

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 43, No. 4

April, 2000

The Bulletin

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

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REV. FRANCIS J. COSGROVE, S.J., PASSES AWAY **by Raymond R. Berger**

It is my sad duty to report the recent death of Rev. Francis J. Cosgrove, S.J., MTA New York City Transit's Catholic Chaplain.

Father Cosgrove was born in 1917, was raised in the Bronx, and from his youth developed an interest in public transportation. While attending Fordham High School, he commuted on the Third Avenue "L," developing a particular interest in the Manhattan Railway Division of the IRT Company. The operation was intricate and extensive. There were four trunk lines with many branches; about 1,500 wooden cars provided service.

In September 1935, when he was 18 years old, Father Cosgrove decided to join the Jesuit Order and entered the seminary to study for the priesthood at Fordham University. One of his classmates was Jim Woods, the son of Motorman Instructor Jim Woods, Sr. who knew of the young seminarian's interest in the IRT. He invited him to dinner, which included a long conversation with the senior Mr. Woods where many technical questions about the cars and their operation were answered. This was followed by a trip to the IRT's Instruction Car and resulted in the qualification of Father Cosgrove as a motorman.

On June 19, 1948, Father Cosgrove was ordained a priest and was immediately sent to teach Theology at St. Peter's College in Jersey City. From 1950 to 1958 he was assigned to a Jesuit mission on the Island of Yap, one of the Marianna Islands, now an U. S. Trust in the Pacific. In 1958, he returned to the Theology Department of St. Peter's College where he taught until 1967. Finally, he was transferred to the staff of St. Ignatius

Loyola Church in Manhattan, where he remained until his death on January 27, 2000.

Languages were of special interest to Father Cosgrove, too. While on the Island of Yap, he published the first Yappese-to-English and English-to-Yappese dictionary. He was also very fluent in Arabic, and that resulted in an assignment on weekends at Our Lady of Lebanon Maronite Rite Catholic Church in Brooklyn Heights. As such, he was one of only a handful of priests throughout the world with faculties in both Roman and Eastern Catholic Rites.

While Father Cosgrove was still teaching at St. Peter's in 1965, the Transit Police Patrolman's Benevolent Association asked him to become their Chaplain. A few years later, in the late 1960s, the city's Patrolman's Benevolent Association Chaplain, Father Fleming, was assigned to duties in Westchester County and Father Cosgrove expanded his duties to include the entire Police Department. From that time, he was also considered the Catholic Chaplain for the entire Transit Authority.

When the Transit Police Department was merged with the New York City Police Department, then-NYCT President Alan Kiepper invited Father Cosgrove to remain on as the official Catholic Chaplain of MTA New York City Transit. At the same time, the City Police Department asked him to remain as Auxiliary Chaplain for the merged police organization. These he accepted and was invested with both official shields at that time.

Father Cosgrove was a tireless worker; his various duties allowed him only one or two

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THE HUDSON-BERGEN LIGHT RAIL LINE -- A LAST LOOK BEFORE OPENING DAY by Bruce J. Russell

The initial section of the Hudson-Bergen light rail system, from Bayonne to Exchange Place in Jersey City, is now scheduled to begin revenue service on or about April 15. After approximately four years of construction, the project is about to become reality. It will be the first example of modern light rail technology in the New York metropolitan area.

Following the 1981 opening of the San Diego LRT line, other cities throughout the country embraced light rail — but not New York City or northern New Jersey. LRT opened in Sacramento, San Jose, Los Angeles, Denver, St. Louis, Dallas, Portland (Oregon), and Buffalo, but until 1996 it did not seem as if the New York area was going to invest in modern trolley cars. Now that has changed. The big question is whether significant expansion of the Hudson-Bergen LRT system beyond its authorized northern terminus at the Vince Lombardi Park-and-Ride complex in Ridgefield Park will occur. As of this writing, there is a great deal of talk about going beyond Ridgefield Park along the Susquehanna Railroad alignment to Hackensack, and along the right-of-way of the former Erie Railroad Northern Branch toward Englewood. From Bayonne south, the talk is of running the line to the tip of the peninsula and possibly over the Bayonne Bridge into Staten Island. Here it could link up with the often-proposed North Shore LRT, which would take it to the St. George ferry terminal. If light rail is built along Staten Island's north shore, it will travel over a set of tracks which until 1953 had passenger service furnished by the Staten Island Rapid Transit (SIRT). One- and two-car trains of subway-type cars resembling those used on the BMT ran from St. George to Port Ivory. Unfortunately, patronage was poor, since the area was not nearly as populated as it is today, and discontinuance came as a surprise to no one.

