make certain that everything worked as it should. Advance announcements were given to area newspapers and police departments, warning people that on that weekend trains would be running over a set of tracks that normally only witnessed Monday-to-Friday trains. Unfortunately, people do trespass on the tracks and do so with less caution on weekends when they know trains do not operate. An article in the Newark Star-Ledger of July 11 described just what would be taking place and why, with the emphasis being that a much-improved rail commuter service was on the eve of happening.

In order to conduct the tests, two of NJ Transit's new German-manufactured electric locomotives, class ALP-46, were brought to the yard at Great Notch. The locomotives, painted in NJ Transit's newest color scheme, have been purchased to augment the fleet of almost 10-year-old Swedish-built ALP-44s, which are less powerful and nearing the point of an overhaul. When *Midtown Direct* service began in 1996 over the Dover and Gladstone routes, it was thought that one ALP-44 could pull six-car trains and easily accommodate the crowds. As things turned out, the success the new direct service from points on the old Lackawanna to Penn Station was so great that seven-, then eight-, and finally nine-car trains became commonplace. These added coaches have sorely taxed the Swedish imports. Within two years, even heavier double-deck coaches will be in use, necessitating more powerful electric engines. Thus NJ Transit turned to German builders for its newest order of "juice jacks." The ALP-46s are rated at 7,000 horsepower. In Germany they have taken over duties from the famous type 103s, the bulbous-nosed six-wheel truck locomotive that could be seen at the point of trains running from Hamburg to Munich and over other important Deutsche Bundesbahn mainlines. The new engines are painted red rather than cream, and have 4- rather than 6-wheel trucks.

ALP-46s 4601 and 4605 were brought to Great Notch, along with a couple of ALP-44s and a nine-car train made up of Arrow III multiple-unit cars. These are the three kinds of electric equipment that will be running over the new route. Hence all three were required for the weekend test period. The trains pulled and pushed by the ALP-44s and ALP-46s will operate either into Penn Station or to Hoboken. The multiple-unit cars will only go to Hoboken. Over a decade ago NJ Transit made a decision to rely on electric locomotive-hauled trains for its *Midtown Direct* services. Many feel that this was an error since MUs, with their distributed power, can accelerate faster and reduce travel times. On the other hand, they are more costly to maintain.

(Continued on page 15)

Montclair Connection Update*(Continued from page 14)*

The electric locomotives and MUs were brought to Great Notch Yard by being towed by two NJ Transit diesels. This is because the actual track connection at Bay Street is not yet in place. Great Notch Yard is a new facility, and consists of three storage tracks plus an inspection track where workers can look under locomotives. Just east of the yard is a new station, built of brick and pleasing architecturally. It is not a cheap cinder block affair or an "Amshack" by any means. Electric trains running to both Penn Station and Hoboken will begin and end here.

The majority of the test runs operated on Sunday, July 14. Throughout the day trains, both locomotive-hauled and MU, ran back and forth between Great Notch and Bay Street. Many people must have been startled to hear them blowing for grade crossings on the weekend. People playing tennis and baseball in parks adjacent to the tracks stood up and took notice. Several railfan photographers, who knew of the testing, were present. The trains pulled by the ALP-46s also had an ALP-44 locomotive directly behind, and then nine Comet-type coaches. NJ Transit engineers and technical people were everywhere on both days.

When the Montclair Connection opens on September 30, there will be hourly service during the day to Great Notch, with trains originating at both Hoboken and Manhattan. Passengers will ride in comfort aboard new Comet V coaches, which are now being delivered. One

of the advantages of the connection will be that residents of Upper Montclair and Great Notch will be able to reach downtown Newark. Within three years, a light rail street car will connect the old Lackawanna Station at Broad Street with Pennsylvania Station on Market Street. Also, riders will be able to make connections with other NJ Transit trains at Secaucus Transfer, slated to open in early 2003. In short, the Montclair Connection is part of NJ Transit's goal of using its existing rail routes more efficiently and making them more connective. The investment in the Montclair Connection and the extension of electrification are part of this strategy. Although no weekend service is planned initially, it surely will come. However, the old Lackawanna Montclair Branch will witness midday service for the first time since the 1960s.

