

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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PROPOSED NYC TRANSIT CAPITAL PROJECTS — FISCAL YEAR 2005 (Continued from Previous Issue)

In the July, 2004 Bulletin, we published a list of projects for which the MTA is seeking federal funding, but we omitted the following because of a lack of space.

NYC Transit's Division of Track uses conventional American Railroad Engineering Association (AREA) classifications. Types of track in the transit system are as follows:

- Type I: Ballasted track in a concrete trough floor
- Type II: Wood ties set in a concrete invert
- Type IIM (Modified): Same as Type II, but includes a fourth or fifth tie in succession that is 9'6" long and holds both running rails and the third rail. Other ties are short and do not cross the invert
- Type III: Basic open deck elevated track fastened to a structural steel member
- Type VI: Outdoor ballasted track utilized on portions of the system which are at grade or in an open cut
- Type VIII: Direct fixation track installed only on new routes

MAINLINE TRACK REPLACEMENT: To maintain mainline tracks in a state of good repair, NYC Transit will reconstruct approximately 51,600 track feet (9.8 miles) by in-house forces during the 2005 fiscal year. This includes converting 6,000 track feet from Type I to Type IIM, 16,000 track feet from Type II to Type IIM, 480 Type III panel replacements, and 280 Type VI panel replacements

INSTALLATION OF CONTINUOUS WELDED RAIL:

There are approximately 100 track miles of jointed rail resting on old, obsolete plates in poor condition. Installation of continuous welded rail will reduce vibration, making subway cars ride smoother and quieter. In-house forces expect to install approximately 50,000 track feet of welded rail. The old, obsolete plates and spikes in poor condition will be replaced by resilient rail fasteners or rolled steel plates with spring clips

MAINLINE SWITCH REPLACEMENT: There are 1,786 mainline switches in the transit system. At selected locations, 2.1 percent of the switches are replaced each year. Ties, ballast, and switch machines will be replaced as required. Existing dipped contact rail will be replaced with standard shoe clearance gaps

NEW SIGNALS—DYRE AVENUE LINE: A complete new fixed block wayside signal system will be installed on the Dyre Avenue Line from E. 180th Street to Dyre Avenue. Reverse signaling will be provided on the middle track. This track will also be provided with a "Track Test" mode, which prevents entry of any other train into the area and drives the stops on this track to permit maximum speed testing

NEW SIGNALS — JEROME AVENUE MIDDLE: The signal system on the Jerome Avenue middle track between 149th Street-Grand Concourse and Woodlawn will be upgraded. Signals will be placed opposite the existing platforms in both directions to allow them to serve as entrance and exit signals if station stops are made by trains on the middle track

(Continued on page 16)

FIFTH AVENUE-MOUNT VERNON LINE by Bernard Linder

Owners:

STREET CARS

May 1, 1886 November 14, 1887 June 2, 1893 January, 1899 April 13, 1900 January 18, 1908 January 1, 1912	Mount Vernon & East Chester Rail Road Company Mount Vernon & Eastchester Railway Company Westchester Electric Railroad Company Third Avenue Railroad Company Metropolitan Street Railway Company Third Avenue Railroad Company Third Avenue Railway Company
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BUSES

October 29, 1930 November 11, 1936 December 17, 1956 December 12, 1969 About mid-1982	Westchester Electric Railroad Company Westchester Street Transportation Company Fifth Avenue Coach Lines, Incorporated Bus Associates, Incorporated, whose principal stockholders were Arthur and George Bernacchia and Raymond Murphy. In 1973, Liberty Coaches' principals had equal ownership in two New York City operations — Pelham Parkway and Pioneer Bus (whose name was subsequently changed to Command Bus) — and had a 25% interest in the operation of Westchester Street and West Fordham through a holding company, Bus Associates Liberty Coaches, Club Transportation, and Westchester Street were merged to form Liberty Lines Transit, Incorporated
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Route:

STREET CARS

May 1, 1886 May 19, 1886 August, 1886 December, 1891 June 1, 1894 June, 1899 July 13, 1901 1916 (approximate date from Bullinger's Monitor Guide) October 29, 1930	Horse cars made the inaugural trip to Dyre Avenue and Boston Road at 3:30 PM. Regular service began the next day with seven bobtail cars purchased from a street railway in Brooklyn. Car house and stable were located on the east side of S. Fifth Avenue south of E. Sixth Street Cars started operating from New Haven Station via W. First Street and Mt. Vernon Avenue to Harlem Station Both lines were combined. They were separated about two months later Extended from Dyre Avenue via Boston Road and Eastchester Landing Road (present-day Conner Street) to Hutchinson River Dock (near the intersection of Peartree and Givan Avenues) Electric cars started operating from the crossover on W. First Street between S. Third Avenue and S. Fourth Avenue via W. First Street and S. Fifth Avenue to Kingsbridge Road on a ten-minute headway. Horse cars continued operating from Kingsbridge Road to the Hutchinson River Dock Cars operated northbound on S. Fourth Avenue and southbound on S. Fifth Avenue between W. First Street and E. Third Street Electrified line between Kingsbridge Road and Hutchinson River. Through service was operated between W. First Street and Hutchinson River. Running time was 20 minutes Cut back to Boston Road and Dyre Avenue Buses replaced street cars Jack May furnished data regarding most route changes.
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BUSES

October 29, 1930 1955 September 27, 1972 About 1973	Route C buses started operating on the same route as the trolley Through-routed with Route E Extended via Boston Road and Bivonia Street to Reeds Mill Lane Renumbered to Route 52
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(Continued on page 3)

Fifth Avenue-Mount Vernon Line

(Continued from page 2)

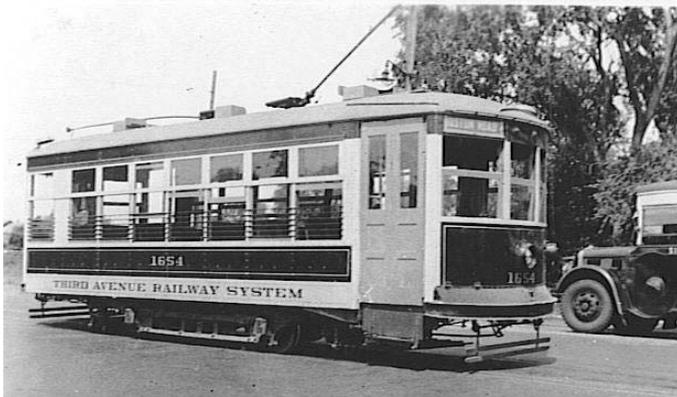
ONE-MAN CARS

Effective August 25, 1918, cars were operated by one man.

THE TROLLEY COMES BACK TO DYRE AVENUE

At a Public Service Commission hearing held on October 27, 1930, there was no opposition to the proposed bus substitution. After the tracks and overhead were removed, the city planned to widen Fifth Avenue. The fare on the trolley, which started in Mt. Vernon and ran a short distance in the Bronx on Dyre Avenue from the city line to Boston Road, was five cents. But the fare on the bus, which followed the same route as the trolley, was ten cents. Bronx riders complained about the ten-cent fare. They found that the company obtained Mt. Vernon's permission to convert to bus, but had neglected to obtain permission from New York City. To comply with New York City laws, the company applied for a franchise for the portion of the line in New York City. The franchise was denied in March, 1932 because the company refused to accept a five-cent fare. At that time, the fare on all transit lines in New York City was a nickel. Company records dated April 15, 1932 inform us that Westchester Electric tried to pacify the angry residents by offering free rides to local passengers in the Bronx.