On March 6 this reporter walked along the Hudson-Bergen LRT from Hoboken Terminal to West Side Avenue in Jersey City. It was a bright, sunny day with crystal clear visibility and a blue sky. Furthermore, the temperature was expected to reach 65 degrees, although spring was three weeks away. Upon alighting from the train at Hoboken (which I had boarded at South Orange), I walked to the south side of Track #17 and proceeded west alongside the canal. In the 1950s this quarter-mile-long "basin" was filled with railroad-owned barges and lighters, and an enormous crane existed to unload cargo from the barges and place it atop railroad flat cars. The crane is long gone, and there have not been barges for 30 years. On the opposite side of the canal, whose banks are formed of concrete (which is now crumbling), were huge piles of earth. These will, within a couple of months, be bulldozed into the canal to convert it into dry land. Here will be placed the light rail

tracks adjacent to Hoboken Terminal. Trains will arrive here, just south of Track #17, discharge their passengers, and reverse direction. Some will return to Bayonne, and some will eventually head north towards Ridgefield Park. However, the northern extension is at least three years in the future.

With the arrival of light rail, Hoboken Terminal will be a very busy facility. Five types of transport will serve it — commuter rail, rapid transit (PATH), light rail (Hudson-Bergen), buses, and ferryboats. Originally built in 1907 atop piles driven into the riverbank, it is benefiting from a multimillion dollar refurbishment that will bring back much of its former luster. Already the waiting room is done, with its chandeliers and skylight prominent features. On the outside, vast amounts of new copper sheathing are being installed, and since it has not yet oxidized to green it looks strange. Hoboken terminal is now listed in the National Register of Historic Places.

Continuing alongside the soon-to-be-filled canal, I came to its end and crossed over to the opposite side. Work is well underway on the long double-track viaduct that will carry the light rail cars from Newport Center to Hoboken. The concrete supports are all in position, and the steel beams were being installed on top of them. From the viaduct, passengers will get excellent views of both Jersey City and the Manhattan skyline. Proceeding along the viaduct, I reached Newport Center and could locate the site of the light rail station that will serve this gargantuan shopping complex. When it was built, at least ten years ago, it was considered a risky proposition since it was situated in an urban setting. Many believed that malls only belonged in the automobile-oriented suburbs. But Newport has done well and people have come to it primarily by public transportation, both bus and PATH, which has a station called Pavonia-Newport. By January, 2001 or sooner they will also arrive via the Hudson-Bergen light rail system from Bayonne, Jersey City, and Hoboken. Although when Newport was first planned there was no thought of light rail, when it became apparent a line was going to be built Newport officials made certain that their complex would be served with its own station.

Continuing along the right-of-way, where track was being installed, I gazed upon the abandoned power station of the Hudson & Manhattan Railroad. This huge brick edifice with its tall smoke stacks has been closed for decades. Dating from about 1908, when the "Hudson Tubes" first opened, it burned vast amounts of coal to generate electricity to run the old black trains of the H&M. When the rapid transit line decided to obtain its power commercially, the plant was either partially or completely shut down. It now sits adjacent to the Hud-

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Hudson-Bergen LRT*(Continued from page 2)*

son-Bergen LRT, and there is discussion of recycling it into stores, an entertainment center, etc. It is certainly an historically significant structure in terms of industrial archeology.