The New York & Greenwood Lake Railroad, a private company, is trying to get support for a rush hour passenger service over the section of the former Erie east of the connection over which NJ Transit intends to stop running. The firm has equipment and, if granted a subsidy, could provide a service. As of this date, this situation remains unresolved. Commuters at the three stations that will lose rail service are not pleased.

The testing on the weekend of July 13-14 is a harbinger of good things to come. The Chinese have an old saying: "May you live in interesting times." Seeing a German-built express passenger locomotive, costing \$4.7 million and designed to run at over 100 mph, pulling NJ Transit commuter trains at half this speed through the New Jersey suburbs, is certainly interesting.

SUSQUEHANNA RAILROAD NOTES

After reading Bruce Russell's article on the Susquehanna Railroad in the June, 2002 *Bulletin*, member Robert J. Powers (ERA #663) furnished the following additional information.

There was no independent New York, Susquehanna & Western Railroad in the 1930s; the NYS&W was completely integrated into the Erie Railroad from 1900 until breaking free and reestablishing itself as an independent carrier in 1940, only then adopting its own logo (a serif S in a circle) and its own colors (maroon and gray), and painting SUSQUEHANNA in white (silver?) on its locomotives' tenders in place of the chrome-yellow Erie diamond. Cab numbers were repainted to match, although there was no renumbering or reclassifying from

the Erie's system.

Mr. Powers believes that the rail cars to which Bruce Russell refers were built by ACF. They came onto the property along with establishing Susquehanna Transfer, no earlier than NYS&W's independence date in 1940. The rail cars were odd in one respect for railroad equipment: the Engineer sat open to view of the passengers in a little waist-high cubicle. There was a great railfan seat on the left front. Entry and exit were made in the center of the cars.

There is no doubt that the RDC was a good piece of equipment. While the interior was made less Spartan than, say, the New York Central's cars, they could be downright comfortable on a long haul.

R-143 Update*(Continued from page 20)*

the fleet was concentrated at Jamaica for several years. They were last assigned to Coney Island (Q) in April, 1989, immediately prior to their contract rebuilding by Sumitomo Corporation in Elmira Heights, New York.

Since GOH they have been on the J/Z, L, and M routes, commonly mixed with Coney Island-rebuilt R-42s and occasionally the M-K variety. This move represents their first post-GOH excursion away from East New York, and they will probably displace Phase II R-32s from Coney Island (N) for Jamaica (E/F) to build up spare ratios.

REDBIRD UPDATE

by George Chiasson

R-142/R-142As

It got no press coverage or even much notoriety within NYC Transit, but on July 30, 2002 formerly stored R-142s 6451-6455 entered passenger service on ⑤. This completed a successful effort to retrieve, modify, and test as many as 140 cars (6351-6410, 6421-6500) that had been delivered between mid-2000 and early 2001 but found to be deficient in manufacture. After post-delivery inspections, and even a fleeting glimpse of testing and passenger service for 6431-6445 early on, many of these cars were stored at various locations around the system starting in May, 2001. The MTA and Bombardier then agreed to arrange for their upgrade to a more reliable configuration. At that point, "production" deliveries were skipped ahead to cars 6576 and higher. 6501-6565, which required fewer changes than the lower-numbered cars already in New York, were modified at the production facility in Plattsburgh, and delivered through late 2001 to enter service on ②.