On November 24, 1933, the residents finally won their three-year fight when the Transit Commission ordered



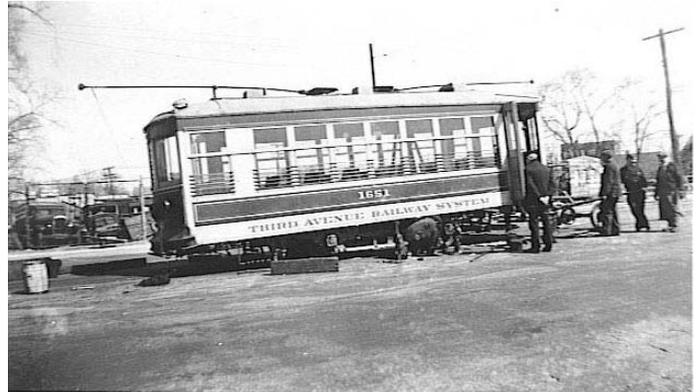
Birney car 1654 on Dyre Avenue.
Bernard Linder collection

the company to restore the trolley. A month later, the Commission ordered reinstatement of the five-cent fare on January 5. The company appealed to the Supreme Court, which reserved decision on Westchester Electric's application for a stay of the five-cent fare order. On January 4, 1934, the court ruled that Westchester Electric could charge ten cents pending appeal from Transit Commission ruling. The company was ordered to give

rebate coupons and furnish a \$10,000 bond to redeem them. Passengers who paid five cents on the trolley and an additional nickel on the bus were given a rebate slip.

On January 5, 1934, trolley cars started running again on Dyre Avenue from Boston Road to the city line with through buses from Mt. Vernon covering the same route as the trolley car. Single-truck Birney 1651 was usually in service on this single-track line and 1654 operated there occasionally. One car ran on a 15-minute headway in non-rush hours and a 10-minute headway in the rush hour.

Westchester Electric gave up on June 23, 1934 and



Dyre Avenue Birney car 1651 being repaired.
Bernard Linder collection

withdrew certiorari proceedings against the Transit Commission opposing the five-cent fare. An unusual fare structure was in effect. Passengers who boarded southbound buses in Mt. Vernon paid ten cents, were allowed to transfer to the trolley at the city line, and were given a five-cent refund if they rode the trolley. Passengers boarding northbound cars in the Bronx paid five cents, were given a free transfer to the bus, and were allowed to ride to Mt. Vernon without paying any additional fare. Oddly, the through passengers paid less than the local Mt. Vernon passengers.

The bus fare was reduced to five cents on November 11, 1936, and the fare differential between the trolley and the bus was eliminated. Of course, trolley ridership fell off.

An April 16, 1937 newspaper article revealed that the trolley ran 24 hours a day, 7 days a week. The Motor-man earned \$5 a day and the crews' total salaries were \$5,460 per annum. The company lost \$15 a day because the fares collected were only 20 to 30 cents a day, \$91 per annum. It cost \$300 to overhaul the car every 6 months.

The trolley stopped running on June 28, 1938, after only ten fares were collected during the first six months of 1938. (Were these riders ERA members?)

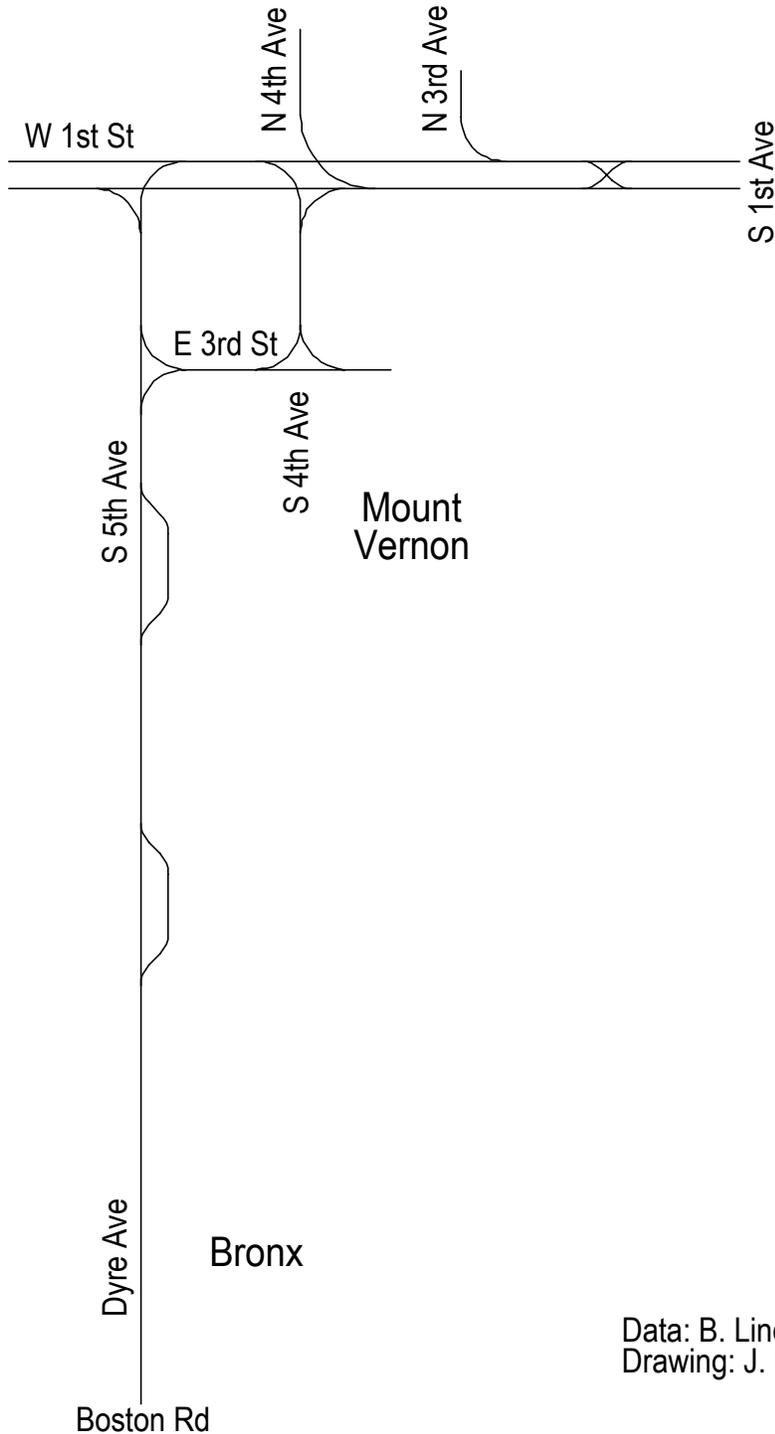
(Continued on page 4)

Fifth Avenue-Mount Vernon Line

(Continued from page 3)

Fifth Avenue - Mount Vernon

1929



Data: B. Linder
Drawing: J. Erlitz

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“DAYS OF FUTURE PAST” ON THE 42ND STREET SHUTTLE

Member Marc Glucksman was one of several ERA members present on July 7, 2004 when NYC Transit put a train of museum equipment on the 42nd Street

Shuttle during the midday hours. He was kind enough to provide these photographs for your enjoyment.



R-12 5760 was on the Grand Central end...