I finally arrived at Exchange Place. From here to both Bayonne and West Side Avenue in Jersey City, the light rail line is complete. All of the track is in place, and the overhead catenary and trolley wire, carrying 750 volts DC, is energized. Although some minor cleanup of construction debris remains, all systems are "go" for the mid-April inauguration of revenue service.

As I crossed the street I spotted a two-car light rail train approaching from the south. When it reached the point where I was standing, it became obvious that the driver was being given on-the-job training by the two other men inside. Two light rail vehicles coupled together create an impressive sight, and the carrying capacity is enormous. I likewise was able to appreciate the fact that since these Japanese-built light rail vehicles are 70% low-floor, no wheelchair lifts are needed. The station at Exchange Place is attractive. Its pointed roof and support columns hark back to the Victorian era, and are so much more becoming than Plexiglas-type bus shelters. The ticket dispensing machines were all in position but covered by a transparent plastic coating. Operators will not collect fares, but instead riders will purchase tickets at the stations. This system is universal on all modern forms of light rail.

Walking south from Exchange Place along the right-of-way, which is set in blocks made from artificial stone, another two-car train appeared. It sounded its gong as it (otherwise) silently passed me as I was taking a photograph. Passengers along this part of the Hudson-Bergen system will obtain great views of the lower Manhattan skyline. I am sure that it will also be possible to see the white-colored trains from atop the World Trade Center. Also adjacent to the tracks are the terminal for the ferry to Manhattan, and the gigantic Colgate clock, which formerly sat atop a now-demolished building. From April until November or December, Exchange Place will be the end of the line, and passengers will be able to walk either to the ferries or PATH to continue their journeys to the Big Apple. One of the reasons for mass transit's success, or its failure, is connectivity or lack of it. If patrons cannot get from A to B via a one-seat ride, it is important that transfers can be made easily, with an absolute minimum of waiting time. The Hudson-Bergen LRT will run every few minutes during rush hours, as do PATH and the trans-Hudson ferries.

As I walked along the tracks, which in this location resemble traditional street car rails set in cobblestones, I was amazed at the amount of commercial and residential building taking place. The sound of saws and hammers was everywhere. Construction cranes were like-

wise visible in all directions. There is no doubt whatsoever that the Hudson-Bergen LRT is stimulating economic activity along the Jersey City waterfront. Furthermore, the thousands of new housing units under construction are pleasing in appearance, with pointed and gabled roofs. It is hard to imagine that less than ten years ago this same land was basically derelict, composed of former railroad yards and cold-water flats. Now a building boom is taking place. I spoke to one of the contractors, whose project sat next to the tracks, and he said that the tenants will be people who work in lower Manhattan and who do not want to have to drive to work. For them, having modern trolley cars at their doorsteps will be convenient.

I estimated that about six trains were in service for driver training purposes. All except one consisted of two-car units. The student operators seemed to enjoy clanging their gongs, and were running at about 15 miles per hour over the street section. I thought to myself that this is the first time since about 1949 that trolley cars have run through the streets of Jersey City. History repeats itself. What a contrast between today's LRVs and the old yellow 1917-era trolley cars that Public Service used to operate in Hudson and Essex Counties. I was subsequently informed that all of the LRVs for the Hudson-Bergen system have been delivered.

Eventually street running ended and I was back on private right-of-way. I was able to walk along the south side of the tracks in complete safety. Along this portion of the line, the two-car trains were running at an estimated 40 mph. Also, the overhead wire was once again catenary, with weight-tensioning devices. In the Essex Street area traditional trolley wire has been installed. One of the things about the Hudson-Bergen LRT is that it is double-tracked throughout. When Baltimore opened its system in the mid-1990s, only about 35% was double-tracked. Capacity and scheduling problems materialized once the line became popular and the need to run as many trains as possible arose. Only now is complete two-tracking taking place. In the case of Hudson-Bergen, the decision to have 100% double-track from the outset was a practical and prudent one.