During July, 2001 the first set of delayed cars (6476-6480) was extensively re-worked at E. 180th Street and eventually entered service on ②. This was followed by about one five-car unit per month in August and September, then little progress was made through early 2002 while efforts concentrated on higher-numbered, pre-modified R-142s. As this process ended and cars began arriving for assignment to ⑤, the stored R-142s were re-evaluated and some earned the moniker "cobweb cars" due to the undercar effects of storage. Modifications were required in door, braking, and propulsion systems to prepare for renewed acceptance testing, as well as repair or replacement of hardware components and the installation of improved performance software. 6466-6470 and 6431-6435 were ready in time to join the ② fleet by early March, then much of the remainder "blitzed" during April and May to yield 50 cars for the fast-growing ⑤ fleet by mid-June. Acceptance of the rest of these cars was accomplished over the following six weeks, and quickly enabled the R-142s to achieve majority status on ⑤ in a short period of time; much more quickly than had been the case on ②.

Through August 8, 2002, Primary R-142s 6571-6575 and Option R-142s 6996-7030 were delivered, as Bombardier resumed direct output from its production line to NYCT property for the first time in several months. By the same date, Primary R-142s 6441-6460 and 6486-6490 were placed in ⑤ operation, joined by Option R-142s 6971-6980 and 6991 7005. Previously noted cars 6951-6960 have remained in service virtually without interruption for almost two full months, and seem to have rewarded the perseverance of MTA and Bombardier in developing the cars' reliability. This is a highly

positive sign for the balance of the program, and it now appears likely that all R-142s should be delivered by the latter half of 2003. Still missing from the existing sequence are 6801-6815, 6876-6950, 6961-6970, and 6981-6990, which require refinement before they will depart the production facility. On August 2, a train of ⑤-assigned R-142s was operated on ⑥ as a "Parkchester Swinger" for the first time, instead of the usual Redbirds. In what may be a further sign of things to come, there have been scattered reports of ②- and ⑤-assigned R-142s being used on each other's lines during rush hours, reminiscent of recent Redbird utility.

After several weeks of service simulations, crew qualification, and maintenance personnel orientation, the use of R-142As on ④ commenced with cars 7661-7670 on July 25, 2002. The inaugural trip was not specifically documented, but was witnessed passing through Borough Hall station on its way to Utica Avenue at precisely 7:08 that morning. (Estimated time from Woodlawn was 6:22). This initial train enjoyed a productive first two weeks and experienced only one known (minor) malfunction on August 5. The second R-142A train, composed of 7671-7675 and 7681-7685, was placed in ④ service on August 7. Through August 8, 2002, Option R-142As 7686-7690 and 7696-7705 were delivered. Unit 7686-7690 had been observed at the Kawasaki plant in Yonkers on July 13, accompanied by incomplete car bodies numbered as high as 7715. As of early August, it appears that actual construction of the R-142A contract at KRC's facility in Kobe has been completed and the balance en route to Yonkers, if not already on hand. Two additional R-142A trains should be in ④ service by Labor Day, with a corresponding withdrawal of R-33s expected soon afterward. The rate of changeover thereafter will depend on continued success as the R-142A contract concludes and additional cars are imported from elsewhere. One thing seems certain: the commuting atmosphere around Yankee Stadium this fall will be interesting for more than just the baseball games.

R-62A changes

On July 26, R-62As 1746-1750 and 1756-1760 were transferred from ⑥ to ③/①. Most weekdays, there are still one or perhaps two trains of R-62As in rush hour use on ⑥, but that probably will not last much beyond the September schedule change, if even that long. Since ⑦ was cut to 10-car trains as a summer seasonal adjustment on August 3, the 10-car R-62A sets remaining have been exclusively arranged as mated 5-car sets or 10 single units. Elsewhere, we have noted the markedly decreased presence of Livonia-assigned (blue sticker) R-62As to ③ (Harlem/148th Street-14th Street)

(Continued on page 17)

Redbird Update

(Continued from page 16)

since mid-June. Though it remains possible to see one or two on any given day, many times the entire line is populated by unitized, red-stickered Broadway cars, which formally belong to ①. Upon inquiry, we were told this is because of the proximity of truncated ③ operations to 240th Street Shop, and a corresponding desire to keep trains used on that route close at hand for inspections. There has also been an increased presence of ①- and ③-assigned R 62As on ⑤ in the same time frame. The norm now seems to be four rush hour train sets on ⑤, with one or two on ②. Some days there may be more; others there may be none. In any event, the circumstances which lead to the R-62As' use in ②/⑤ service (put-ins and lay-ups for ③) was described last time. In several instances, trains of R-62As have been sighted running in ② service with ③ signage.