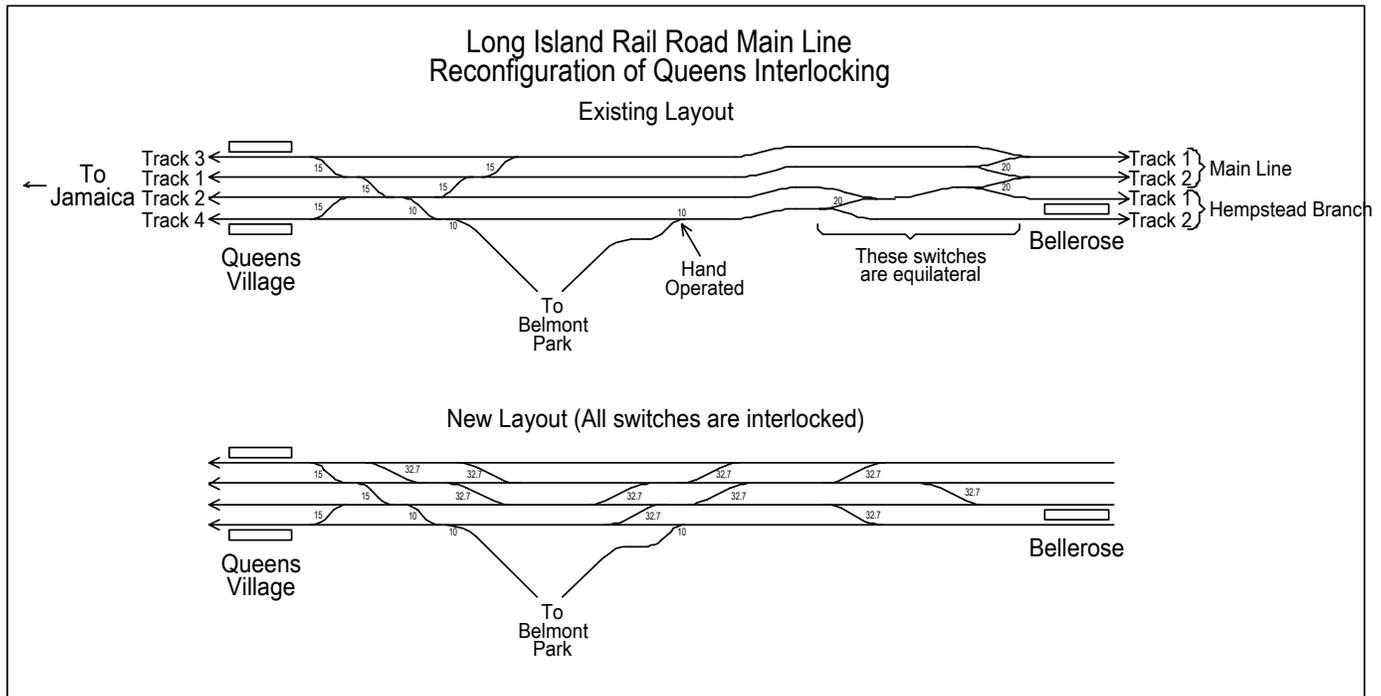


...while R-33S 9306 was on the Times Square end.

TECH TALK by Jeffrey Erlitz

The Long Island Rail Road has begun the reconstruction and realignment of its interlocking at Queens Village on the Main Line. Several high-speed crossovers are being installed and the equilateral switches at the Bellerose end of the interlocking are being removed. The high-speed crossovers are No. 32.7 switches (yes, that's a very odd number) and will enable 65 mph diverging movements. The first of the crossovers, from eastward local Track 4 to eastward express Track 2 has already been installed. Each set of points at each end of

the crossover uses three (!) switch machines of a type and manufacture I have not identified yet. The crossovers also have movable point frogs with an additional switch machine. There are at least two new signal bridges already installed. The hand-operated switch leading to the east leg of the wye of the Belmont Race-track Branch is being replaced with an interlocked switch. This work will be continuing through the summer and probably into the fall. The existing and new track layouts are shown in the diagram below:



The subway system is not the only property in New York City that has been purchasing signal equipment from Safetran Systems. Safetran has supplied the newest position light signals on the Long Island Rail Road, both full size and dwarf. In addition, the color light signals in the Brook Interlocking area between Flatbush Avenue and the tunnel portal at Bedford Avenue are rapid transit-style color light signals, exactly the same as the recent installations on the subway system.

In preparation for the modernization of the three interlockings in the Jamaica Station area, two huge central instrument rooms have been constructed. One is just west of Hall Tower, east of the station and one is just west of Jay Tower, west of the station. These CIRs are double-deckers and two rooms long.

Two of the LIRR's 1955-56 P-72 class coaches, 2909 and 2966 are still in storage at Morris Park. I do not know about the former, but the latter was supposedly donated to the New York Transit Museum.

Back over on the subway, the reconfiguration of the Nassau Street Line was to have happened over the weekend of June 19-20, but this has been delayed a couple of months.

The Freeman Street station on the Lenox Avenue-White Plains Road Line was closed on Saturday, July 10 and will remain closed until October 11. This is for station rehabilitation work under contract A-35852. 2 and 5 trains are bypassing the station while the work proceeds.

Further up the White Plains Road Line, express Track M was removed from service from south of the 219th Street station to south of the 238th Street station from July 17 to December 11. Judlau Construction is repairing the thru spans at 219th Street, 225th Street and 231st Street under contract C-34574.

The next historic interlocking diagram in my current

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Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

The "Fs" are still alive. Member Josh Weis reported that on June 18, the Upper Harlem Line (Wassaic Branch) was operating F-10s 410 and 411, with 410 leading.

By the time you read this, all clocks in Grand Central Terminal should be in sync, following the installation of a new \$59,000 master clock that synchronizes every second of every day via satellite with the Boulder, Colorado atomic clock. Prior to this, there was an older master clock that transmitted its signals via electromechanical devices, but over time, this became unreliable. The video monitors were controlled by yet another system. As part of this upgrade, digital clocks will be added to platforms, replacing LED clocks that had been recently removed because they were not displaying the correct time. According to an article in the *New York Times*, the atomic clock is not really "atomic" or nuclear-powered, but a timekeeping device that uses the regular vibrations of a specific atom to keep time.

MTA Metro-North Railroad (West)

While riding on an Amtrak train near Hudson Tower in early July, I noted that some more Comet II and Comet IIb cars had been added on that storage track, so that the following cars are out-of-service awaiting rebuilding and transfer to east-of-Hudson service: 5176-5177, 5980, 5982, 5987-5989, 5191, 5193, and 6176. Also on that same track were NJ Transit Comet Is 1605, 1701, 1717, and 1730.

Remember the Comet-Ias, the 1973 GE stainless steel cars that were built using the same shells as the Arrows IIIs? They have been out of service for a few months, and I just learned that six of the cars are being temporarily stored at Port Jervis and the other two are at the Meadows Maintenance Complex. One of my friends has suggested that these cars be used for some other rail service in New York State, e.g. on the proposed Syracuse/Binghamton route. The only missing ingredient is the motor power, but there are plenty of Amtrak F-40s around to fill that need.

Connecticut Department of Transportation

Member Bob Kingman found a report on the Internet that CDOT is considering the purchase of the 38 Virginia Railway Express Mafersa single-level cars (10 cab cars and 28 trailers) for \$15.2 million. VRE would continue to keep seven cab cars for a two-year period at a lease-back cost of \$1 per car through June 30, 2006. By selling these cars, VRE would need to purchase 11 bi-level cab cars with an option for 50 bi-level trailers. The Commonwealth of Virginia has indicated an interest in purchasing five trailers for a possible Bristow-Charlottesville commuter rail service. As a follow-up, the

New York Times (Westchester Section – June 20, 2004) reported that on June 9, now-former Governor John Rowland announced this purchase, and that \$1 billion would be spent to replace the entire fleet by 2010. This article also mentioned that half of the new cars would be "hybrid" cars (cars that operate on third rail and catenary) similar to the M-2/M-4/M-6 fleet, while the other half would operate solely on third rail. By doing this, the cost of the cars would be reduced substantially. One story that I had heard was that the cars would have pantographs on the M-8 middle car, and third rail shoes on the others. This middle car would be a trailer, but would contain all of the equipment that is necessary for current collection from the overhead catenary. Another report had the M-8 (middle cars) being dual-voltage. Stay tuned – I am sure that there will be more to this story.

There is a lot more to this story than I originally wrote. It seems that the first VRE cars were to be delivered in July and after some cosmetic attention, assigned to Shore Line East and the diesel branches, which would free up Bombardier Shoretiners for New Haven/Grand Central Terminal service.