My exploration on the eve of opening brought me to the shop complex near Liberty Science Center, which will be an important stop. Protective fencing has not yet been installed but it certainly will be. A large number of LRVs were situated inside, but I didn't venture any further onto the premises. Also here is the junction between the spur to West Side Avenue and the main stem south to Bayonne. Both lines are built atop former Central Railroad of New Jersey alignments that had been abandoned for years. Hence the initial portion of the Hudson-Bergen LRT consists of both recycled railroad rights-of-way and new construction. It is an interesting mix. The Liberty Science Center station was complete, but its ticket vending machines were also wrapped in

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Hudson-Bergen LRT*(Continued from page 3)*

protective plastic coating. As I was standing on the platform, a train arrived, and I could hear the driver announce over the PA system, "Liberty Science Center—train to Bayonne." Obviously the drivers and other personnel are going through their procedures so that by Opening Day they will be down pat.

My walk took me along the West Side Avenue spur, which may have been added to the scheme to ensure that a poor area benefited from the investment in light rail. Luckily the abandoned right-of-way of the old Jersey City line to Newark via Kearny is still available. With light rail in place, it will certainly be easier for the residents to reach expanding employment opportunities along the entire Hudson waterfront. From the cranes I could see, there will be plenty of new offices going up in the next five years. This entire narrow strip of land is now referred to as the "Gold Coast" of New Jersey because of its vast untapped potential. Yet until the late 1970s practically all of Hudson County had been written off by the real estate industry as a location with no future. Businesses were fleeing cities and locating along the newly-opened highways, such as Routes 80, 280, 287, 78, etc. Now these roads are mired in gridlock, and public transit is back in vogue.

My walk ended at the West Side Avenue station. While I was traveling by foot adjacent to the tracks, a couple of test trains passed me in both directions. I thought to myself that until the late 1940s steam locomotives pulling clerestory roof, heavy weight coaches passed

through here. Hence, after over 50 years, rail passenger service was returning. Someday, perhaps, this line will be extended across the Hackensack River to Kearny and beyond to Newark Airport.

A flat fare of \$1.50 will be charged, and no transfers will be given to connecting bus routes. By purchasing multiple-ride passes, riders will realize some savings. Ironically, once the Hoboken segment opens, it will be possible to get there from Exchange Place two ways, the other being PATH, whose fare will be fifty cents cheaper. The people who will get the most value for their money will be those living in Bayonne who will travel the full distance of the line.

A preliminary visit to the Hudson-Bergen LRT on the eve of its April opening was worthwhile for me, since I have covered this project from its inception. Although another ten miles are authorized and will without a doubt be built, whether or not further expansion occurs depends upon how good the ridership will be during the early years. With all of the commercial construction and residential building now taking place, in my opinion the line cannot help but be a winner. Bayonne has been without rail service since the late 1970s, when the RDC shuttle to Cranford quit. Now its residents will be able to

take a modern, electric-powered train directly into Jersey City to make PATH and ferry connections. A new day is dawning, in which the mobility needs of New Jersey residents will not be entirely tied to the internal combustion engine, the superhighway, or the multi-deck parking garage. The street car is dead — long live the street car.



Hudson-Bergen LRV 2013B in the maintenance shop, February, 2000.

David Ross photograph

Rev. Francis J. Cosgrove Passes Away*(Continued from page 1)*

hours of sleep a day. His enthusiasm for our transit system brought him to the far reaches of every borough and he could be seen anywhere at any hour, day or night. He aided countless numbers of us. When disaster

struck, when tragedy came, when employees were discredited, whether operations were normal or in turmoil, Father Cosgrove was there through it all, good and bad. All of us that knew him were richer; those who heard of him were amazed. Now we are saddened by his passing, but thank God for giving him to us to enrich our jobs and our lives.

TECH TALK

by Jeffrey B. Erlitz

You can't get the little things past readers Lew Hitch and Subutay Musluoglu. They both notified me that my 63rd Street track construction progress drawings in the January and February **Bulletins** contained a small error. The original bulkhead at the north end of the 63rd Street Line (at 41st Avenue & 29th Street) was part of Route 131-A, not Route 131-E. I must have had the current project on my mind, since the portion currently under construction is Route 131-E. Speaking of 63rd Street, each month sees the completion of more trackwork. As of February 21, concrete pouring had been completed on Track T-1 and third rail installation was in progress (see diagram in February **Bulletin**). Over on Track T-2, the rails approaching from either end have been joined in the middle. There is only 115 feet

(between stationing 1235+90 and 1237+05) where tie blocks need to be installed under the rails. Another major concrete pour on Track T-2 is imminent.