Redbird Notes, Transfers, and Status

On the night of August 2-3, all ⑦ trains were cut from 11 to 10 cars and the single R-33s, as has been the case for several summers previous, were temporarily removed from service. Most of these have been passing through 207th Street Shops since May for what might best be termed a "mini-overhaul," aimed at insuring the cars' mechanical health for the anticipated 18-24 months of revenue service remaining. We never determined exactly what was being done to 9317, 9329, or 9343, but as of early August it appears these have been retired. The rest of the World's Fair R-33s should be returned to operation, as usual, soon after Labor Day.

To revisit some issues from the last Update, the Work Service career of Main Line R-33s 8818/8819 and 8976/8977 was very brief and the cars soon retired. More recently, R-33s 8990/8991 have been incorporated into a Revenue Collection train with 0R720 (ex-R-22 7337) and 1R720 (ex-R-22 7444), and 9180/9181 assigned to the Concourse Refuse Train with R-127 EP005. The first two pairs of General Electric R-36s (9642/9643, 9656/9657) were removed from service in early July and retired permanently. This was reportedly necessitated by advanced structural deterioration. GEs 9614/9615 were also missing for most of July (believed to have fire damage), but are now again active on ⑦. Some 72 R-33s and 16 R-26/28/29s have been removed from passenger service as R-142s assume duty on ⑤. Included among these was the last pair of original GE R-26s (7750-7804 group), cars 7790/7791, on July 23, 2002 after 42 years of service. Through early August, 9100- and 9200-series R-33s continued to be rotated to keep three 10-car trains available for use on ② in rush hours. As an example, 9210/9211 were removed from ⑤ service as of July 18 and spent almost three weeks at 207th Street. After looking like fodder for the reefing program, they were inspected, reactivated,

and reassigned to ② on August 7. Once again, we are advised that Redbirds on ② and ⑤ are regularly inter-mixed in train consists.

Redbird Retirements & Restorations

Taken out of service through August 8, 2002 were:

R-26: 7780/7781, 7790/7791, 7846/7847 off ⑤

R-28: 7926/7927 off ⑤

R-29: 8722/8723, 8746/8747, 8752/8753, 8782/8783 (second time) off ⑤

R-33: 8806/8807, 8808/8809, 8822/8823, 8824/8825, 8830/8831, 8832/8833, 8860/8861, 8872/8873, 8894/8895, 8896/8897, 8898/8899, 8902/8903, 8908/8909, 8910/8911, 8920/8921, 8926/8927, 8928/8929, 8932/8933, 8934/8935, 8938/8939, 8942/8943, 8950/8951, 8960/8961, 8962/8963, 8986/8987, 8990/8991, 8994/8995, 9012/9013, 9028/9029, 9040/9041, 9044/9045, 9046/9047, 9048/9049, 9076/9077, 9086/9087, 9092/9093, 9112/9113, 9174/9175, 9210/9211 off ⑤; 9188/9189 off ②

R-33S: 9307-9316, 9318-9320, 9322-9328, 9330-9342, 9344, 9345 off ⑦ (for Summer)

R-36: 9528/9529, 9656/9657 off ⑦

Restored to service through August 8, 2002 were:

R-33: 9166/9167, 9200/9201, 9208/9209 on ⑤; 9170/9171, 9178/9179, 9206/9207, 9210/9211 on ②

Redbird Reefing

The Weeks barge departed 207th Street on July 11 with the first of 100 cars bound for the ocean floor off the coast of Hilton Head, South Carolina. This part of the reefing program was accomplished rather quickly to aid the South Carolina Department of Natural Resources and consisted of two shipments of 50 carbodies each. In early August, the MTA was able reach agreement with the Commonwealth of Virginia on the future disposition of additional Redbirds, with Delaware in the hunt for additional cars to submerge at "Redbird Reef."