MTA Long Island Rail Road

Left over from last month is this news item about the U.S. (Golf) Open which was held at the Shinnecock Hill Golf Club between June 14 and June 20. As was reported last month, a new temporary high-level platform, 740 feet in length was constructed and named the Shinnecock Hills station, located at MP 86. On Thursday and Friday June 10 and 11, Trains #2704, 2706, 2707, and 2709 stopped at this station. Besides the normally scheduled Montauk Branch trains, there were five extra eastbound and three westbound trains that called there. The LIRR sold packages that included admission to the event. One-way and round-trip fares ranged from \$10 and \$15 (Zone 10 – Patchogue) to \$20 and \$35 (Zone 11 – Penn Station/Brooklyn/Woodside). In the special brochure that was published, attendees were advised that those who arrived at this station without a ticket would be charged the higher "At Gate" fare of \$40 (round-trip) or \$25 (one-way). I was told that the U.S. Open paid the costs of this operation.

Notices were placed above the schedule racks at Penn Station advising customers of errors in the printed schedules for the Port Jefferson, Ronkonkoma, and Far Rockaway Branches.

NewsChannel 4 reported that the sophisticated toilet system which is installed in the M-7s has been malfunctioning, and work is underway to redesign the system. Last month we reported on the problems that some rid-

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Commuter and Transit Notes

(Continued from page 7)

ers were having with the arm rests.

NJ Transit

Fortunately, there were no passengers aboard Train #1119 (6:13 PM Hoboken/Suffern) when one of the wheels fell off of one of its trucks at about 7:30 PM, June 17. As a precaution, the trucks of all cars were checked. At the time, the train was traveling at about 10 mph; the train remained upright. On July 14, 2003, what was called an "electrical surge" caused a wheel under Train #3920 to fall off, derailing the train at the Portal Drawbridge (September, 2003 *Bulletin*). In this latest incident, an NJ Transit spokesperson said that "investigators believed that some undetermined 'lateral stress,' or impact on the train, broke the seal on the wheel's bearings, allowing lubricant to seep out and causing the steel wheel to become so hot that it broke from the axle." Officials are not yet sure what caused the impact, which may have occurred hours or days before the overheating. For example, the damage could have been done during a "hard coupling" when the car was connected to another car on the train.

Several New Jersey and Rockland newspapers carried articles about the door problems that the recently delivered Comet V cars are having including not opening or closing prematurely. Reportedly there have been about a dozen "fixes" to the software that controls these functions.

NJ Transit operated three (AM) inbound and four (PM) outbound trips on the Pascack Valley Line on the Independence Day holiday, which was observed on Monday, July 5. One of the Conductors told me that ridership was almost non-existent. The last time service was offered on this holiday was the Liberty Weekend Celebrations, July 4-6, 1986. Major Holiday/Weekend schedules were in effect on all other lines except Montclair-Boonton. There was also extra pre-holiday getaway service on several lines on Friday July 2.

In commemoration of 150 years of rail service from Camden to Atlantic City, NJ Transit operated Train #4611 as a "special" train on July 1. On that date in 1854, the first trans-New Jersey train, carrying 600 dignitaries, politicians, and members of the press, departed from Coopers Ferry Terminal in Camden and arrived on Absecon Island in Atlantic City. To add to the celebration, the role of Dr. Jonathan Pitney, who is regarded as the "Father of Atlantic City," was played by an actor.

Public hearings were held in June and July on the proposal to restore service on the Lackawanna Cut-Off between Scranton and Hoboken.

At the July 15 Board meeting, the Directors approved a plan to reroute all Midtown Direct service into Hoboken during the Republican National Convention, which will be held between August 30 and September 2. This is being done in order to decrease the number of pas-

sengers entering New York Penn, where only two entrances/exits (Seventh Avenue and W. 34th Street) will be available. Riders who are already paying between \$23 and \$73 extra per month to arrive in Manhattan will not be required to pay for the PATH trip. NJ Transit has arranged for their rail tickets to be honored at the Hoboken, 33rd Street, and temporary World Trade Center stations. NY Waterway, DeCamp, and Lakeland Bus Lines will also honor NJ Transit rail tickets. NJ Transit tickets to New York will be honored systemwide on NJ Transit buses to and from New York.

Don't call them "bi-levels." NJ Transit will call these Bombardier-built cars which are scheduled for delivery starting in 2007, "multi-levels."

The Meadows Maintenance Complex, which opened in 1987, has required a number of repairs to the roofs of its various buildings. Temporary repairs have not proven to be the solution, so NJ Transit has awarded a \$4.5 million contract to completely replace the roofs of Buildings #1 (locomotive and coach overhaul), #2 (train servicing and inspections), and #4 (locomotive cleaning and degreasing).

When no one was looking, the Proof of Payment regulation that went into effect in October, 1998 expired last October. This regulation requires riders to have the proper fare media while on board vehicles operated by NJ Transit or those that are under contract to NJ Transit. No comments were received during the public comment period, which ran from February 2-April 2, 2004. The only change to the regulation is that the word "complaint" has been replaced with "Special Complaint Summons."

NJ-ARP published the status of NJ Transit's rail projects:

PROJECT	STATUS	CURRENT DEADLINE	ORIGINAL DEADLINE
HBLRT to Lincoln Harbor	Testing	August, 2004	2003
HBLRT to 50 th Street	Under Construction	2005	2003
Pascack Valley Sidings	Preliminary ROW Clearance	2007	2000
Lackawanna Cut-Off	Federal funding authorized	2008	2003

While waiting for a train at Newark Penn Station, I noticed that there is an exhibit of model trains which reflect the history of New Jersey's railroads, on the archway leading to the Raymond Plaza West exit, which is adjacent to Track 5. There are three display cases, each containing two different sets of trains. There are coaches in various schemes with steam, electric and diesel locomotives.

I also noticed that on the train platforms, in an apparent submission to security concerns, the conventional trash receptacles have given way to stands with clear plastic bags.

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Commuter and Transit Notes

(Continued from page 8)

New River Line schedules were published with a banner announcing the 15-minute rush hour service. And while there is no effective date on the cover, on the back of the next to the timetable number (T0343) there is a date of 5/14/04. The effective date was actually June 21.

Port Authority Trans-Hudson Corporation

On June 18, the *Star-Ledger* reported that an RFP (request for proposals) was issued by the Port Authority for the purchase of 246 stainless steel PA-5 cars and the overhaul or replacement of 94 PA-4s. AC motors have been specified. Deliveries of new cars are expected to begin by late 2008 or early 2009, with the entire fleet being equipped by new or rehabilitated cars by 2011. The estimated \$809 million cost will make this the most expensive project ever undertaken by PATH since it assumed responsibility for operations in 1962. PATH officials are hoping to award this contract before the end of this year.

Turnstiles that only accept (PATH) *QuickCards* have decals to inform customers of this. There are also turnstiles that will also accept *MetroCards*.

Because of what is termed "essential track maintenance," midday service between Newark and World Trade Center has been operating on a 15-minute headway rather than a 10-minute headway since June 8. This project is scheduled to be completed by August 19.

Port Authority of New York & New Jersey

Less than six months after its opening, Air train JFK has carried its one millionth revenue passenger. Since I paid to enter and exit the system, I was counted twice!

Museums

My son, member Marc Glucksman, stopped at the Seashore Trolley Museum on his way back from a Maine vacation. He found the staff to be very friendly, including Rick Russell, who supervised him while he operated TARS 631 for a trip to Talbott Park. Marc also ran into Bill Pollman, the "Subway Curator" of Seashore. While working on R-4 800, he mused over how a Boston boy could be so interested in New York subway cars. They are presently looking to bring up R-22 7371 and R-33S 9327 to the museum to create a "timeline" of mass transit. All of the staff was very friendly, even to a New Yorker in "hostile Red Sox territory."

The June issue of the *Trippler* published another list recognizing its long-time members, this time, those with 40 or more years. Again, there are many New York Division members in this group: Raymond R. Berger, John W. Bremer, William W. Christensen, George Conrad, Donald O. Eisele, Donald W. Harold, Russell E. Jackson, David L. Klepper, Ronald Kupin, and Walter H. Rothaug.

