

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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BROOKLYN BRIDGE "L" SERVICE QUIT 60 YEARS AGO

On March 5, 1944, BMT elevated trains ceased operating across the Brooklyn Bridge to Park Row. The Sands Street and Adams Street stations were abandoned, and trains were turned at a new terminal, Bridge-Jay Street. A double crossover was installed east of this station, formerly called Bridge Street. The west end of the platform was extended and a new entrance was built at Jay Street and Myrtle Avenue, where passengers could transfer to the trolley cars or the IND subway.

furnished through service to midtown Manhattan. Because riding declined and service was curtailed in the 1920s and 1930s, the elaborate Park Row terminal's tail switch tracks and exit platforms were no longer needed. Starting November 27, 1935, trains terminated at the easterly platforms and switched back on a new double crossover east of the station. The structure supporting the tail switch tracks and the exit platforms was demolished.



Park Row looking south, before exit platforms were removed.

Bernard Linder collection

On September 24, 1883, four months after the bridge opened, cable cars started operating. Because it was the only transit line linking Brooklyn and Manhattan, patronage increased rapidly. Five-car trains, operating on a 55-second headway, were overcrowded in the rush hour. Bridge trains were overcrowded until the BMT and IRT completed their present network of subway lines, which



Park Row looking south, after exit platforms were removed in the mid-1930s.

Bernard Linder collection

Meanwhile, the city was building the IND subway lines, which would eventually divert more passengers. The Fulton Street IND, which opened on April 9, 1936, adversely affected Fulton Street "L" riding as shown in the table below. The IND ran under the "L" for several miles and offered passengers a fast five-cent one-seat ride to midtown Manhattan.

After Unification, riding across the bridge was so light that service between Park Row

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INCREASED SUBWAY SERVICE by Bernard Linder

When the new schedules went into effect on February 22, 2004, service was increased on several subway lines. Two additional expresses and three additional locals helped relieve rush hour overcrowding on the busy Lexington Avenue Subway. Weekend service was increased on **E**, **F**, **G**, and **R**.

Because all four Manhattan Bridge tracks are in service again, BMT and IND trains were through-routed, and extensive route changes were made. These changes, which are similar to the 1967 changes when the Chrystie Street Subway opened, will certainly confuse many passengers. West End, Sea Beach, and

Fourth Avenue riders should transfer at Pacific Street instead of DeKalb Avenue because **D** and **N** trains bypass DeKalb Avenue from early morning until late evening.

Brighton riders whose destination is Sixth Avenue must remember that **B** trains do not run at all times. If they attempt to transfer between **D** and **C**, they will find it inconvenient when they walk through the passageways connecting the Atlantic Avenue and Pacific Street stations. Hours of operation of lines whose schedules were changes are as follows:

B—CONCOURSE-SIXTH AVENUE-BRIGHTON

WEEKDAYS (there is no weekend service)

Trains run express south of 47th-50th Streets and local north of this station

BEDFORD PARK BOULEVARD SERVICE

Leave Brighton Beach: 5:58-8:07 AM and 3:08-5:48 PM

Leave Bedford Park Boulevard: 5:25-8:57 AM and 4:03-6:37 PM

145TH STREET SERVICE

Leave Brighton Beach: 8:14 AM-2:58 PM and 5:57-8:38 PM

Leave 145th Street: 9:25 AM-4:13 PM and 7:05-8:55 PM

D—CONCOURSE-SIXTH AVENUE-WEST END

All trains make express stops between 145th Street and W. 4th Street

CONCOURSE EXPRESS SERVICE (weekdays only)

Leave 205th Street southbound: 6:16-8:55 AM

Leave 145th Street northbound: 4:20-6:41 PM

TRAINS BYPASS DEKALB AVENUE AND OPERATE EXPRESS BETWEEN 36TH STREET AND PACIFIC STREET

| | WEEKDAYS | SATURDAY | SUNDAY |
|--------------------------------|------------------|------------------|------------------|
| Leave 205 th Street | 6:16 AM-11:08 PM | 6:28 AM-11:13 PM | 5:24 AM-11:10 PM |
| Leave Coney Island | 5:30 AM-10:31 PM | 6:17 AM-10:30 PM | 5:37 AM-10:17 PM |

At other times, trains stop at DeKalb Avenue and make local stops in Brooklyn

UNUSUAL RUNS—WEEKDAY

Layups arrive at Bedford Park Boulevard at 9:09 and 9:29 AM

G—BROOKLYN-QUEENS CROSSTOWN

Saturday trains leaving Church Avenue from 7:35 AM to 9:17 PM and Sunday trains leaving this terminal from 10:17 AM to 8:09 PM run light on the express track, making the first stop at Smith-9th Street. Trains also run light on the express track in the opposite direction

M—MYRTLE AVENUE-NASSAU STREET

BAY PARKWAY SERVICE—WEEKDAYS

Leave Metropolitan Avenue: 6:19-9:00 AM and 3:03-6:34 PM

Leave Bay Parkway: 6:30-9:07 AM and 3:08-6:50 PM

PM rush hour trains formerly started half an hour earlier and continued running 2½ hours later

BROAD STREET SERVICE—WEEKDAYS

Leave Metropolitan Avenue: 5:46 and 6:05 AM and 6:49-7:51 PM

Leave Broad Street: 6:35 and 6:54 AM and 7:36-8:33 PM

CHAMBERS STREET SERVICE—WEEKDAYS

Leave Metropolitan Avenue: 9:12 AM-2:53 PM

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Leave Chambers Street: 10:00 AM-3:41 PM

Trains formerly operated to Ninth Avenue

BROADWAY-MYRTLE AVENUE SHUTTLES

| | WEEKDAYS | SATURDAY AND SUNDAY |
|------------------------------|-----------------|----------------------------|
| Leave Metropolitan Avenue | 8:03 PM-6:13 AM | 24 hours |
| Leave Broadway-Myrtle Avenue | 8:25 PM-6:42 AM | 24 hours |

N—ASTORIA-SEA BEACH

VIA BRIDGE, BYPASS DEKALB AVENUE

| | WEEKDAYS | SATURDAY | SUNDAY |
|-------------------------------|--|---------------------------|---------------------------|
| Leave 86 th Street | 5:42 AM-9:21 PM (XB-XM) | 5:30 AM-10:05 PM (XB-LM) | 5:33 AM-10:05 PM (XB-LM) |
| Leave Ditmars Boulevard | 6:26-7:07 AM (XLB-XM) 7:17 AM-7:03 PM (XB-XM) 7:14-10:57 PM (XLB-XM) | 5:30 AM-10:37 PM (XLB-LM) | 5:30 AM-10:37 PM (XLB-LM) |

VIA TUNNEL, STOP AT DEKALB AVENUE

| | WEEKDAYS | SATURDAY-SUNDAY | SUNDAY-MONDAY |
|-------------------------------|--------------------------|--------------------------|--------------------------|
| Leave 86 th Street | 10:32 PM-5:01 AM (LB-LM) | 10:19 PM-5:01 AM (LB-LM) | 10:19 PM-5:01 AM (LB-LM) |
| Leave Ditmars Boulevard | 11:02 PM-5:10 AM (LB-LM) | 10:44 PM-5:10 AM (LB-LM) | 10:45 PM-5:10 AM (LB-LM) |

VIA BRIDGE, STOP AT DEKALB AVENUE

| | WEEKDAYS | SATURDAY | SUNDAY |
|-------------------------------|--------------------------------|---------------------------|---------------------------|
| Leave 86 th Street | 5:23 AM, 9:28-10:28 PM (LB-XM) | 5:18 AM, 10:12 PM (LB-LM) | 5:16 AM, 10:12 PM (LB-LM) |
| Leave Ditmars Boulevard | 5:30-6:18 AM (LB-XM) | | |

Notes:

LB—local in Brooklyn

XB—express Pacific Street-36th Street-59th Street

XLB — express Pacific Street-36th Street, local south of 36th Street

LM—local in Manhattan

XM — express Canal Street-14th Street-34th Street

UNUSUAL RUNS

Layups arrive at Queensboro Plaza at 8:43 AM and 57th Street-Seventh Avenue at 8:54, 9:13, and 9:52 AM. Put-ins leave 57th Street-Seventh Avenue at 4:31, 4:39, and 5:02 PM, and Queensboro Plaza at 5:47 PM