Barged to South Carolina on July 11, 2002 were the following 50 cars:

R-26: 7820, 7821

R-28: 7906, 7907

R-29: 8690, 8691

R-36: 9356*, 9357*, 9360*, 9361*, 9364, 9365, 9366, 9367, 9378, 9379, 9382, 9383, 9402, 9403, 9404, 9405, 9406, 9407, 9420, 9421, 9426, 9427, 9428, 9429, 9438, 9439, 9444, 9445, 9448, 9449, 9454, 9455, 9456, 9457, 9460, 9461, 9464, 9465, 9470, 9471, 9474, 9475, 9538, 9539

*-Subway Series Commemorative markings

Barged to South Carolina on August 1, 2002 were the following 50 cars:

R-26: 7842, 7843

R-28: 7888, 7889, 7930, 7931, 7958, 7959

R-29: 8698, 8699, 8744, 8745, 8780, 8781, 8798, 8799

R-33: 8818, 8819, 8870, 8871, 8880, 8881, 8904, 8905,

(Continued on page 19)

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

Hello, everyone. Sorry I missed last month, but with all that has been going on in my life lately, I am lucky I got this month's article out. And what a month this is going to be!

On the IRT we have the inevitable opening of the South Ferry extension and the return of normal service on the Broadway-Seventh Avenue Line, with the exception of the Cortlandt Street station. As for normal work on the IRT, we have Atlantic Avenue station rehabilitation, White Plains Road signals, a panel job at Junius Street, and a chip-out in the Steinway Tunnel.

On the IND we have the usual 42nd Street and 53rd Street station rehabilitations, a major chip-out on the northbound track from Bergen Street to Jay Street, a lot of work for water intrusion in the Jackson Avenue Tunnel (Crosstown Line, under Newtown Creek), diamond crossover #50 & 52 north of the Broadway-Lafayette station between Tracks B2 and B4, and the *Airtrain* is back for a couple of weekends.

Now for the big one -- the BMT. The major phase of the Stillwell Avenue station rehabilitation will have **C** and **F** service out of Stillwell Avenue for 18 months. Due to this shutdown there are some major service

changes to the "Southern Division," including making **W** the only through service from Stillwell Avenue to Ditmars Boulevard 24 hours a day, 7 days a week and operating local via Fourth Avenue/Montague Street Tunnel/Broadway nights and weekends. **N** will operate to Ditmars Boulevard during the weekdays and as a shuttle to Pacific Street at nights and on weekends. The **R** shuttle at night will also terminate at Pacific Street. Also, there will be a 9-day shutdown of Track 4, which is supposed to be used for **C** put-ins and lay-ups only. This is to allow the contractor to take down the overpass that spans most of the structure. While this is working something that has not been done in years will happen. All **C** lay-ups will be stored on the structure between Ocean Parkway and Kings Highway. Also, we will have the reopening of the Cortlandt Street (BMT) station in mid-September. Along with all of that are the normal jobs throughout the BMT: West End signals, Montague Street Tunnel fire lines, DeKalb Avenue and Newkirk Avenue station rehabilitations, CBTC equipment testing on the Jamaica Line, and a reconfiguration of the switching plant around the Rockaway Parkway area for CBTC. Now... "On with the show."