Though all of the trackwork is now complete on all four Queens line tracks, small things continue to be worked on. For example, over the weekend of February 5-6 some kicker rails were installed on Tracks D-3 and D-4 through the future interlocking at 36th Street. Kicker rails are short pieces of third rail installed at switches to help prevent a train from gapping, i.e., losing electrical contact.

Missing from the list of recently awarded construction contracts in the February **Bulletin** was the following contract:

DATE	CONTRACT	DESCRIPTION	CONTRACTOR	AMOUNT
11/30/99	A-35738	Structural Remediation at Bowery (Nassau Street Line)	Roadway Contracting, Incorporated	\$3,191,896

This project involves concrete and steel reinforcement of deteriorated sections of the station, water condition remedy, and other incidental work. This job is currently forecast to be completed by the end of February next year.

During the week of February 21, the new Master Control Panel for the Queens Boulevard and 63rd Street Lines was delivered to Queensboro Plaza Master

Tower. It will share space with the existing Master Control Panel for the Astoria Line. This control panel will control 36th Street, Queens Plaza, and Court Square Interlockings as well as the diamond crossover at 23rd Street (Ely Avenue), which is itself part of Queens Plaza Interlocking.

This month, we finally return to the rollout schedule of the MVMs (MetroCard Vending Machines):

LINE	STATION	CONTROL AREA	MVMs	OPENING DATE
Broadway	Canal Street	A43	2	11/2/99
		A44	2	11/2/99
	Lawrence Street	C3	2	11/2/99
		C4	1	11/2/99
Eighth Avenue	50 th Street	N56	2	11/4/99
		N57	2	11/4/99
Broadway-Seventh Avenue	Cortlandt Street	R106	2	11/4/99
		R107	3	11/4/99
	14 th Street	R127	3	11/9/99
		R128	2	11/9/99
	18 th Street	R129	2	11/9/99
		R130	1	11/9/99
Staten Island Ferry	Whitehall Terminal		4	11/10/99
	St. George Terminal		4	11/10/99

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LINE	STATION	CONTROL AREA	MVMs	OPENING DATE
Eastern Parkway	Bergen Street	R617	2	11/16/99
		R618	1	11/16/99
	Grand Army Plaza	R619	2	11/16/99
	Nostrand Avenue	R623	2	11/16/99
	Kingston Avenue	R624	2	11/16/99
Fulton Street	Rockaway Avenue	N122	2	11/18/99
		N123B	1	11/18/99
Eighth Avenue	23 rd Street	N75	1	11/23/99
		N76	2	11/23/99
		N77	2	11/23/99
Broadway-Seventh Avenue	Times Square	R151	4	11/23/99
Queens Boulevard	Union Turnpike	N335	3	11/24/99
		N336	3	11/24/99
Eighth Avenue	Spring Street	N86	2	11/30/99
		N87	1	11/30/99
	W. 4 th Street	N80	2	12/2/99
		N81	1	12/2/99
	81 st Street	N44	2	12/7/99
		N45	2	12/7/99
Queens Boulevard	169 th Street	N340	2	12/7/99
		N340A	3	12/7/99
Broadway-Seventh Avenue	Franklin Street	R117	2	12/7/99
		R118	1	12/7/99
Queens Boulevard	23 rd Street	N307	2	12/9/99
Crosstown	Court Square	N400	1	12/9/99
		N400A	2	12/9/99
	Clinton-Washington Avenues	N420A	1	12/14/99
		N420C	1	12/14/99
Lexington Avenue	Astor Place	R219	3	12/14/99
		R220	2	12/14/99
Brighton	Church Avenue	B15	2	12/21/99
		B16	2	12/21/99