Q—BROADWAY-BRIGHTON

Trains operate via bridge between Brighton Beach and 57th Street-Seventh Avenue at all times, making local stops in Brooklyn and express stops in Manhattan

R—QUEENS BOULEVARD-BROADWAY-FOURTH AVENUE LOCAL

71ST AVENUE SERVICE

| | WEEKDAYS | SATURDAY | SUNDAY |
|-------------------------------|------------------|------------------|------------------|
| Leave 95 th Street | 5:21 AM-10:34 PM | 5:23 AM-10:19 PM | 5:21 AM-10:19 PM |
| Leave 71 st Avenue | 5:17 AM-10:39 PM | 5:15 AM-10:29 PM | 5:14 AM-10:27 PM |

95TH STREET-36TH STREET SHUTTLE

Northbound trains are express from 59th Street to 36th Street

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Increased Subway Service

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| | WEEKDAYS | SATURDAY | SUNDAY |
|-------------------------------|------------------|------------------|------------------|
| Leave 95 th Street | 10:49 PM-5:06 AM | 10:37 PM-5:06 AM | 10:37 PM-5:06 AM |
| Leave 36 th Street | 11:56 PM-5:36 AM | 11:56 PM-5:36 AM | 11:56 PM-5:36 AM |

CANAL STREET SHORT-TURNS

| | WEEKDAYS | SATURDAY | SUNDAY |
|-------------------------------|-----------------|------------------------|------------------------|
| Leave 71 st Avenue | 10:19, 10:42 PM | 10:05, 10:19, 10:41 PM | 10:04, 10:19, 10:41 PM |
| Leave Canal Street | 11:24, 11:37 PM | 11:09, 11:21, 11:36 PM | 11:09, 11:21, 11:36 PM |

UNUSUAL RUNS

Put-ins leave 59th Street southbound at 5:57 and 6:13 AM weekdays and 5:57 and 6:17 AM weekends

Put-ins leave 36th Street northbound at 4:00, 4:20, and 4:32 PM weekdays and Canal Street northbound at 5:11 PM weekdays

Layups arrive at 36th Street southbound at 9:04, 9:15, and 9:34 AM weekdays

W — ASTORIA-BROADWAY

WEEKDAYS (there is no weekend service)

Leave Ditmars Boulevard: 6:53 AM-8:38 PM

Leave Whitehall Street: 7:05 AM-9:01 PM

UNUSUAL RUNS

Leave 86th Street: 6:25, 6:43, and 6:56 AM. Trains operate via tunnel, making all local stops to Ditmars Boulevard

Trains leaving Ditmars Boulevard operating via tunnel and making all local stops arrive at 86th Street at 9:37, 9:47, and 9:57 PM and are laid up

An N train arriving at Ditmars Boulevard at 7:55 AM weekdays leaves as the 8:03 AM W

Service was increased on the following lines:

| Route | HEADWAYS | | Time of Day |
|--------------|----------------|-------------------|--------------------------------|
| | April 27, 2003 | February 22, 2004 | |
| E, F | 10 | 8 | Sunday morning |
| G | 12 | 8 | Saturday morning and afternoon |
| G | 12 | 10 | Early Saturday evening |
| G | 12 | 10 | Sunday morning |
| G | 12 | 8 | Sunday afternoon |
| N (Brooklyn) | 8 | 6½ | AM and PM rush hours |
| N | 10 | 8 | Sunday afternoon |
| R (Brooklyn) | 8 | 6 | AM and PM rush hours |
| R | 12 | 8 | Saturday morning and afternoon |
| R | 12 | 10 | Early Saturday evening |
| R | 12 | 10 | Sunday morning |
| R | 12 | 8 | Sunday afternoon |
| R | 12 | 10 | Early Sunday evening |
| 6 | 5, 4 | 4, 3½ | Beginning of AM rush |
| 6 | 4 | 3, 3½ | End of PM rush |

Weekday 5 layups arriving at E. 180th Street at 9:31, 9:50, 9:59, and 11:14 AM operate on the middle track from Third Avenue-149th Street to E. 180th Street. Trains formerly made local stops

Brooklyn Bridge "L" service Quit 60 Years Ago

(Continued from page 1)

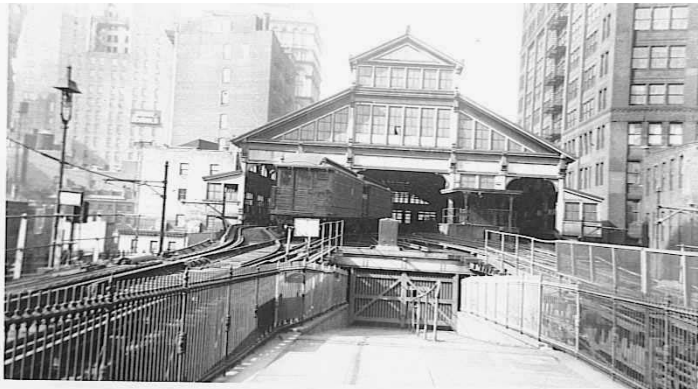
and Bridge Street was discontinued on March 5, 1944. Passengers were given free transfers to the trolley cars,

which had no difficulty handling the passengers who still wanted to ride across the bridge.

A detailed history of rail transit on the Brooklyn Bridge was published in the May, June, July, September, and October, 1983 *Bulletins*.

**PASSENGER TRAFFIC STATISTICS
FARES COLLECTED—FISCAL YEAR ENDING JUNE 30**

| Year | Park Row | Sands Street | Adams Street | Bridge Street |
|------|-----------|--------------|--------------|---------------|
| 1936 | 4,684,682 | 1,980,571 | 2,580,034 | 1,831,433 |
| 1937 | 3,870,232 | 1,875,895 | 2,296,104 | 1,724,346 |
| 1938 | 3,167,231 | 1,556,413 | 1,809,615 | 1,465,257 |
| 1939 | 2,906,205 | 1,480,425 | 1,646,804 | 1,390,721 |
| 1940 | 2,514,726 | 1,441,010 | 1,521,048 | 1,346,505 |
| 1941 | 998,453 | 723,701 | 1,473,234 | 1,597,455 |
| 1942 | 1,116,866 | 886,286 | 1,455,571 | 1,762,477 |
| 1943 | 1,249,562 | 957,793 | 1,529,618 | 1,862,203 |



Looking west, toward Park Row station.
Bernard Linder collection



Looking west from Sands Street station. Cable railway train is on bridge approach.
Bernard Linder collection



Train on the Brooklyn Bridge.
Bernard Linder collection



High Street station, westbound, above Sands Street station, June 7, 1941.
Bernard Linder collection

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TECH TALK

by Jeffrey Erlitz

Last month I noted that the first three tracks in Yard B at Corona Yard had been removed from service. This was to provide space for the construction of the new maintenance shop under contract C-34714. On February 13, the remaining nine tracks (Tracks 27-35) in Yard B were permanently removed from service. I can only presume at this point that some trains will need to be laid up on the mainline somewhere. Tracks Ma and Mb in the middle at 111th Street come to mind.

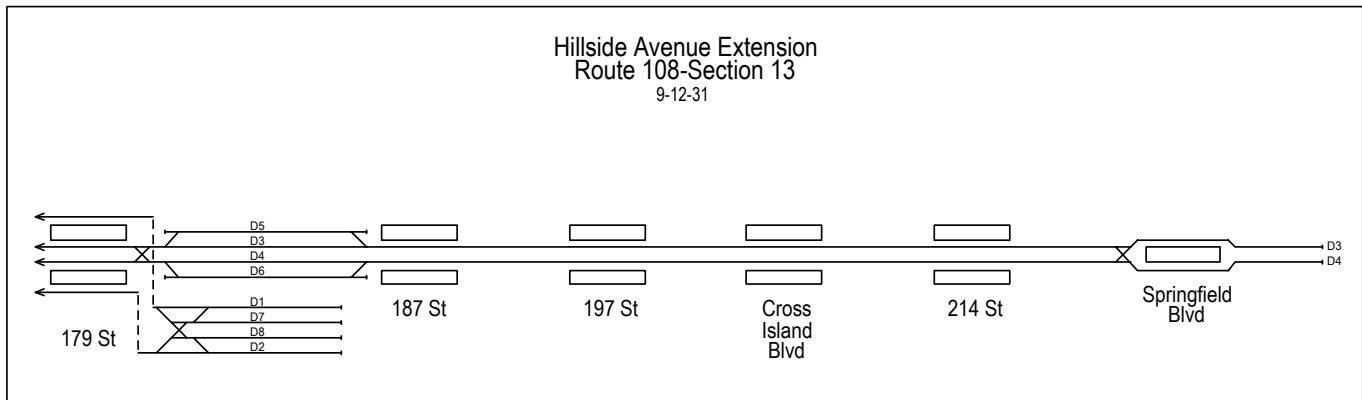
Much work has been happening under contract S-32309-R. Freeman Street Interlocking on the Lenox Avenue-White Plains Road Line is now just a memory. The four crossover switches north of the station were removed between December 6 and 22 last year. Between December and February the interlocking tower still functioned but only controlled the old home and approach signals. During the nine days from February 14 to February 22, the new automatic signals were placed in service between Prospect Avenue and 174th Street. These signals are being fed from two new Central Instrument Rooms, 277 CIR and 310 CIR. There are now just two remaining electro-mechanical interlocking machines left anywhere on the IRT. These US&S Model 14 machines are at East 180th Street and 239th Street Yard.