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
8/27 to 9/13	Nights	7	Track C1 N/E Hunters Point Avenue to S/O Grand Central	7 – single track via Track C2 N/O Hunters Point Avenue to N/O Grand Central	Chip-out
9/14 to 9/16	Wkend	7/S/ Bus	Tracks C1/C2 S/O Times Square to S/E Queensboro Plaza	7 – Terminates at Queensboro Plaza S – 42 nd Street Shuttle operates all weekend Bus – Vernon-Jackson to Queensboro Plaza	Concrete pour
8/26 to 9/18	Nights	4/5/6	Track MM3 N/O Brooklyn Bridge to N/E 14 th Street	4/5 – N/B local via Track 4 Brooklyn Bridge to Grand Central 6 – no effect on service	Completion work, Brooklyn Bridge to Grand Central
9/3 to 9/20	Daily 7 dy/ wk	4	Track J4 N/O 149 th Street-Grand Concourse to S/E Burnside Avenue	N/B via track M N/O 149 th Street to N/O Burnside Avenue then normal	Rails and plate renewal
9/9 to 9/13	Daily	1/4/ 1 sh.	Track E1 S/O Junius Street to S/O New Lots Avenue	1 – 242 nd Street to Utica Avenue 1 sh. – New Lots Avenue to Utica Avenue 4 – Woodlawn to Atlantic Avenue	Preparatory work for panel installation
9/3 to 9/27	Nights	4	Track MS N/E Bowling Green to S/E Bowling Green	No effect on service	Remove and deliver escalator equipment
9/7 to 9/16	Wkend Nights	4	Track M2 N/E Bowling Green to N/O Borough Hall	S/B single track via Track 3 S/O Wall Street to N/O Borough Hall	Chip-out
9/3 to 9/13	Nights	2/4/ 4 Local	Track E1 N/E Atlantic Avenue to S/O Eastern Parkway	2/4 Local – S/B express via Track 2 N/O Atlantic Avenue to S/O Franklin Avenue 4 – No effect on service	Chipping concrete ceiling for spall and repairs; install steel, electrical, and plumbing work
9/7 to 9/15	Wknday	2/5	Track F3 S/O Jackson Avenue to N/E E. 180 th Street	2/5 – N/B via Track M S/O Jackson Avenue to N/O E. 180 th Street	Pull cable and install signals
9/13 to 9/16	Wkend	A/C/D/ E	Track A2 S/O 34 th Street to N/O 42 nd Street	A/C – N/B express Canal Street to 145 th Street D – N/B local 59 th Street to 145 th Street E – N/B express Canal Street to 42 nd Street	Install track wall tiles
9/10 to 9/20	Nights	F/ F sh.	Track B2 N/O Bergen Street to N/E Jay Street	F – 179 th Street to Hoyt-Schermerhorn F sh. – Avenue X to Hoyt-Schermerhorn	Chip-out

(Continued on page 19)

NEW YORK DIVISION BULLETIN - SEPTEMBER, 2002

Track Construction Forecast for September, 2002

(Continued from page 18)