Other Transit Systems**Boston, Massachusetts**

Passengers who use North Station received a handout notifying them that effective Friday evening, July 23 through Friday, July 30 North Station would be closed due to the Democratic National Convention. They were advised that monthly August commuter tickets would be sold between July 20 and August 10 at South Station, Back Bay Station, and the MBTA Pass Sales Offices at the Downtown Crossing, Government Center, and Harvard stations. There were other options, including the Internet or several temporary sales locations. At this writing, Track 10 at North Station was temporarily out of service for the DNC. At the end of June, four flat cars, each with a large power generator (leased from GE Capital) had been placed on the outer portion of Track 10. The inner portion had a temporary "cover," that bridged Tracks 10 and 11 (11 is a permanently unusable track bed that is not connected to the mainline). This provided a large surface area for whatever the DNC had planned for this area. Special train schedules were developed for the DNC between the hours of 8:05 PM Friday, July 23 through July 31. A brochure entitled, "Taking the T during the DNC," was also published.

Just in case any commuter had the idea to use a bicycle to get into Boston after getting off a commuter train, he or she could have dismissed it. In late June, the "T" announced that bicycles would be banned during the DNC. This ban was extended to all stations.

Effective June 25 (postponed one week), following the North Station cut-over the B/Boston College and E/Heath lines now go to North Station and the C/Cleveland Circle and D/Riverside lines has been cut back to Government Center. Previously, the D and E went to Lechmere, while the B and C turned at Government Center. This was the last piece of elevated structure in Boston. Thanks to member Todd Glickman for these reports.

The Boston Street Railway Association published its MBTA vehicle inventory, which is as of February 29, 2004. Thanks to member Gary Grahl for providing a copy of *Rollsign*. Unchanged from last year is the commuter rail coach fleet, which stands at 378, but there was an increase of one locomotive to 84. Two of the five cars out of service, 1607 and 1634, are at Transportation & Technical Associates (TTA) in Bath, New York, undergoing repairs. 363 and 366 are at the Boston Engine Terminal awaiting repair, while 1648, damaged since 1990, remains stored at Yard 14. In February, 2003, the "T" awarded Kawasaki a \$64 million contract for 28 bi-level trailers with restrooms (a first for bi-level cars in Boston), and delivery of this order is expected to begin late this year and continue into 2005.

Boston's subway fleet is also unchanged: Blue, 70, Orange, 120, and Red, 220. Siemens delivered a one-third mock-up of a #5 car for evaluation by MBTA staff.

(Continued on page 10)

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

The cars will have stainless steel car bodies with a blue band in the middle of the car body, similar to the 1800-series Red Line cars. Doors will be passenger-operated and the pantographs are to be mounted towards the front of the car rather than on the rear as they are now. Shipments have been delayed because the truck supplier, Buckeye Castings, went out of business and Kawasaki was hired to manufacture the trucks. TTA is the Siemens contractor that will build the cars, and six body shells were delivered to its Hornell, New York facility. The pilot cars are due by December. Last August, the state Executive Office of Transportation and Construction filed comments on the proposal to rebuild and extend the length of 24 Blue Line cars and convert them into Orange Line cars. Apparently, some unanticipated costs have arisen, e.g. upgrade of the power supply and bridges, larger lifts at Wellington Shop, and relocation of pipes and cables in the Washington Street tunnel because of the larger car. It appears unlikely that there will be any conversion of 24 Blue Line cars into Orange Line cars. The contract that Siemens has contains an option for the purchase of 18 new 65' Orange Line cars as an alternative to rebuilding of the Blue Line cars.

Thirty-three Type 8 Bredas have been accepted for service. In the active fleet there are also 8 PCCs, 40 Boeings, and 111 Type 7s. Deliveries of 28 Neoplan low-floor trolley buses began on June 4.

Philadelphia, Pennsylvania

The Middletown Township Land Conservancy, a non-profit environmental organization whose mission is to promote and assist efforts to preserve open space, historical, and scenic areas in the Middletown Township Delaware County area, is gathering petitions to restore rail service on the R-3/Elwyn Line to West Chester. Passenger service ended between Elwyn and West Chester on August 2, 1986. SEPTA has plans to restore service by 2008 to Wawa (about 3 miles), where a large park-and-ride lot would be constructed. After service was ended, the West Chester Railroad has been operating excursion service in the portion west of Elwyn and occasionally into Center City and beyond. West Chester, the former end of the line, is 13 miles west of Elwyn. Thanks to ***The Delaware Valley Rail Passenger***, which is published by the Delaware Valley Association of Rail Passengers, for the report.

SEPTA City and Suburban timetables were changed on June 13 and 14, respectively. Because of continuing track work, Route 11 Trolleys are not operating on Woodland Avenue between 40th and 58th Streets. These cars are being rerouted to Chester Avenue and shuttle buses are being used in the affected area. In anticipation of lighter summer riding, weekdays, Route #100 (Norristown) is all-local, and single-car instead of two-car trains are being operated. According to the report

sent by member Karl Groh, this may be the first time in more than 75 years or since the branch opened in 1912, that there is no express service on this line. Technically there is still one express trip in each direction, but they are being done as part of an equipment move. Checking the previous schedule (February 16), there were nine inbound AM and 17 outbound PM trips plus an outbound PM "Limited" that only stopped at Bryn Mawr, Ardmore, and Norristown. Express trips ran express between Bryn Mawr and 69th Street and typically required about 25 minutes, while the locals require 28 minutes.

In last month's ***Bulletin***, I reported that trolley service was not restored on Girard Avenue as had been expected on June 13. However, timetables were printed, and one of my co-workers was able to obtain a few copies. Instead of being printed in green, the color assigned to the Subway-Surface Lines, this one is blue, and the route is called 15/Port Richmond to Haddington via Richmond Street and Girard Avenue.

Member Lee Winson reported that SEPTA's former streetcar route #53 terminated at the Luzerne car barn, (in front of the Little Flower High School). Since the car barn property has been sold, it was necessary to find a new terminal, so SEPTA extended the route (now a bus) to Roosevelt Boulevard near Broad Street. A public hearing was held to make the tariff permanent. It is admittedly one advantage of a bus — easy to make extensions to it. By the way, Route #53 was one of the earliest routes in Philadelphia to get PCC cars.

Washington, D.C. area

You can add MARC *Heritage* cars 132, 145 (Carnegie Inn) and 147 (Washington Inn) to the list that appeared in the July ***Bulletin***. I also saw APCU 7100 (originally B&O F-7A 4553) on a train in Union Station, and its paint was gleaming.

The Virginia Railway Express had received additional ex-Metra Gallery cars, and during visits in early July I observed 428-439. VRE's website lists these additional groups as 421-430 and 431-465. There is no information as to their prior numbers, and when I emailed VRE, the answer that I received (within a day, I might add) was that the webmaster did not have this information. When the first group arrived, METRA provided this information. Perhaps one of our readers could help.

Base off-peak Metrorail fares are now \$1.35, \$1.85, and \$2.35 effective June 27.

Special Metrorail and Metrobus services were operated on July 4, and services operated between 7 AM and midnight. The Smithsonian station was closed all day due to security precautions in place on the National Mall. A brochure that I picked up listed the following changes:

- Blue Line – Huntington and Rosslyn (upper platform)
- Green Line – Starting at 6 PM, trains alternated

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Commuter and Transit Notes

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final destinations between Ft. Totten and Greenbelt.

- Orange Line – Twice as many trains between Vienna and Stadium-Armory, which operated alternately to New Carrollton and Addison Road
- Red Line – Starting at 2 PM, trains alternated between Silver Spring and Glenmont
- Yellow Line – Operated between Franconia-Springfield and Mt. Vernon Square
- Free shuttle bus between L'Enfant Plaza and the Pentagon Transit Center after the Fireworks

Tampa, Florida

The good fortune of the Tampa Bay Lightning to be in the Stanley Cup (hockey) playoffs at the St. Petersburg Times Forum brought lots of additional riders to the TECO Line. Many of those attending decided to find cheaper parking in Ybor City and avoid traffic congestion around the stadium. After one game, ridership was reported as 910 vs. a typical Tuesday's 300. On June 7, in the seventh game, the Lightning defeated the Calgary Flames to win their first ever Stanley Cup. Thanks to member Dennis Zaccardi for the report.