I conducted an informal survey of the BMT Nassau Street Line last month to catch up on the progress of the reconfiguration project. I have not mentioned this project in quite a while but work has, in fact, been progressing. To refresh your memory, this project (contract C-34572-R) will reroute Queens-bound 1 trains from Track J1 to Track J4 from south of Canal Street to north of Bowery. In Canal Street station, Track J4 has been completely reinstalled, including third rail, but there is no

protection board yet. This track had been removed from service before Chrystie Street in 1967 and the rails were only lifted a year or so ago. New signals, furnished by Union Switch & Signal, and new train stops, furnished by Twinco, have been installed. Signal cable is still being strung up and the new switch physically south of the station still has not been installed. The safety niches in the retaining wall between the middle tracks (J3 and J4) have been filled in with cinder blocks.

Conditions at Bowery are the same as Canal Street. The reconstruction of the track is complete except for the installation of the third rail protection boards. All of the new signals and train stops are installed. The new northbound crossover between Bowery and Essex Street from Track J4 back over to Track J1 is still not installed. I believe this work will be done sometime this spring or summer.

Continuing last month's new series of track diagrams of subway lines that were never built, we take a look at the extension of the IND Queens Line beyond 179th Street. The Queens Line was built under construction routes #104, 107, and 108, in many sections. The existing tunnel (Route 108-Section 12) extends two train lengths beyond the switches north of the station at 179th Street, ending at Hillside Avenue and Dalny Road/184th Street. According to my source drawing, Board of Transportation Engineering Department Drawing #784.9, the Hillside Avenue Extension would have been built as one section (13) and would have been approximately 11,990 feet, or 2.27 miles, in length. Cross Island Boulevard is known as Francis Lewis Boulevard today.



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Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

Hopefully by now, the extremely cold temperatures and snows of January are only a memory. But, on January 15, snow caused damage to enough of Metro-North's rolling stock that 36 afternoon trains were canceled or combined. The breakdown was as follows: Hudson, 7; Harlem, 11; and New Haven, 18. One inbound Harlem and New Haven train was also canceled. The next afternoon was just slightly better, when only 31 trains were canceled or combined but express service was canceled and trains made all stops. At the peak of the shortage, 216 cars were out of service. Long Island Rail Road service was also affected, but to a lesser degree. This slightly reduced service continued through the morning of February 17.

All news stories about this problem cited the motors, so I asked member Jeff Hakner, who is a Professor of Electrical Engineering, to give us an explanation. Here is his answer. "I believe the a.c. traction motors used on the M-7s are ventilated. They are not completely impervious to outside weather. However, d.c. motors have a commutator and brushes. Proper operation relies on the brushes making a good firm contact with the copper commutator segments, while at the same time, the mica insulation between the segments and between the commutator and the grounded motor must prevent any electrical leakage. When snow gets packed into d.c. motors, it can either act as an insulator preventing good brush contact (and melted snow can cause sparking and surging), or it can melt and cause insulation failure, which can lead to a 'flash-over,' i.e., a damaging arc that runs along the surface of the commutator and destroys the motor winding. A.C. motors operate on the principle of magnetic induction. There is no electrical contact between the stationary and rotating part of the machine, unlike the d.c. commutator. Electrically, an a.c. induction motor could operate completely immersed in water. The only deleterious effect would be on the ball or roller bearings, which will eventually fail from contaminated lubrication."

Metro-North's first M-7s, 4000-4001, were delivered in December, 2003. As of early February, there were six on the property. And with the coldest weeks in many years taking their toll on the aging M-1/M-3s, Metro-North asked the MTA Board to accelerate the purchase of an additional 120 M-7s when it learned that the manufacturer, Bombardier, has an opening in its production line. The option for 120 cars was slated for inclusion in the 2005-2009 Capital Program. *The Journal News* reported that this option expires on May 31, 2005, and given the history of New York State budgets, if the budget is not approved on time (April 1), the op-

portunity could be lost. Funding for most of this purchase (\$237.7 million) would come from the sale of MTA bonds, which would go on the market early next year. After the approval was announced, New York City Mayor Michael R. Bloomberg criticized the plan because there are other items that he feels that the MTA should address, including extension of 7 to the West Side of Manhattan and takeover of the private bus operators.

For financial and possibly political reasons (remember, Connecticut Governor John Rowland tried unsuccessfully to eliminate Shore Line East service a few years ago), CDOT is taking a different approach. Rather than replace its oldest EMUs, \$150 million will be spent over the next seven years to rehabilitate 242 M-2s. *Mobilizing the Region* for February 2, 2004, published weekly by the Tri-State Transportation Campaign, added that during the week of January 19, about 40% of the cars operating on the New Haven Line were out of service. It reported that repair crews were working around the clock to return cars to service, but there is a need for new cars because the New Haven Line is scheduled to get only 15-20 cars in 2007-2008. CDOT has recommended that up to 400 new cars should be ordered, but the Rowland Administration has kept a lid on this request to the legislature. Besides the car failures, slow replacement of the aging catenary must take some of the blame. Metro-North spokesman Dan Brucker told *The New York Times* (February 7) that on the extremely cold days, speeds are reduced from 90 mph to 50 or 60 mph. The Connecticut Rail Commuters Council, an advocacy group, is urging riders to contact their state legislators about the commuting conditions.

For President's Day, February 16, a Saturday schedule was in effect on all lines. The New Haven did add two inbound AM trips.

On-time performance (OTP) for 2003 came in at 96.4%, which was shy of the goal (97.5%). This is even lower than 2002 (97.3%). There was little variance between the three lines – Hudson (96.6%), Harlem (96.3%), and New Haven (96.4%). The goal for this year remains at 97.5%, although the railroad has not gotten off to a good start, given the snow and cold weather.

In spite of everyone's best intentions, including replacing the speedier ferries with older models, the extremely cold weather caused the Hudson River to freeze in Ossining, which resulted in cancellation of the Haverstraw-Ossining Ferry on January 27. The engines of the older and slower boats are not as susceptible to freezing as are the newer ones. The practice in past years when

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

this condition occurred was to bus passengers to Tarrytown. Ferry service, using the winter schedule (older boats), was resumed February 4, except for the first and last trips, which continue to be bused. This situation remained unchanged as of press time, mid-February.

An eagle from Grand Central Station, predecessor to Grand Central Terminal, has nowhere to land. According to an article in *The New York Times City Section* (January 11), this particular eagle was acquired from a monastery in Garrison, New York, and restored at a cost of \$70,000. It was to be placed on the balcony that overlooks the main concourse, but those plans fell through when it was learned that Michael Jordan's Steakhouse would have to give up 40 seats. The statue weighs 1.5 tons, and the wings have a 13-foot span, which makes it harder to find a suitable location within the terminal. An offer to place it at the Yonkers Railroad Station, which is undergoing a major renovation, was rejected, but hope is not lost. Last November, the Landmarks Preservation Commission approved a temporary installation above the terminal's southwest entrance at E. 42nd Street and Vanderbilt Avenue, but this decision is not satisfying everyone. David D. Morrison, author of a book entitled *The Cast Iron Eagles of Grand Central Station* (Cannonball Publications, 1998 - \$7.95 at the Transit Museum Store), believes that this location "would adversely affect the view of Grand Central Terminal that Jacqueline Kennedy Onassis fought so hard to preserve." It is thought that originally there were 10 or more eagles, but no one really knows for sure.