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
9/14 to 9/16	Wkend Nights	F/ F sh.	Track B2 N/O Bergen Street to N/E Jay Street	F – 179 th Street to Hoyt-Schermerhorn F sh. – Avenue X to Hoyt-Schermerhorn	Chip-out
9/12 to 9/25	Nights	D	Track B4 N/O 47 th -50 th Streets to S/O 59 th Street	S/B operates to Second Avenue via Sixth Avenue Line, then N/B via Eighth Avenue Line W. 4 th Street to 59 th Street	Quality work and water grouting.
9/9 to 9/20	Nights	A/E	Track A1 N/O 42 nd Street to N/O 34 th Street	S/B express from 59 th Street/42 nd Street to Canal Street	Painting; install security railing, warning strip, and sound wall
9/2 to 9/23	7 nights per week	S	Track B4 N/E Grand Street to S/O W. 4 th Street	Exclusive use shuttle on Track B3 from Grand Street to W. 4 th Street	Renew switches #50 and 52
8/26 to 10/21	7 nights per week	G	Track E2 N/O Nassau Avenue to S/O Court Square	N/B single track via Track E1 N/O Nassau Avenue to Track E5 N/O 21 st Street to Track E2 and normal	Water intrusion remediation
9/14 to 9/16	Wkend	A/H Bus	Tracks F1/F3/F4 S/O Rockaway Boulevard to N/O B. 90 th Street	A – All mainline service to Lefferts Boulevard H – Far Rockaway to Rockaway Park Bus #1 – Howard Beach to Rockaway Boulevard Bus #2 – Rockaway Boulevard to B. 98 th Street	Removal of temporary shields over track
9/8 to 12/31	24/7	F/O/N W/F/ bus/ B-68 bus	Tracks EB/EC/EE/EF N/E to S/E Stillwell Avenue	O – Brighton Beach to 57 th Street-Seventh Avenue F – Avenue X to 179 th Street N – 86 th Street to Ditmars Boulevard/Pacific Street W – Stillwell Avenue to Ditmars Boulevard F bus – Stillwell Avenue to Avenue X B-68 - extended from W. 5 th Street to Stillwell Avenue	Demolish and rebuild tracks 2/3/5/6. Demolish and rebuild RTO building
9/14 to 9/23	24/7	O	Track A4/ED S/E to N/E Stillwell Avenue	O – All lay-ups and put-ins will be stored on the structure between Kings Highway and Ocean Parkway	Concrete structural replacement of south deck area at Stillwell Avenue
9/6 to 9/16	Wkend	O	Tracks A3/A4 S/O Prospect Park to N/O Kings Highway	No effect on service	Overhead deck installation at Newkirk Avenue
9/10 to 9/13	Nights	W	Tracks G2/GD1/GD2 S/E Lexington Avenue to S/O Queensboro Plaza	N/B single track via Track G1 from S/O Lexington Avenue to S/O Queensboro Plaza	Installation of fire & discharge lines
9/10 to 9/13	Nights	W	Tracks B2/R2 N/E Court Street to N/E Whitehall Street & S/O Broad Street	N/B via Manhattan Bridge	Removals and installations
9/3 to 10/4	Nights	L	Track Q1 N/E Third Avenue to S/O Bedford Avenue	S/B single track via Track Q2 N/O Third Avenue to S/O Bedford Avenue then normal	Replace manhole doors
9/02 to 9/13	Daily	J/M	Track J3/4 N/O Myrtle Avenue to N/O Broadway Junction	No effect on service	V1 testing for CBTC
9/13 to 9/16	Wkend	L/Bus	Tracks P1/P2 S/O Livonia Avenue to S/E Rockaway Parkway	L – Eighth Avenue to Broadway Junction Bus – Broadway Junction to Rockaway Parkway	Remove switches #59A/B and install new diamond crossover N/O Rockaway Parkway #141A/B & 143 A/B
9/3 to 12/9	24/7	J/L	Tracks JJ2A/P2/PJ1A/PK1/PK2/PK3 N/O Atlantic Avenue to S/O Atlantic Avenue	J/L – No effect on service	This plan extends to reconstruction of the new Track P2 turnout. When this plan ends, Track K1 will become the new Track P2, Track J2A is returned to service, Tracks K3 and K4 are removed from service permanently, and the center and N/B platforms at Atlantic Avenue are ABANDONED

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

David Erlitz is a Superintendent with MTA New York City Transit and has been interested in trains all his life. He may be contacted via email at tderlitz@juno.com.

Redbird Update

(Continued from page 17)

8906, 8907, 8966, 8967, 8976, 8977, 8984, 8985, 8998,

8999, 9096, 9097

R-36: 9352, 9353, 9376, 9377, 9388, 9389, 9414, 9415

9546, 9547, 9642, 9643, 9656, 9657

Around New York's Transit System

R-160 Cars Ordered

On July 31, NYC Transit announced that it would award a contract for new BMT-IND subway cars to Alstom, a French railcar builder. The base order is for 660 cars, with two options that can bring the total to as many as 1,700 cars.