Karl Groh, in **Live Overhead**, wrote that in its first year of operation, TECO exceeded 420,000 boardings. The eight cars were built by Gomaco, and Karl found a mention on Gomaco's website that three more replica cars, one for Memphis and two for Little Rock, are under construction.

Florida

Still unhappy about the approval in 2000 of a high-speed rail network, Governor Jeb Bush has taken the unusual approach of emailing voters to request their support of a proposal to repeal that constitutional amendment this November. The governor predicted "impending financial disaster" if the plan to build a "wasteful bullet train" is not repealed, citing a \$17 billion cost to build a system that would connect Orlando, Tampa and Miami. In addition he believes that each year state coffers would be "drained" at about \$500 million. There is opposition to what the governor is doing, and the first contract defining the first phase between Tampa and Orlando has been signed. State investment is limited to no more than \$75 million per year, with this phase costing no more than \$2.6 billion according to Keith Rupp, president of the Florida Transportation Association and a chief backer of the high-speed rail system. Thanks to Karl Groh for sending this report from the **Palm Beach Post**.

Chicago, Illinois

METRA and local officials held a ceremony on June 29 to mark the beginning of construction of a new station in Schaumburg, Illinois. The station, on the Milwaukee West Line, is the 16th busiest among 225 stations

outside of downtown Chicago. In the next 18 months a new 3,600-square-foot depot will be built, the platforms will be resurfaced with tactile warning strips, and new platform lighting will be installed. The project also includes a new commuter shelter, washrooms, ticket office and vendor space. Thanks to Bob Hansen for the report.

New Orleans, Louisiana

At the end of the first week following the re-opening of the Canal Street Line on April 18, New Orleans RTA reported that 125,000 passengers had taken rides. Some riders complained about long waits for cars and super-sensitive fare boxes that rejected worn currency. Adding to delays were a large number of disabled passengers who required the use of the hydraulic lifts and motorists who are not heeding the "no left turn" signs, thereby blocking traffic.

Last year, when we learned that we would be invited to a wedding in New Orleans at the end of June, I was hoping that the Canal St. Line would be running, and it was. My wife and I boarded one of the Canal Street cars that was through-routed onto the Riverfront Line. We appreciated the air-conditioning which these 2000-series cars are equipped with, as temperatures were in the high 80s and the humidity was also high. The cars run very well, and after an intermediate stop for lunch at a nice restaurant along Carrollton Avenue, we continued to the end of this branch to City Park, where there is a two-track stub, and then returned on the same car to Canal Street, where we changed for a car that went to the Cemeteries. There is only a single-track stub here. Upon arrival at Carondelet Street, we got off, my wife to do some shopping, and I to take another ride on the St. Charles Line. Shortly after we turned off of Canal Street, the skies opened up and rain poured down on us. Everyone who was near a window immediately began closing them. I had planned to ride as far as Lee Circle, but it was still raining heavily and so I came up with "Plan B." I told the operator that I wanted to board an inbound car, and very shortly, the opportunity arose and I was able to this. After I was seated, the air compressor cut in, and memories came back – those 900-series cars make "authentic traction sounds," unlike the newer cars which are all-electronic. One of the trade publications had an article about the New Orleans RTA, and reported that the 24 Canal Street cars (2001-2024) were assembled between April, 2001 and March 17, 2004, by a crew of 41 workers. Experience that was gained during the last streetcar building project in 1994 for the Riverfront Cars proved to be extremely valuable. In the early years of streetcar operations, many companies constructed their own cars, but in this day it is unusual for this to take place.

After returning to Canal Street, the first car to arrive was a short-turn which terminated at the foot of Canal Street, but I decided to ride it anyway, and the operator

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Commuter and Transit Notes

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told me to wait on board as the through car would pick me up, and it did. I really got my money's worth with my all-day ticket (\$5). As there are no ticket machines at stations, all fare collections are handled on board the cars, and operators do sell all-day tickets. I rode to the next stop and changed for a Riverfront car. When cruise ships are in port, passengers can ride to Stop 9, otherwise they are discharged at Stop 8, the Convention Center. On the day that I rode, there were no cruise ships in port, but after speaking to the operator, he permitted me to ride to the relay track and then rode to the beginning of the line. Because it was also raining, passengers were having a more difficult time inserting their dollar bills into the fare box, and much time was lost at each stop. However, being able to ride in cars that are a lot older than me, and in excellent running condition, as well as being able to ride on the Canal Street Line, where service ended forty years ago were definitely worth the trip to New Orleans.

Houston, Texas

Since January 1, when trolleys returned to Houston, there have been more than 40 collisions with automobiles. Some of the "victims" who were interviewed by the **New York Times** blamed the little "traffic buttons" which separate the streetcars from vehicular traffic. Some would have preferred that the system have been placed either above or below ground. Either of those options would have added significantly to the cost.

I received a report that Houston is now running a six-minute headway with single cars from 4:30 AM-8:30 PM. Then, there is a 12-minute headway until 10:00 PM, and then 18 minutes until the end of service. In the table below are the ridership statistics for May and June. If this trend continues, Metrorail officials believe that by the end of this year, they will be carrying 80% of the 2020 projection! The ridership numbers below reflect the difference in the two months after Houston integrated the bus and rail service.

	MAY	JUNE
Weekday	14,060	26,677
Saturday	8,809	13,578
Sunday	8,083	9,379

Dallas, Texas

DART's test of a "C" car, which was inserted between LRV 170's "A" and "B" units during 2002, has been declared successful. With a 31-foot "C" section, the Dallas LRVs will extend to 124 feet in length. The financing of this project would be included with the funding of the Northwest and Southeast extensions and the purchase of 40 additional units. All told, Kinki-Sharyo would construct 114 "C" cars, which would equip the entire fleet,

beginning in 2009. Economics is one of the driving forces in this decision, because two A-C-B units would replace three A-B units. **Railway Age** also reported that because the "C" car is low-floor, the wayside wheelchair lifts could be eliminated.

Denver, Colorado

In April, RTD received FTA approval for the 12.1-mile West Corridor Line, which would run from Denver Union Station to Golden, a \$508.2 million project. An "old freight line" would be used for most the distance. The **Rocky Mountain News** reported that this line was the first of six that have been proposed for the Denver area, and there are also plans to extend the three present lines under RTD's \$4.7 billion FasTracks program. This fall, voters will decide whether or not to increase the Metro sales tax by 0.4 cents to a penny per dollar to pay for this program. If approved, the West Corridor Line could be running in 2013.

Las Vegas, Nevada

After several months of delay, the Las Vegas monorail was scheduled to begin operation on July 15. Privately built at a cost of \$650 million, the initial four-mile route has seven stops: MGM Grand, Bally's/Paris, Flamingo/Caesars Palace, Harrah's/Imperial Palace, Las Vegas Convention Center, Las Vegas Hilton, and the Sahara Hotel. It is hoped that this will ease traffic congestion on "The Strip," actually Las Vegas Boulevard. At first, service will operate between 8 AM and midnight at a \$3 fare. This could possibly be the most expensive transit fare within the city limits of any North American transit system, and certainly for the distance traveled. Daily, multi-day and multi-ride passes will also be available. Later on, a 6 AM start is planned. A future extension is planned to reach McCarran International Airport.

Portland, Oregon

Ten days after service began on Tri-Met's 5.8-mile Yellow Line, it has received good marks for on-time performance and ridership. Opening weekend crowds were put at more than 20,000 and 16,000 on May 1 and 2, when rides were free. Weekday ridership was around 13,000. The goal is to have 13,900 daily passengers after one year, and Tri-Met is certainly well on its way toward achieving that. Built at a cost of \$350 million, the line connects downtown Portland with the Expo Center in North Portland. The May 1 opening occurred four months earlier than was originally planned, and the project was millions of dollars under budget.