MTA Metro-North Railroad (West)

West of Hudson OTP, at 92.5%, also missed the goal last year (94.8%) and fell below 2002's 95.5%. The Pascack Valley came in at 95.2% and the Port Jervis at 90.3%.

Prior to December 15, 2003, when Secaucus Junction opened, my travels did not bring me in contact with the rolling stock. But seeing NJ Transit's new Comet Vs caused me to wonder what would become of the Metro-North Comet IIBs that occupied the 6000-6003 spots. The answer is that they have been renumbered 5980-5983.

With the delivery of F-40PH-2CAT 4193 and 4194 (ex-Amtrak 308 and 310), the number of locomotives assigned to west-of-Hudson service is at an all-time high of eleven. 4193 was the motive power for my trip home on February 9. The previous acquisitions, 4191-4192, were also ex-Amtrak. They arrived in 2000.

MTA Long Island Rail Road

Newsday (January 31) reported that the Long Island Rail Road typically has 106 cars out of service for inspections and routine matters, 152 cars were out the previous morning. The railroad cancelled 11 evening trains, mostly on the Port Washington and Babylon

Branches. Thursday, out of 133 trains, 43 operated late, with delays of 6 to 25 minutes. The problems were predominantly with the older M-1s, because the fine powdery snow finds its way into the motors. The 226 newly purchased M-7s are performing well, because they have a different design that protects their motors from snow. (Please see Jeff Hakner's comments under *Metro-North (East)*). Thanks to member Larry Kiss for summarizing the article.

During the afternoon of February 2, an equipment train derailed in Jamaica Station on Track 1. Video footage showed one of the two cars as 9300, and although crews worked throughout the night, the track remained out of service until the next afternoon. Passengers were warned to expect 15-20-minute delays on all westbound trains through Jamaica.

Two extra inbound trains and one outbound were operated on the Port Washington and Ronkonkoma Branches for the Saturday schedules which were in effect on President's Day.

How many colleges in Nassau and Suffolk Counties are accessible by the Long Island Rail Road? The answer is 24, and the reason I know this is that the LIRR has published a brochure entitled *TAKE THE LONG ISLAND RAIL ROAD TO COLLEGE*, which lists all of them. Alphabetically, they range from Adelphi (Garden City) to Webb Institute (Glen Cove); geographically, Long Island University Southampton College (Southampton) to U.S. Merchant Marine Academy (Kings Point).

NJ Transit

Train #1204 (6:53 AM Waldwick), operating as scheduled via the Main Line, derailed near Secaucus, temporarily causing a suspension of service between Kingsland and Hoboken. Passengers were moved to a rescue train, which continued to Hoboken. Buses were pressed into service. Initial findings have attributed the derailment to "human error" because the train was being flagged through a frozen switch. Service was resumed at 1:15 PM.

To address commuters' concerns about the December 15, 2003 schedules, new timetables for the Main/Bergen, Montclair-Boonton, Morris & Essex, Northeast Corridor, and Pascack Valley Lines were issued on February 15. Even before these timetables went into effect, the Montclair-Boonton was reissued with a note: "Revised February 2004." As an example, Train #3815 (6:01 AM New York) was routed to the same Trenton Station platform as its SEPTA connection to Philadelphia. Trains added stops south of Newark and there is an additional early morning train stopping at Secaucus Junction. Time adjustments were made for a few other trains to provide better connections at Secaucus Junction. Metro-North produced a new Port Jervis/Pascack Valley edition. The colors on these timetable folders were flipped.

NJ Transit also operated a Saturday schedule on

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Commuter and Transit Notes

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Presidents' Day. Unlike the other commuter operations in the metropolitan area, there are two lines that have no Saturday service – Montclair-Boonton and Pascack Valley. A Service Advisory was published for the Montclair-Boonton Line, which listed three AM and three PM trains that were scheduled to from Hackettstown to Hoboken and Montclair to NY Penn. The following day, two Service Bulletins were issued, another for the Montclair-Boonton Line to let passengers know that two stops were omitted for Train #1004 (7:13 AM Lake Hopatcong) and one for the Pascack Valley Line, which gave the exact times that trains would stop at stations. In the regular timetable there was a note that trains would leave from Spring Valley at 6:20, 7:20, and 8:25 AM and from Hoboken at 2:27, 4:17, 5:17, and 6:17 PM. Metro-North's timetable for February 15 included these trains, which were numbered in the 9600-series and gave the times that these trains would stop at each station. A note in the Pascack Valley Line timetable folder identified the three inbound and four outbound trains that operated. On the Northeast Corridor there were 2 extras in each direction, while on the North Jersey Coast and Raritan Valley Lines, one extra in each direction was scheduled.

Trackage that had been used by Bergen County and Pascack Valley Lines trains until last August has largely been removed so that a roadway can be placed there. These trains now stop at the new station, which is to the west of that location.

There is good news about the Arrow IIIs. NJ Transit will purchase various components to be used by in-house forces to perform overhauls on these cars. The materials required are to cost about \$199,000 per car, and range from an air spring lock (\$32) to main inductors (\$40,000). Built in 1977-78, all 230 cars were overhauled by ABB between 1992 and 1995. This work will help to keep up their reliability and maintain them in a state of good repair.

One of my co-workers reported that Comet I 1608 has been parked on a siding north of I-280 and the Morris & Essex Lines in Harrison. This out-of-service car has been covered with graffiti.

A \$7.71 million contract that has been awarded will

| NAME | LINE | WATERWAY |
|----------------|--------------------------------|--------------------|
| Beach Draw | Atlantic City | Beach Thoroughfare |
| Delair | Atlantic City | Delaware River |
| Brielle | North Jersey Coast | Manasquan River |
| Shark | North Jersey Coast | Shark River |
| Oceanport Draw | North Jersey Coast | Oceanport Creek |
| Morgan Draw | North Jersey Coast | Cheesequake Creek |
| River Draw | North Jersey Coast | Raritan River |
| Dock | Northeast Corridor | Passaic River |
| Portal | Northeast Corridor | Hackensack River |
| HX | Bergen County / Pascack Valley | Hackensack River |

rehabilitate the 80-year-old historic stations and viaducts at Brick Church, South Orange, and East Orange on the Morris & Essex Lines.

FYI for January had an article entitled *WHY WE DO WHAT WE DO DURING THE WINTER*. One of the questions dealt with the opening of moveable bridges on many of NJ Transit's lines. In case you did not know, NJ Transit reported that it has 14 moveable bridges, of which it maintains 12. Amtrak has responsibility for two (Portal and Dock). Member Davis Dure helped to compile the table below. Some bridges are not staffed and require 24 hours advance notice in order that an operator may be sent to the bridge to open it.

| NAME | LINE | WATERWAY |
|-----------------------------|------------|------------------|
| Upper Hack Draw | Main Line | Hackensack River |
| Lyndhurst Draw [†] | Main Line | Passaic River |
| Newark Draw | Morristown | Passaic River |
| Lower Hack | Morristown | Hackensack River |

Note 1: Not in service as a moveable bridge.

Prior to September, 2002, two Draws on the Lower Boonton Line were active – DB Draw (Hackensack River) and WR Draw (Passaic River). On February 12, passengers riding Corridor trains found a seat notice informing them about a new rule that was to go into effect on March 1. An agreement was made among NJ Transit, Amtrak, and the United States Coast Guard to limit the number of times that Portal Draw would open during peak periods for a 90-day pilot program. Portal Draw will only open between the hours of 6 and 10 AM and 4 and 8 PM for commercial vessels that face tidal conditions, or for safety requirements. Previously, this restriction was only in place from 7:20-9:20 AM and 4:30-6:50 PM.

To show the magnitude of the problem, in 1994 NJ Transit operated 88 trains in and out of New York during the peak. By 1999, the total had increased to 124, to 140 (2002), to today's 186. Last year there were 141 openings for river traffic, which delayed 424 trains. In December, 2003 alone, there were 25 bridge openings, which caused delays to 93 trains. Based on the results of this pilot program, a request may be made to make these changes permanent.