This was a highly-sought contract, with Alstom, Bombardier, and Kawasaki all hiring lobbyists with connections to Governor Pataki to woo the MTA. In light of this, the MTA hired a company called Decision Strategies to monitor the process to ensure that everything was done legitimately. Although Decision Strategies found some issues worthy of discussion, it determined that the procurement was conducted properly. The MTA also hired former board member Stanley Brezenoff (also a former Deputy Mayor and Commissioner within New York City government), but he also found nothing major wrong.

The bodies will be built at Alstom's plant in Brazil, and finished at the company's factory in Hornell, New York. Kawasaki will be hired by Alstom to assist in designing and producing the cars. The MTA's press release and a news item from Reuters stated that Kawasaki will be building some of the bodies at its Lincoln, Nebraska plant and finishing them at its Yonkers, New York facility, but it seems (from Alstom's press release and other sources) that this will not be the case.

Under the base order, 10 R-32s (overhauled by

General Electric), all R-38s, all slant R-40s, and 110 R-42s (overhauled by Coney Island Shops) are to be replaced, with 53 cars designated for service increases. Option I contains enough cars to replace the remaining R-32s plus increase service further, while Option II is slated to replace the R-40Ms and the remaining R-42s; if further service increases are required by the time the decision about this option is being made, an additional 40 cars can be ordered as part of this option.

Delivery is to start with a pilot train in Spring, 2005 and continue nine months later, with two four-car or five-car units (the order features some of each) to be delivered each week until completion.

Passing Caution Signals

A consultant's analysis of the existing signal system reveals deficiencies in the stopping distances and safety margins at certain locations. To provide additional emergency braking distances at the locations with the most deficiencies, NYC Transit is modifying these signals. But deficiencies will remain for the foreseeable future. Therefore, Train Operators must adhere strictly to the following rules:

When passing a fixed signal indicating proceed, be prepared to stop at the next signal. Train Operators must adjust the speed of the train so that it will not pass the next signal if it indicates "stop."

If the next signal is not visible or red, when

(Continued on page 13)

R-143 UPDATE By George Chiasson

Right after the last Update was drawn up, the R-143 program hit a plateau of activity, though deliveries continued straight into early August and the halfway point achieved in that regard. Through August 8, 2002 R-143s 8173-8176 and 8189-8196 entered **L** service for a total of 88 cars. As of the same date, cars 8197-8220 had arrived on NYCT property, though the latter unit (8217-8220) was still being assembled at 207th Street Shops. Cars for the 8213-8216, 8217-8220 and 8229-8232 sets were observed at Kawasaki's Yonkers facility with the 7700-series R-142As on July 13. R-143s 8117-8124 continue to be used as a test bed for the certification of CBTC equipment and are not in passenger service. They have been making test runs along the middle iron of the Broadway-Jamaica Line, between Broadway Junction and Myrtle Ave., on weekdays.

As anticipated, when the R-143 program resumed activity the first train of R-40M ("Modified") cars was transferred from East New York to Coney Island on Au-

gust 8. Involved were 4450-4455, 4458/4459, and 4462/4463 (a single 10-car train), which ran on **N** and at least one each on **Q** and **D**. On the same date, 4474/4475 was the lowest-numbered pair observed on **J/Z**. Other R-40Ms seemed to be gathering numerically on the East New York lines, so additional transfers are expected to follow shortly. We hope to have more complete information in the next installment, but in any case it appears that mismates 4460/4665, composed of one R-40M and one Morrison-Knudsen R-42 in the aftermath of a 1995 Williamsburg Bridge collision, will remain at East New York. R-40Ms on **J** and **M** appeared briefly on the "Southern Division" last fall after the World Trade Center attack, when they were used to cover the Fourth Avenue and Sea Beach routes for the suspended **N** and **R** services. Some R-40Ms originally ran on **N** from April, 1969 through March, 1970 before

(Continued on page 15)