California

Add Amtrak California to the list of transit operators that changed timetables on April 26. The cover of the one for the **San Joaquin Route** features a special 30th Anniversary logo on the cover. Amtrak, Coaster, and Metrolink all have photos of one of their locomotives on the cover of the **Pacific Surfliner** timetable. Thanks to Steve Lofthouse for the copies.

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Commuter and Transit Notes

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San Francisco, California

Since May, CalTrain has been running two five-car trains that have been wrapped to advertise Target Stores. According to the terms of the contract with Viacom Outdoor Advertising, CalTrain will receive 50% of the net revenue that is generated. The amount was not revealed.

Several speakers who attended a public hearing to discuss Caltrain's proposed electrification project were opposed to the project because of the catenary system. Many feared that many trees would have to be removed and the view of those with homes near the track would be affected. Others questioned the need for spending the money to save from 2-15 minutes on a trip, but the Sierra Club, among others, supports this project.

BART and Santa Clara Valley Transportation Authority officials met in early May to review their plans, which were made in 2001, for the BART extension into San Jose. Despite funding problems, plans are still "on track." VTA will be responsible for building the 16.3-mile extension south from Warm Springs to Fremont, which (as of now) is anticipated as being in service some time between 2007 and 2010. Preliminary engineering work for the tunnels, stations, and rail line is already under way and contracts for engineering for the rail yard and maintenance shops should have already been awarded. Thanks to member Dennis Cavagnaro for this news from the **San Francisco Chronicle**.

Los Angeles, California

Los Angeles County MTA has received \$490.7 million from the Federal Transit Administration to begin construction of a 6-mile extension to the Pasadena Gold Line. The extension would continue from Union Station and serve several Little Tokyo, Boyle Heights, and East Los Angeles by 2009.

San Jose, California

On June 23, a Dedication Day ceremony was held at the Great Mall/Main Transit Center in Milpitas to celebrate the opening of the Tasman East/Capitol Light Rail Extension. For the remainder of that day, Santa Clara Valley Transportation Authority (VTA) provided free rides between the Alum Rock and I-880/Milpitas stations. Revenue service began the next morning.

San Pedro, California

To help celebrate the first anniversary (July 17-18) of the San Pedro Trolley, the Orange Empire Trolley Museum loaned its Pacific Electric Birney 332. The car was transported by a special "rail trailer" owned by a local trucking company. It was planned for this car to operate between regular cars. Thanks to Karl Groh for the report.

Oceanside, California

Effective April, monthly Coaster tickets are being honored on Amtrak trains between Oceanside and San

Diego as part of California's "Rail2Rail" program. Caltrans and Metrolink have been participating in this program since it began a few years back. NJ Transit and Amtrak have a similar arrangement, as does VRE.

Canada

Attention philatelists: Canada has issued a set of four stamps (C\$.49) depicting its urban train systems. Pictured are Toronto's subway, Vancouver's TransLink SkyTrain, Montréal's Métro, and Calgary's CTrain. The article from the **Palm Beach Post** also mentioned the opening dates of each of the systems.

Rio de Janeiro, Brazil

According to a report in **Jornal do Brasil**, which my uncle sent, the local government finally decided to continue construction of the Metro. Work began in May on the gap between Siqueira Campos and Gavea, and on July 1 between Gavea towards Barra da Tijuca. Work on the former is expected to be completed in one year. All construction will be underground except for a 500-meter section that will be built over the Lago da Tijuca.

London, United Kingdom

London Underground employees, unhappy with progress in their dispute with management, staged a 24-hour strike on June 30, the first since October, 2002. Talks broke down over pay and working conditions. Riders began leaving London early in the afternoon to avoid being stranded. All twelve lines were affected.

Latvia, Estonia, Russia, et al.

Members Bob and Judy Matten (among others) attended the CERA Convention which was held in the aforementioned countries. Bob wrote that in general, track in equipment in Latvia and Estonia was quite good. However, in St. Petersburg, there were some places where the track and roadway were in very poor condition, and there were numerous slow speed orders. (This was something that I also noticed during my June, 1999 visit.) The St. Petersburg Metro appeared to be crowded all day long. At the end of the trip, the Mattens stopped off in The Netherlands, and rode trams in Rotterdam, Utrecht and Amsterdam. Day passes were available in Rotterdam and Amsterdam, while in Utrecht zone passes are sold.

From the History Files

50 Years Ago: On August 11, 1954, the Hudson & Manhattan Railroad declared bankruptcy. It remained in that state until the takeover by the Port of New York Authority (as it was known then) on September 1, 1962.

20 Years Ago: On August 24, 1984, NJ Transit retired the last of the Lackawanna electrics. These venerable cars began the electric service in 1931, with Thomas Alva Edison at the controls of the first train. The 600-volt DC electric service was replaced with a 25,000-volt AC system and Arrow III cars. After the old cars were retired, many wound up as coaches on tourist lines around the country.

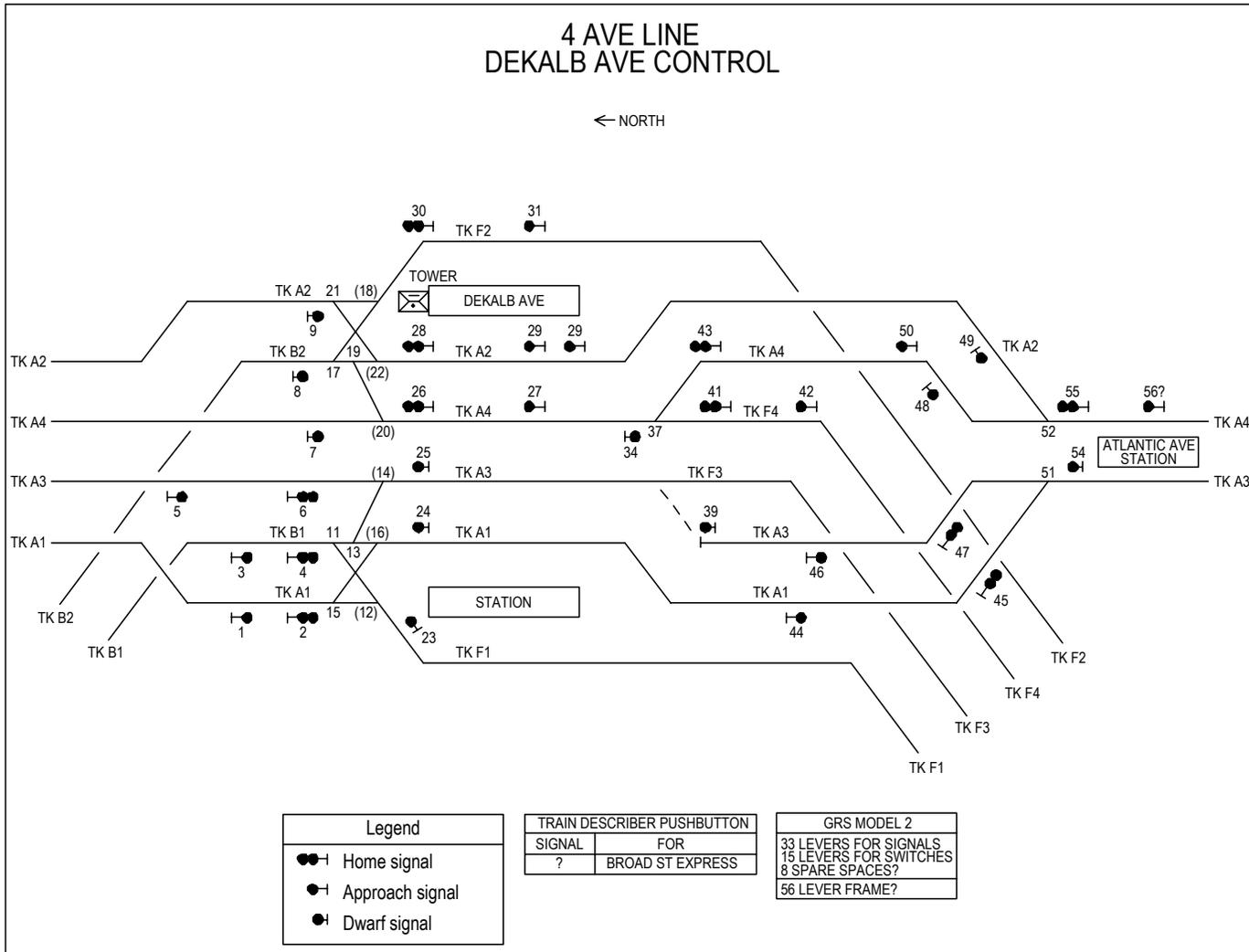
News items and comments concerning this column may be emailed to NYDnewseditor@aol.com.