As February drew closer, I became increasingly suspicious about the February 15 opening date for the River Line. My experience has shown that as opening dates come closer, there is usually publicity, and for the River Line this did not happen. My beliefs were confirmed on February 2, when I received an email reporting that the new date would be March 14. Executive Director George Warrington attributed the delay to the fact that the service was not reliable enough. There were other reports about the failure of gates at 18 of the 70 grade crossings, and some instances in which they came crashing down on top of cars. When service does begin, trains will operate on 30-minute headways, rather

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Commuter and Transit Notes

(Continued from page 9)

than the planned 15-minute headways in rush hours, at least for the first two months. Originally the line was to open last year, but no firm date was ever given until this one (February 15), which of course did not happen. Because of the necessary lead times in publishing, the February **Bulletin** had an article about the history of this line, which had been intended to coincide with the line's opening.

Member Lee Winson reported that "Pennsylvania Railroad" type signs were to be mounted in the eaves of the station shelters, and that the cars have received lettering "River Line" along with a new logo that has been placed on the left side at the front. It's quite attractive. The River Line's website — www.Riverline.com — is up and running.

Roughly 35 residents from Kearny, Bloomfield, and Glen Ridge testified to NJ Transit personnel asking that rail service, provided by NJ Transit or the New York & Greenwood Lake Railway, be restored to what has become known as the Lower Boonton Line. Many complained that the replacement bus service to neighboring stations was unsatisfactory, but there were a few who had positive comments. NJ Transit has 45 days to make the recorded testimony public and an additional 45 days in which it can reverse its decision (unlikely) or restate its position of discontinuing this service. Thanks to NJ-ARP for the report.

Museums

Have you ever wanted to own one of the Chicago North Shore & Milwaukee's *Electroliners*? Well here's your opportunity, because the Rockhill Trolley Museum is offering the one it has had since 1982, for sale: CNS&M 803-804. This unit, along with 801-802, ran from 1941 until January 21, 1963 between Milwaukee and Chicago, and then on the Red Arrow's Norristown Line, this one as the *Independence Hall*. *Valley Forge* was the name of the other set, which is at the Illinois Railway Museum. Rockhill is primarily interested in straight financial offers, but will consider financial offers that include one or more pieces of operable street railway rolling stock. The museum has no rail connections, and in the press release, it mentioned that when these cars arrived on the property six tractor-trailers were required for the move.

Scheduled for 2004

CORRECTION: Member Bob Wright wrote that in the January column, in the reference to the opening of the Yellow Line in Portland in May, the operator should be Tri-Met, not Tri-Rail.

Miscellaneous

Railway Age published its annual passenger car review and outlook (for North American cities), and this year the backlog of undelivered cars decreased, as can be seen in the table below.

| YEAR | DELIVERIES | BACKLOG |
|------|------------|---------|
| 2000 | 1,014 | 3,745 |
| 2001 | 1,935 | 3,921 |
| 2002 | 1,653 | 2,946 |
| 2003 | 1,286 | 3,973 |
| 2004 | N/A | 3,301 |

New commuter cars were delivered to Caltrain (17), GO Transit (18), LIRR (160), METRA (88), NJ Transit (50), and Sound Transit (17). Rebuilt commuter cars were returned to GO Transit (32), MTA MD (16), NJ Transit (110), NCTD (6), SEPTA (25), and VRE (10). Amtrak took delivery of 46 rebuilt Amfleets, Superliners, and Horizons.

New light rail cars went to Calgary (17), Houston (18), Los Angeles (2), Minneapolis (8), Pittsburgh (2), Portland Tri-Met (14), Sacramento (33), Salt Lake City (7), SF Muni (5), and Santa Clara (45). Two rebuilt PCCs went to SEPTA. New subway cars went to MARTA (14), NYC Transit (296), San Juan's Tren Urbano* (74), and WMATA (60). In addition, rebuilt subway cars went to CTA (126), SF BART (98), and WMATA (86). (*These were also included in the total for 2002.)

Twenty-four transit agencies, from MARTA to WMATA (Atlanta to Washington D.C.), have cars on order that compose the 3,301-car backlog. New and rebuilt commuter, light rail, and subway cars are included in this total.

New orders are expected this year from GO Transit (8-10), Metrolink (35), SEPTA (104), Tri-Rail (5), and Salt Lake City UTA (33-40), for commuter cars. Light rail cars could be ordered for Denver (20-34), Houston (8), Monterrey, Mexico (12), and Oceanside (12 DMU). Systems contemplating overhauls include Amtrak, Caltrans, GO Transit, and VIA. The perennial anticipated order for between 245-300 new PATH cars appears once again, but has been upped to 340 to include a rebuilding of 94 PA-4s.

Other Transit Systems

Boston, Massachusetts

Below-freezing temperatures in mid-January caused Boston's harbor to freeze, resulting in a temporary suspension of MBTA commuter boats.

The New England Patriots won Super Bowl XXXVIII, and a celebration was held in Boston on February 3. When they won two years ago, there was no extra rail service to transport the tens of thousands who came into Boston to attend the Super Bowl Victory Parade. Things were different this time, as the "T" did operate extra service on the Attleboro, Lowell, and Franklin Lines. Unfortunately for those who required it, restroom facilities were not available at North Station. Thanks to member Todd Glickman for these reports.

When new timetables were issued on January 3, there was none for the Fitchburg/South Acton Line. That has been remedied as of February 17. Todd wrote that as part of the recent fare hike, this line was to receive

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

some express service, as this is the longest line, with the least service. One peak hour trip in each direction runs express between South Acton and Porter Square. Off-peak, a nearly four hour gap in inbound service has been reduced to 3 hours, with a departure at 6:12 PM.

Philadelphia, Pennsylvania

From **Cinders**: SEPTA's staff is preparing a recommendation to be submitted to the board by June on the future (if any) of trolleybus service in Philadelphia. At the present time, all five routes, two in South Philadelphia and three serving Frankford Depot, are being served by diesel buses. In the meantime, 200 new steel poles to replace worn or damaged ones on trolleybus and streetcar lines are being purchased.

SEPTA's Girard Avenue Line may open as early as June, in spite of delivery of the PCC IIs being slower than expected. But enough may be here by summer to start the line (Brookville, the outfit rehabbing the cars, is committing to a two-car-per-month delivery schedule which began last month). There is still a small amount of track work and operator training to be completed before the line can open.

Special Regional Rail schedules were issued for Christmas Day with most lines on at least two-hour headways, exceptions being R1/Airport (the usual half-hour) and both R3/Elwyn and R8/Fox Chase, which ran every three hours. Thanks to Bob Wright for these two reports.

Baltimore, Maryland

Member Steve Erlitz sent two news items from Baltimore. As of February 1, the route structure of the Central Light Rail Line was modified, reducing the number of routes from three to two: Hunt Valley/BWI Airport and Penn Station/Cromwell. Formerly these routes were Hunt Valley/Camden Yards, Cromwell/North Avenue, and BWI Airport/Penn Station. Headways are 15 minutes between Mount Royal and Linthicum and 30 minutes on the branches to the ends of the lines during off-peak and on weekends. Peak hour headways are 10 and 20 minutes, respectively. This remained in effect until February 28, when MTA MD closed the southern end from Camden Yards to Cromwell and BWI Airport. This outage is expected to last for seven months, or until about October 1, in order to install the second track. While buses are not a replacement for rail service, temporarily two bus services have been instituted. Locals will stop at all stations south of Camden Yards to both Cromwell and BWI Airport, while expresses will service Cromwell, North Linthicum, and Patapsco. This "new" route structure will return upon completion of the track work. Some facts: the Central Light Rail system is 30 miles long and serves 33 stations. Right now, only 60% are double-tracked, and when this project is completed, nearly 90% will be double-tracked, leaving 2.6

miles of single-track line. 27,000 passenger trips are made on its rails each day.

Washington, D.C. area

On March 1, MARC added an additional train at 6:20 AM between Baltimore and Washington and a midday train (12:30 PM) from Washington and Baltimore to Martin State Airport, Edgewood, Aberdeen, and Perryville. Thanks to Steve Erlitz for the report.

Charlotte, North Carolina

Charlotte Area Transit System has purchased six miles of right-of-way from Norfolk Southern for eventual use in its proposed South Corridor Light Rail Line. Plans call for service to operate between I-485 near Pineville to 7th Street in Charlotte. CATS has now acquired 56% of the property needed to build the line. Final system design is underway. Thanks to **Progressive Railroad-ing** for the news.

Tampa, Florida

The success of the 2.3-mile-long TECO Line has caused its supporters to begin pushing for extending it further north into downtown Tampa. A consultant projected that an additional 100,000 riders could be attracted to the system. So far, \$4.5 million in grants of the estimated \$6-7 million cost has been identified, but those funds would not become available until 2007 or 2008. Thanks to member Dennis Zaccardi for the report.