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LINE	STATION	CONTROL AREA	MVMs	OPENING DATE
Eighth Avenue	207 th Street	N1	1	12/21/99
		N2A	3	12/21/99
Prospect Park	Seventh Avenue	N539B	2	12/21/99
		N539C	2	12/21/99
Lexington Avenue	Grand Central	R236	6	12/21/99
	Brooklyn Bridge	R209	1	12/23/99
		R210	2	12/23/99
Flushing	33 rd Street	R516	2	12/28/99
		R517	2	12/28/99
	40 th Street	R518	2	12/28/99
	46 th Street	R519	2	12/28/99
		R520	2	12/28/99
Broadway-Seventh Avenue	28 th Street	R133	2	1/4/00
		R134	1	1/4/00
	79 th Street	R162	2	1/4/00
		R163	2	1/4/00
Prospect Park	Fort Hamilton Parkway	N543	2	1/6/00
		N544	1	1/6/00
Eighth Avenue	W. 4 th Street	N83	3	1/11/00
Archer Avenue	Jamaica-Van Wyck	N604	3	1/11/00
	Sutphin Boulevard	N605	3	1/11/00
Lexington Avenue	Grand Central	R237	2	1/11/00
Culver	Avenue P	N556	2	1/13/00
	Kings Highway	N557	2	1/13/00
Concourse	Tremont Avenue	N214	2	1/18/00
Astoria	Lexington Avenue	A2	4	1/20/00
Lexington Avenue	59 th Street	R244	2	1/20/00
		R244A	2	1/20/00
		R245	2	1/20/00
Astoria	Fifth Avenue	A6	3	1/25/00
		A7	1	1/25/00
Broadway-Seventh Avenue	96 th Street	R168A	2	1/25/00
Queens Boulevard	Lexington Avenue	N305	6	1/27/00
		N305A	3	1/27/00
Broadway-Seventh Avenue	59 th Street	R158X	1	1/27/00

Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

An email from member Josh Weis updated a news item which appeared in the March *Bulletin*. "The long-awaited return of Metro-North (CDOT) NH-painted FL-9 2014 is finally upon us. This unit was severely damaged by fire in January of 1998. This wonderful unit was rebuilt in 1993 at M.K., in Idaho in New Haven colors, with 567 engine and 645 power assemblies. Rebuilt last year by N-S in their Altoona Shops, it returned to M-N on February 17. As of February 19, it was in the Harmon Shop building being inspected." It had not been released as of mid-March.

Member Bob Kingman emailed that he saw Bombardier coach 6474, enroute to Metro-North on President's Day. Being the highest number of the series, it is the 50th and final car of this order.

When new timetables go into effect on April 9, additional trains will be serving 125th Street during the AM and PM peak periods. Also, it has been determined that Fordham is the third largest outlying station. To support the fast-growing reverse-peak market, Train #1557 will stop there at 5:57 PM. Adjustments to schedules on the Harlem and New Haven Lines are being made to accommodate construction activities. On the Dover Plains Branch, during off-peak and weekends buses will be substituted to enable cable installation. Concrete ties will be installed between New Haven and Bridgeport and there will be catenary replacement between the New York State Line and Stamford. Several Upper Hudson Line trains will receive minor adjustments to their running time.

The next timetable change is expected on July 9, for the opening of the long-awaited extension to Wassaic. At the same time, the New Haven Line schedules will see line pattern changes to accommodate *Acela* Express trains. The final timetable change is planned for October 29, and will return trains to their pre-construction times and incorporate the usual holiday services.

Members Gary and Andrew Grahl visited Wassaic on Presidents Day, and reported that the extension appeared to be ready for service. In spite of the fact that it was a holiday, workers were assembling the canopies on the platforms of both stations: Wassaic and the other, which is tentatively being called Tenmile River.

New Year's Eve ridership was off by 24%, when compared to last year. Metro-North attributes this fall-off to "Y2K"-related adverse publicity, which caused large numbers of riders to stay at home. However, with the exception of that one night, ridership for the holiday period was up.