Tech Talk

(Continued from page 6)

series is DeKalb Avenue. Like Myrtle Avenue, DeKalb Avenue was on the Fourth Avenue Line, not Broadway and not Brighton. Though the switch from the southbound bypass track to the Brighton Line had al-

ready been removed from service, this interlocking was nearly completely flexible. Trains could be (and at various times were) routed from each northerly route to each southerly route. Since the rebuilding of this complex in the late 1950s, many of these routes can no longer be operated, such as Brighton Line/Bypass DeKalb and Montague Street Tunnel/Bypass DeKalb.



Next month, we will move over to Marcy Avenue Interlocking on the Jamaica Line and see what it looked like in the early 1950s. In addition, I hope to continue my

series of track diagrams of planned subway lines next month.

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



BU-TIFUL!

Over the weekends of July 17-18 and July 24-25, 2004, NYC Transit's Subdivision C (the work train subdivision) ran excursion trains of museum equipment over various subway lines as part of its ongoing series of trips to benefit the March of Dimes. Andrew Grahl was present for many of the festivities and provided these two photographs. The first, taken on July 17,

shows BRT/BMT BU cars running under their own power near the Broad Channel station in the Rockaways. The second, taken on July 24, shows the same cars at the newly rehabilitated (in fact, construction is still underway) Stillwell Avenue terminal in Brooklyn. On both occasions, the cars ran together with R-1 through R-9 cars.



Fifth Avenue-Mount Vernon Line

(Continued from page 4)

FIFTH AVE. LINE—SOUTHBOUND		T I M E								
WESTCHESTER ELECTRIC RAILROAD CO.		1	10	20	30	40	50	60		
This transfer from southbound Fifth Avenue (Mount Vernon bus is good for a ride on a southbound street railway car on Dyre Avenue, Borough of Bronx, New York City, New York, if presented by passenger to whom issued and used by such passenger before time cancelled, for a continuous trip in a southerly direction, and upon presentation thereof on above mentioned street railway car on Dyre Avenue such passenger is entitled to a refund of Five Cents.		2	10	20	30	40	50	60		
No. 8390	MAR 12 1936	3	10	20	30	40	50	60		
		4	10	20	30	40	50	60		
		5	10	20	30	40	50	60		
		6	10	20	30	40	50	60		
		7	10	20	30	40	50	60		
		8	10	20	30	40	50	60		
		9	10	20	30	40	50	60		
		10	10	20	30	40	50	60		
		11	10	20	30	40	50	60		
		12	10	20	30	40	50	60		
		S. W. HUFF, President								

DYRE AVE. LINE—North Bound		T I M E								
WESTCHESTER ELECTRIC RAILROAD CO.		1	10	20	30	40	50	60		
The holder hereof, provided such holder has paid fare as passenger on street railway car on Dyre Avenue, Borough of The Bronx, New York City, New York, is entitled to transfer to a northbound bus on the Fifth Avenue Bus Line of the above named Company in Mount Vernon and to ride to any point on the route of such Fifth Avenue line, provided such holder boards such bus at the northerly City Line of New York before time cancelled.		2	10	20	30	40	50	60		
16235	MAR 12 1936	3	10	20	30	40	50	60		
		4	10	20	30	40	50	60		
		5	10	20	30	40	50	60		
		6	10	20	30	40	50	60		
		7	10	20	30	40	50	60		
		8	10	20	30	40	50	60		
		9	10	20	30	40	50	60		
		10	10	20	30	40	50	60		
		11	10	20	30	40	50	60		
		12	10	20	30	40	50	60		
		No transfer will be issued on this transfer.								
		S. W. HUFF, President								

Around New York's Transit System

Increased Sales of Discount *MetroCards*

Sales of discounted *MetroCards* have increased since the fare rose to two dollars last year. Comparing April, 2004 *MetroCard* sales with sales for the same month last year, we find that monthly pass sales increased 9.2%, bonus pay-per-ride sales rose 6.4%, and overall unlimited-ride sales increased 4.1%. Sales of weekly, one-day Fun Pass, and pay-per-ride declined slightly. Because of widespread use of discounted *MetroCards*, the average price of a ride is only \$1.26. Unlimited *MetroCards* were the most popular, with 52.2% of all sales, and pay-per-ride was second, with 40.8% of the sales. Monthly passes, which accounted for 24% of the sales, increased 9.2% because riders receive free insurance if they buy it with a credit or debit card at a vending machine.

Three Jerome Avenue Stations Closed for Rehabilitation

On July 6, 2004, the 170th Street, 176th Street, and Fordham Road stations were closed for rehabilitation. The stations should be reopened when work is completed in November, 2004. Shuttle buses are providing service between these stations.

Identifying NYC Transit Employees

All operating NYC Transit employees working in customer-accessible areas of NYCT property must wear reflectorized vests with the NYCT logo. Vests must be worn on the outermost garment. These transit professionals are available to assist riders and ensure that

passengers feel secure in the subway.

Train Operators and Conductors performing their duties in yards must wear safety vests, but they are not required to wear these vests while performing their duties on trains in passenger service.

Safety vests must be worn by Platform Controllers and Train Service Supervisors performing their normal duties and by Managers or Supervisors responding to emergencies, major incidents, and special events.

Violations of Rules

Employees observing the following or any other violation of NYC Transit's rules must report the incident to the Control Center, which will notify the New York Police Department's Transit Bureau:

- Destroying subway property
- Laying down in stations or along the right-of-way
- Occupying more than one seat or laying down
- Blocking free movement
- Drinking alcoholic beverages
- Panhandling/begging
- Using amplifiers on platforms
- Radio playing that can be heard by others
- Entering tracks, tunnels, or non-public areas
- Engaging in unauthorized commercial activities
- Smoking
- Erecting cardboard shelters or sleeping accommodations
- Littering or creating unsanitary conditions

Proposed NYC Transit Capital Projects

(Continued from page 1)

at temporary platforms

DEEP WELL REHABILITATION: Deep well systems are located in areas where the natural water table is above

the level of the subway. These deep wells lower the water table to keep the ground water from rising and seeping into the subway. Sump pumps and electrical equipment will be replaced at various locations on the Fulton Street Line in Brooklyn

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

On April 24, 2004, **Q** trains were rerouted via the Montague Street Tunnel, requiring additional trainsets. We observed one train of slant R-40s and one train of modified R-40s.

Six slant or modified R-40s are operated on **N** on weekdays (four are on the official assignment in the morning rush). Up to six slant or modified R-40s appear on this route during weekends.

On June 16, a train of R-68As was in service on **B**.

R-40/R-40M baseball specials displaying **D** signs appear on the Concourse Line.

When the new weekday schedule went into effect on May 24, 2004, a train of R-32s was assigned to **W**. But it was placed in service on **B** on the same morning and the crew found that it had incorrect route signs (**B** West End instead of **B** Brighton). It was transferred to **Q** the next day, May 25, and it has been operating there regularly, including weekends, ever since.

The May 24 consist was: S-3617, 3776, 3530, 3741, 3831, 3382, 3420, 3645, 3548-9-N. On June 11, 2004, 3348 replaced 3548. Spares are 3418, 3863, and two others. All the cars on this train are mismated.