South Florida

Tri-Rail schedules have remained unchanged since August 14, 2000, but in spite of this, new editions have been issued, with "microscopic" dates. During a January visit, at the Delray Beach station I found schedules with March, 2002, May, 2003 and November, 2003 dates.

At first glance the article from the **Palm Beach Post** looked intriguing because it read *COUNTY, WEST PALM WORKING ON PLAN TO ADD 5 TROLLEYS TO SYSTEM*, but member Karl Groh had crossed out the word "trolleys" and wrote "wooden buses." A grant of \$1.2 million has been approved for this purchase, but where they would operate has not been decided.

In order to speed up construction of the second track, Tri-Rail substituted buses for five midday trains (P610 and P612-P615), between Mangonia Park and Boynton Beach as of February 1. Called "bus bridges," the absence of rail service is providing a four-hour window for the contractors. This operation has been used sporadically on weekends. Under the terms of the agreement with the FTA, Tri-Rail had promised that the double track project would be completed by March 19, 2005, and that rush hour trains would run every 20 minutes. Unfortunately the project has fallen behind schedule because of problems of having to relocate gopher tortoises (December, 2002 **Bulletin**), moving miles of fiber optic cable that is buried beneath where the second track will be located, and coordinating the work around

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

operating trains. An extension until November, 2005 has been sought. Under the terms of the contract, the contractor is liable for fines of \$50,000 for each day that the project is late. The "bus bridge" service is expected to continue through May. Thanks to member Joe Gagne for the news from the **South Florida Sun-Sentinel**.

Railway Age reported that Metro Dade has awarded a \$2.3 million contract to determine what must be done to overhaul its fleet of 136 "subway" cars. This project had been planned for 1996 but was never done. The consultant will also determine whether or not it is cost-effective to overhaul 12 of the 29 Metromover cars.

Chicago, Illinois

After suffering for years with abysmal conditions at the Randolph Street Station, METRA Electric commuters now have a guarantee from METRA's Board that construction will be accelerated. It is now expected that work will be completed six to eight months earlier than had been anticipated. New ticket windows, a waiting area, and a pedestrian walkway are to be in service this November. In the meantime, a vendor who sells coffee, snacks, and newspapers is on site, located in the former Lost-and-Found Office. METRA blamed the slow pace of construction on the city's Millennium Park project, which "superseded" its own efforts to rebuild the station. Work on the subterranean station is expected to be complete by 2006.

In connection with the abandonment of the turnstile system, as of February 1, monthly tickets are honored through noon of the first day of the following month for which the ticket was issued. NJ Transit, Metro-North, and the Long Island have had a similar policy for years. Although the magnetically coded tickets are no longer required to access METRA Electric stations, they will be used until all stock is exhausted. Also, there is a \$2 surcharge for on-train ticket purchases if there is a working ticket vending machine or an agent at the station.

New Orleans, Louisiana

"New-old style" car 2017 became the first streetcar in nearly 40 years to operate on Canal Street. This event took place on October 2, 2003, when 2017 successfully completed its test run. But, there were many construction and landscaping to be completed before the cars will be allowed to run in regular service. Thanks to Karl Groh for his report from the Electric Railway Clubs of Florida's **Live Overhead**.

Seattle, Washington

Kinki-Sharyo and Mitsui have been awarded a \$131.8 million contract to construct 31 low-floor trolleys for the Central Rail Link, scheduled to open in 2005.

While in Seattle for a meteorology conference, meteorologist Todd Glickman had the opportunity to ride Amtrak south to Vancouver, Washington via Train #501, Amtrak *Cascades Service*, which uses Talgo equip-

ment. He wrote: "this was my first experience on it. (Ed. My wife and I rode the Talgo demonstrators in this service in 1997, and we thoroughly enjoyed the ride, meals and movies – July, 1997 **Bulletin**.) Rode in Business Class, which added a \$12 supplement to my \$19.80 base fare (including AAA discount). A \$3-off coupon for on-board food was provided. Business Class has two compartments, with 18 seats per compartment in a 2x1 layout. In addition, there is a bistro car (including seating area), and eight coach class cars. Power units are on either end, permitting bi-directional operation. A full-length movie was shown (in all classes) on overhead monitors. Personal headsets were accommodated, or could be purchased for \$4. All seats have power outlets for laptops, and in my compartment most people were typing away. The Conductor knew many of the business class passengers by name — it seems as though many people commute weekly or more often on this train. Crew consisted of a Conductor, Assistant Conductor, Engineer, Bistro Car Attendant, and Talgo Maintainer. I found the ride a bit harsh, especially when going over switches. There was a noted 'ker-PLUNK,' much more noticeable than on standard Amfleet coaches, and which is practically non-existent on *Acela Express*. Another minor annoyance was the doors separating the cabins. They opened quietly with the turn of a handle, but closed automatically with a pneumatic mechanism that hisses and spits loudly for about twelve seconds per operation. So every time a passenger or conductor moved through the compartment, there were noticeable sounds you don't hear on Amfleet or *Acela Express*. When the movie is not on, the screens display real-time trip information, including current time, ETA at the trip's terminal, the next station stop, and the current outdoor temperature. There is also a crude map, showing the current location and that of the next station."

"The southbound trip was on time, and with a three-hour running time, was about one hour faster than my return trip northbound on the *Coast Starlight* #14 Viewliner train. I could see the wayside speed limit signs, with three designations, such as "T75, P70, F50," indicating 75 mph for Talgo, 70 mph for other passenger, and 50 mph for freight. MAS (maximum allowable speed) on the route is 79 mph, though the train is capable of 120 mph. The Conductor told me that the Talgo was authorized for 12% faster speed through curves than the Viewliners. The northbound trip on #14 was \$19.80 reserved coach — there's no Business Class, though sleeping compartments were available for long-distance travelers. I was able to wander through the train...and had dinner in the dining car. The First Class Parlor car was really spectacular, looking like a wood-paneled, double-decker version of Liberty Bell 1030. The train ended up being an hour late end-to-end (it started in LA); the explanation was that when Amtrak runs in UP territory, it gets second rate service. BNSF is

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

much more cooperative. It was a good railfanning trip.”
Orange County, California

In January, by a vote of 9-2, transit officials approved the routing for the 9.3-mile CenterLine LRT project. As originally proposed, CenterLine would have been 28 miles. The approved routing would link John Wayne Airport and Santa Ana, with a short spur to the Santa Ana College. Building this will not be cheap, as Bristol Street would have to be widened and as many as 500 pieces of property would have to be condemned. No dates were given as to when construction would begin, nor when it could be operational.

Oceanside, California

The North Coast Transit District has awarded Siemens Transportation Systems a \$50 million contract to build 12 DMU “Sprinters” for the Oceanside to Escondido Line, which is now set to open in 2006. There is a funding shortfall because of an effort to balance the state budget. California’s new governor, Arnold Schwarzenegger, has talked of eliminating the so-called Traffic Congestion Relief Program, which was contributing the \$80 million.

Vancouver, British Columbia, Canada

West Coast Express reported that its daily ridership is now at 8,000.

Tel Aviv, Israel

With the restoration of rail service between Tel Aviv and Beit Shemesh, Israeli Prime Minister Ariel Sharon believes that it would not be too long before there is a

train to Eilat (in the southern part of the country). Funding has been included in the Transportation Ministry’s five-year (2004-2008) plan for this route as well as completion of the Tel Aviv-Ben Gurion Airport Line (set to open this spring), which would be extended to Modi’in and ultimately to Jerusalem. Two portions of the Airport Line and the Modi’in extension are already under construction. New cars and locomotives would also be acquired. Thanks to Seymour Linder, brother of Editor-in-Chief Bernie Linder, who sent this report from the **Jerusalem Post**.

Correction

Member Charles Treuhold corrected an item that appeared in the January **Bulletin**: Singapore has been independent from Malaysia since 1965.

From the History Files

50 Years Ago: On March 28, 1954, the New Haven Railroad displayed car 4410 at the New Rochelle station. 4410 was part of a group of 100 ignitron rectifier-equipped MU cars built by Pullman-Standard. These cars had a tendency to bounce, and by the 1980s were replaced by the M-2s. A few remain in work train service, while others were preserved in museums.