In the February *Bulletin*, it was reported that Metro-

North's trains ran on-time 96.5% of the time. Here are the details, by line: Harlem, 96.8%; New Haven, 96.1%; and Hudson, 95.8%. More statistics: AM Peak, 95.7%; PM Peak, 96.2%; and Off-Peak, 96.5%.

MTA Metro-North Railroad (West)

Pascack Valley Line trains ran on-time 97% of the time during 1999. Due to signal failures and weather-related damage caused by Hurricane Floyd, the Port Jervis Line's OTP was 93.6%.

Acquisition of the Southern Tier Line east of Port Jervis is still a goal of Metro-North. Negotiations are ongoing with Norfolk-Southern, which is still determining what its long-term operations on the line will be. More news should be available in the coming months.

The next timetable change is planned for May 21, in conjunction with NJ Transit.

Connecticut Department of Transportation

"There was some sort of breakdown in communication between our engineering and real estate (departments)." With that statement, Amtrak officials admitted and later apologized for a mistake which led to the demolition on February 23 of the 1852 Guilford station. Initially, Amtrak claimed that it was knocked down because it was leaning, but upon learning that the nearly 150-year old structure was located within a 22-block area that has been listed since 1976 as a National Register District, the story changed. The station had been one of 450 such buildings in the district, and although it had not been used as a train station for nearly 50 years, plans were well underway for its renovation and inclusion as part of the existing Shore Line East station. Guilford's Town Historian described the act as being close to a travesty, and local officials have called for Amtrak to replace the building. Thanks to member David A. Cohen for the articles from the New Haven *Register*.

MTA Long Island Rail Road

During early February, while riding a Newark-bound PATH train, I saw a westbound freight east of Journal Square which had in its consist a pair of new MARC bi-levels, one of which was 7872, and five ex-Long Island coaches, including 2848, 2869, and 2889.

Member Larry Kiss reports that old cars have not run since the end of January.

The first weekend of March found member George Chiasson on Long Island. He emailed a report, from which the following has been excerpted. "Having seen the Long Island's new fleet, this was in great contrast to the trains I once chased all over Nassau and Suffolk Counties back in the summer of 1991. It certainly seems to be wowing the most habitual riders, though

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Commuter Notes*(Continued from page 8)*

glitches remain, and the new equipment can still come up disabled unexpectedly. We (member Bill Erland also went along) did not see any of the older consists at the three layover facilities we looked through (Montauk, Port Jefferson, and Oyster Bay), so if there remains a 'reserve' consist or so, it must be waiting for its chance at Morris Park or Hillside in Queens. (See below) According to the LI Sunrise Trail, there were only five GP38s left on the property by March 1, and none active. The coaches and former PA and F-unit power packs have evidently been sold off and remain nowhere 'obvious' to be found at this point.

"We noted that a handful of trains on the Montauk Branch which used to turn at Patchogue are now going to Speonk, and the diesel 'shuttle' from Port Jefferson to Huntington has been extended via express to Jamaica. However, this is only a one-way deal, for on the east-bound leg passengers still must ride the electric train to Hicksville, while the push-pull consist almost literally 'chases' behind from block to block, and finally takes on passengers bound for Port Jefferson. Not sure why this is the case, but I suspect it may be related to the odd 'headway' of 90 minutes and a tight turnaround time at Jamaica to mesh with the hourly electric schedules. I'm guessing it may be a way of avoiding the use of one additional consist and crew.

"The typical consist had a DE-30AC or DM-30AC and three to five of the new bi-level cars, which exude a homogenous (some say 'boring') appearance. Having experienced plenty of miles on the MBTA's older bi-level fleet, I noticed off the top that the seating in these was of larger dimension, but the aisles are depressed below floor level, and quite cramped. The interiors are reminiscent in some ways of a Suburban GMC 'Fishbowl' from the 1960s. The overhead storage shelving is slightly larger than that on the MBTA cars, but the window seats have very little headroom as a result. What passes for a vestibule area looked more like the inside of a contemporary rapid transit car (the high-level-only doors are situated at the stairway landing, which gives about 8 feet beyond at each end). Some of the cars had seats and wheelchair tie-downs, others had huge lavatories fitted in the space, and those with conductor's positions had medium-sized storage space for baggage. I was told that most riders are loath to lose sight of their bags during jaunts to the Hampton's and the racks were thus not very well received.