20 Years Ago: On March 5, 1984, with the pending completion of the Upper Harlem electrification project to Brewster North (now Southeast), the Thornwood station, which was located on a severe curve, was closed. Electric service began on April 30, 1984.

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

Brooklyn Bridge “L” service Quit 60 Years Ago

(Continued from page 5)



Looking west from Sands Street station, with trolley cars on the outer tracks.
 Bernard Linder collection



Upper level of Sands Street station, April 19, 1937.
 Bernard Linder collection

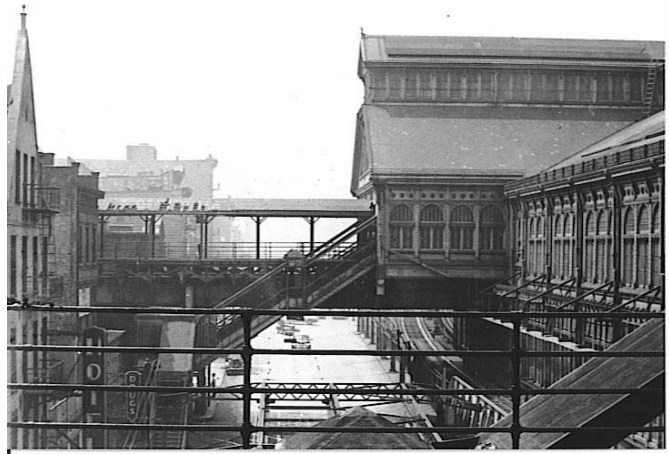
Brooklyn Bridge "L" service Quit 60 Years Ago

(Continued from page 13)



Looking south toward Tillary and Washington Streets, June 9, 1941. Myrtle Avenue trains turned left and Fulton Street trains stayed straight.

Bernard Linder collection



Looking east from Sands and Washington Streets, June 7, 1941.

Bernard Linder collection



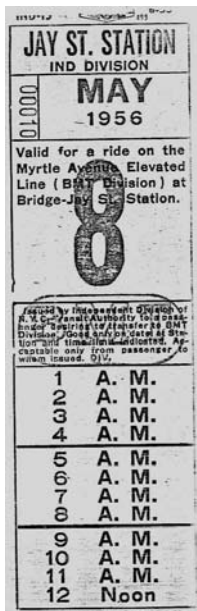
Adams Street station, looking south.

Bernard Linder collection



Myrtle Avenue "L" looking east from Adams Street station.

Bernard Linder collection



Transfer from IND subway to Myrtle Avenue "L" at Jay Street station.

Bernard Linder collection



Transfer from Myrtle Avenue "L" to surface lines or IND subway at Bridge-Jay Street station.

Bernard Linder collection

Tech Talk

(Continued from page 6)

Continuing my series of historic interlocking diagrams, we travel one station further south on the BMT Broadway Line to 34th Street. As you are now used to, only the signals and switches controlled by this tower are shown. Once again, the diagram below shows the configuration of the interlocking *before* the installation of the new signal system in the period from 1959 to 1962. The orientation of this diagram, with north to the left, is the same as what used to be on the actual model board at

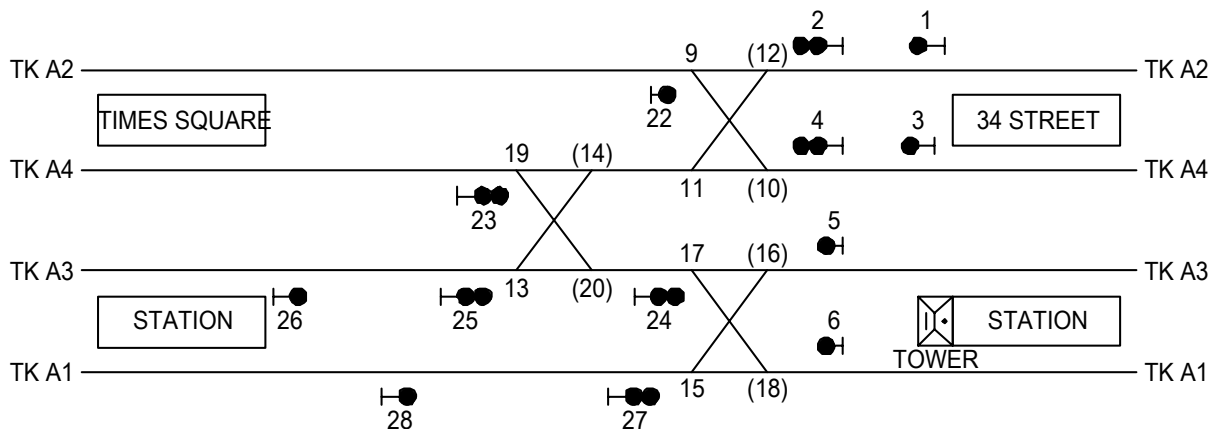
this tower. This interlocking used to be slightly more flexible than it is today. Switch 13/14, between express tracks A3 and A4, was removed and not replaced with the new signal system. Notice that moves could be made northbound on Track A1 past dwarf signal 6 as well as southbound on Track A2 past dwarf signal 22. Today, these moves are prevented with stop-and-stay marker signals.

Next month, we'll travel down to Canal Street Interlocking, which also controlled Prince Street.

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

BROADWAY LINE 34 STREET CONTROL

← NORTH



| Legend | |
|--------|-----------------|
| ●●- | Home signal |
| ●- | Approach signal |
| ●- | Dwarf signal |

| GRS MODEL 2 |
|------------------------|
| 13 LEVERS FOR SIGNALS |
| 12 LEVERS FOR SWITCHES |
| 3 SPARE SPACES? |
| 28 LEVER FRAME? |

NO LONGER THE MISSING PIECES II

by Randy Glucksman

Last February, I wrote about riding new rail lines in the metropolitan area. Since then, there have been other additions. In my columns I have already reported on Exchange Place (June 29), World Trade Center (PATH - November 15) and Secaucus Junction (September 6 and December 15).

My wife had made plans with some of her friends for a Saturday afternoon at the end of January, and I decided to get "caught up." The agenda was HBLRT's extension to 22nd Street and the JFK *AirTrain*. Using my NJ Transit monthly ticket, I took Train #74 from Suffern to Hoboken. It had been a while since I rode via the Main Line, and I noted that there were high-level platforms at the not-yet-opened new station at Ramsey and at Paterson, which has an island platform, the result of the double-track project of a few years ago.

Arriving at Hoboken, I purchased a HBLRT ticket (\$1.50). Luckily (temperatures were in the mid-20s), the next car out was destined to Bayonne. The switches leaving Hoboken were all working, and unlike my previous trip we did not wrong-rail out of the terminal. Electronic signs on the cars still read 34th Street, but unlike my co-workers experience in December (February *Bulletin*), the automated announcements were not being used. Instead, the train operator announced each stop. Paper signs reading "22 St. Bayonne" were displayed in the front windshields. I later found out that the reprogramming of the signs was delayed by a "software glitch." We made good time operating on Essex Street, as the trolley's traffic lights all lined up for us. Once we left Liberty State Park, the car picked up real speed. Nearly every car had a black plastic "garbage" bag protecting its coupler.

On the return trip I got off at Exchange Place and took PATH to World Trade Center. My previous trip was one-way (on the first day of weekday service) so I did a round trip and a half this time so I could also see (westbound) Tunnel F. Due to a General Order, **E** trains were operating on Sixth Avenue so I rode to W. 4th Street and took the train to Sutphin Boulevard. That train operated via the 63rd Street Tunnel.

The *AirTrain* terminal at Jamaica is a really modern

structure, and from street level, it is a long escalator ride to the upper level. (I used the passage from the upper level to get to the LIRR for my return to New York.) There are *MetroCard* vending machines, which dispense the cards that are required in these turnstiles. My Employee *MetroCard* did not work — in fact, the message read: NO GO – NOT VALID — so I purchased one of the \$10 cards, with the \$2 bonus. My wife can use the card the next time we ride the subway.

The ride was very interesting, as you have elevated, surface and subway (actually tunnel) operation, under some of the airplane runways. According to the map, trains from Jamaica and Howard Beach operate counter-clockwise, while the terminal trains are supposed to run clockwise. As we reported in last month's column, the inner loop trains were still running counter-clockwise. I did one complete ride on the outer loop, waited at the Terminal 8/9 station for an inner loop train, and did a round-trip. Moments after I detrained, a Howard Beach train came, and I rode it to that terminal. En-route, a female employee boarded with a vacuum cleaner and cleaned the car. That train left soon and I rode to Station C – Federal Circle, which is the only double-deck station on the system. To get to Jamaica required going down one level. It was there that I met one of the *AirTrain* employees who told me that the inner loop running parallel with the outer loop was only a temporary situation, and that clockwise service was to be restored soon. He also told me that some of the airline employees were annoyed about this situation as it adds extra minutes to their commute because they have to ride all the way around, instead of changing at Terminal 1 and back-riding. While I was waiting for the train to Jamaica, I noticed that service is more frequent to Howard Beach. This was confirmed by the *AirTrain* employee, because that is where the demand is.

At Jamaica, I purchased one of the new City Tickets (\$2.50) for the ride into NY Penn, where I changed for a train to Secaucus Jct. This train operated via the Bergen County Line to Suffern. All in all, it was a very nice day.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM

by Bill Zucker

There are no more R-40Ms in East New York. The last R-40Ms were transferred on or about January 19, 2004. On January 20, we observed 4530-3, 4536-41, and 4548-9 in service on **N** and **D**. We do not know when

these cars were transferred.

During weekends, slant R-40s and R-40Ms are occasionally in service on **Q** and **W**. Sometimes these cars continue running on the above routes on Monday.

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Around New York's Transit System

(Continued from page 18)

In each proposal, the *AirTrain* would run on the LIRR's tracks to Flatbush Avenue. The four options list a choice of several routes to Manhattan. The most expensive is a new river tunnel. If there is joint operation with the **A** train through the Cranberry Street Tunnel, the **C** train

would be rerouted to the Rutgers Street Tunnel together with the **F** train. Other proposals involve joint operation with the BMT in the Montague Street Tunnel or joint operation through both tunnels.

If this joint operation is implemented, Queens riders will enjoy better service, but Brooklyn riders may find that their service cannot be increased.

BMT-IND CAR ASSIGNMENT

CARS REQUIRED FEBRUARY 22, 2004

| LINE | AM RUSH | PM RUSH | LINE | AM RUSH | PM RUSH |
|------------|-----------------------------|-----------------------------|----------------------------|-----------------------------|-----------------------------|
| A | 20 R-32, 110 R-38, 200 R-44 | 20 R-32, 110 R-38, 200 R-44 | M | 136 R-42 | 136 R-42 |
| B | 150 R-40, 90 R-40M | 140 R-40, 80 R-40M | N | 30 R-40, 112 R-68, 40 R-68A | 20 R-40, 112 R-68, 40 R-68A |
| C | 96 R-32, 56 R-38 | 96 R-32, 40 R-38 | O | 136 R-68A | 128 R-68A |
| D | 232 R-68 | 216 R-68 | R | 232 R-46 | 240 R-46 |
| E | 260 R-32 | 260 R-32 | V | 120 R-46 | 120 R-46 |
| F | 120 R-32, 264 R-46 | 100 R-32, 256 R-46 | W | 90 R-40 | 100 R-40 |
| G | 40 R-46 | 36 R-46 | S (Rockaway) | 12 R-44 | 12 R-44 |
| J/Z | 152 R-42 | 152 R-42 | S (Franklin Avenue) | 4 R-68 | 4 R-68 |
| L | 48 R-42, 128 R-143 | 48 R-42, 128 R-143 | | | |

NOTE:

One N train goes into **W** service in the AM and is shown under **N** in the car assignment

IRT CAR ASSIGNMENT

CARS REQUIRED FEBRUARY 22, 2004

| LINE | AM RUSH | PM RUSH | LINE | AM RUSH | PM RUSH |
|------------|-------------------------------|-------------------------------|----------|------------|------------|
| 1/9 | 320 R-62A | 300 R-62A | 5 | 330 R-142 | 330 R-142 |
| 2 | 310 R-142 | 300 R-142 | 6 | 400 R-142A | 400 R-142A |
| 3 | 200 R-62, 40 R-62A | 190 R-62, 40 R-62A | 7 | 341 R-62A | 341 R-62A |
| 4 | 40 R-62, 260 R-142, 50 R-142A | 40 R-62, 260 R-142, 50 R-142A | S | 10 R-62A | 10 R-62A |



Around New York's Transit System

Wider Passageway Under Atlantic Avenue Station

Rehabilitation of the Atlantic Avenue and Pacific Street stations, which began four years ago, is nearly complete. This transfer point, the fourth busiest on the transit system, is used by 131,000 people a day.

Because the narrow passageway connecting the three subway stations and the Long Island Rail Road was always crowded, NYC Transit's engineers decided to double the width. Widening the concourse by excavating along the edges of the passageway and bolstering the roof in sections was considered risky and laborious. If the earth slipped as little as an inch, service would have been suspended until repairs were completed. To solve this problem, the engineers consulted Irwin S. Toporoff, an engineering consultant and tunneling expert, who suggested suspending the subway tunnel from the roof.

In July, 2000, workers gained access to the subway by digging two giant holes in the pavement above the IRT station. To perform this work, the Department of Transportation gave the contractor permission to close two lanes on Fourth Avenue for 18 months. Before drilling the other hole, the control house was moved to a nearby parking lot on a flatbed truck in the middle of the night in early 2000. This control house, designed in 1908 by the same architects who designed the Cathedral of St. John the Divine, was an elaborate ornamental subway entrance until it was closed thirty years ago. In the latter part of 2000, ten-inch-diameter steel pipes filled with concrete and a steel rod through the middle were sunk from the subway platform into the earth 50 feet below. The pipes were extended to the ceiling of the subway. Work trains from the Bronx transported 36-foot-long crossbeams weighing 300 pounds per foot. These beams, which crossed the tunnel just underneath the roof, supported the Flatbush Avenue pavement and most of the tunnel's weight including platforms, stairways, and passengers. Smaller columns and supports were placed under the tracks. After the crossbeams and the columns were in place, the height of the structure was adjusted a fraction of an inch until the subway tunnel was supported by the crossbeams.

In August, 2001, workers started digging in two directions. One group dug toward the Pacific Street station while the others advanced toward the Atlantic Avenue station of the Brighton Line. The 15-foot passageways were widened to 42 feet.

To make the station wheelchair-accessible, eight elevators were installed. Fifteen stairways were widened or added. In March, 2003, the control house was transferred to the original location and workers started restoring it.

This \$160 million renovation project is nearly com-

pleted. Transit officials believe that they have changed the whole look of the station.

Reasons for Curved Alignment

After reading the answers to two questions about curved alignment in the *New York Times'* FYI column, we found different explanations.

F trains encounter two reverse curves on the turnout between Jay Street and Bergen Street because they must switch from the express to local tracks in this area.

If the **F** ran express and the **G** ran local to Church Avenue, the former would have followed a straight route to Bergen Street lower level. But the line was never busy enough to justify running expresses, and trains from Manhattan have always switched on this turnout.

On the Flushing Line, there are sharp curves west of Queensboro Plaza and east of Hunters Point Avenue. The IRT could not pick the best alignment because it was necessary to connect Queensboro Plaza, an important junction, with the approach to the Steinway Tunnel, which it bought from a trolley company when they were unable to obtain a franchise.

Redbird Reefing Completed

Member David H. Frazer (ERA #1343) sent us an article from the Wilmington, Delaware *News Journal* which summarizes the Redbird reefing program. Delaware was the first and last state to receive Redbirds (619 in total) that were sunk in the ocean 16.5 nautical miles from the Indian River inlet between August, 2001 and November, 2003. By donating the cars to reef programs, including the cost of cleaning and transporting them offshore, instead of selling them for scrap, NYC Transit saved \$20 million. When Delaware accepted the cars, it qualified for \$18.2 million in federal grant money.

These cars have been covered with mollusks and barnacles, producing one of the best fishing spots in the area, especially bass fishing. Although the cars' floors are lined with asbestos tiles, environmental officials concluded that asbestos did not pose a threat to humans or marine life.

South Carolina, Virginia, New Jersey, and Georgia received between 50 and 250 cars each.

Proposed Through Service from JFK Airport to Manhattan

The Lower Manhattan Development Corporation released four options for through rail service between JFK Airport and lower Manhattan. When the final design is selected in April, the cost estimate and the method of financing may be revealed. The MTA was prepared to make a "significant contribution," but it is doubtful whether it can afford to build this project in addition to the Second Avenue Subway and the LIRR extension to Grand Central.

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