"I asked where the DMs change to electric power en route, and was told the 'policy' is to use third rail wherever it exists (i.e. west of Huntington, Babylon and East Williston respectively). But, daily commuter Bill Erland said it is usually somewhere around Jamaica that the lights and blowers momentarily shut down and the train lurches just a bit--presumably a sign the switch has

been made. Whatever the case, it is obvious the LIRR is indiscriminately mixing DE's and DM's on most trains not going through to Penn Station."

Through the courtesy of John Krattinger, Conrail Technical Society, here is some interesting information taken from the LIRR Diesel Manipulation Sheets of 11-15-99, showing the following requirements:

Weekdays:

16 Monday-Friday diesel cycles requiring 57 cars

4 Monday-Friday dual-mode cycles requiring 26 cars

3 Monday-Friday "electric heat" cycles requiring 25 (2900) series cars

Note 1: These 25 2900-series cars are temporarily stored and will likely return for start of summer seasonal service while new cars are retrofitted at Kawasaki's makeshift Long Island City facility

Note 2: Diesel and dual-mode trains show "cars" and no distinction is made as to coaches/cab cars. Many consists are "push-pull" with mix of DE-30ACs and DM-30ACs at both ends

Note 3: Final disposition of cab car 5001, heavily damaged in a sideswipe at Richmond Hill Storage Yard, has not yet been made

Note 4: DE-30ACs are failing at an alarming rate; 405 and 422 have already been shipped back to Super Steel for new main generators with more to follow

Weekends:

14 diesel cycles requiring 48 cars 1 "electric heat" cycle requiring 6 cars (now replaced by new equipment temporarily). To help our readers, here is a roster of the C-3 fleet:

CAR NUMBERS	TYPE	CARS	NOTES
5001-5023	Control cars	22	5001 out of service
4001-4087 (odd)	Coaches with lavatories	44	
4002-4134 (even)	Coaches without lavatories	67	

The following cars have been equipped with bar car set-ups on the west end, where a cab would normally be: 4039, 4051, 4053, 4055, 4061, 4065, 4067, 4069, and 4071.

The diesel-electrics (DE-30AC) are 400-422, while the dual-modes (DM-30AC) are 500-522.

NJ Transit

At the end of January, Adtranz-DaimlerChrysler Rail Systems was given an order for 20 (plus an option for four) dual-mode locomotives, worth \$125 million. The design that was selected is the Class 101 electric locomotive, which is currently operating in Germany for the Deutsche Bundesbahn. Although the locomotives will be built in Kassel, Germany, modifications, which will be required before they can be used in the U.S., will be performed in Switzerland. The first two locomotives will

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Commuter Notes*(Continued from page 9)*

be shipped to the States in the summer of 2001 and then be put through acceptance testing at the Pueblo, Colorado Test Center. The February, 2000 issue of **Railway Age** had an artist's rendering of 4432. With its 7,350hp, and tractive effort rating of 71,000 lbs., each unit should be capable of pulling 12 single-level or 10 bi-level cars at speeds of up to 110 mph. Last year, Adtranz received a contract from NJ Transit for 24 diesel-electric rail cars for the South Jersey LRT Between Trenton and Camden.

Alan Kramer reports that Arrow III cars 1496-9 are running on the Morris & Essex Lines.

Beginning last month, electric trains on the Montclair Branch were to be replaced by diesels. According to a report from NJ-ARP that appeared in **Commuter News**, this is being done so the catenary can be de-energized in conjunction with the construction work to extend the Montclair Branch 1,200 feet. Electric service should be back this fall.

Just in case you think that all of the station renovation work that NJ Transit is doing involves installation of high-level platforms, the Montvale (Pascack Valley) and Towaco (Boonton) stations have just had new low-level concrete platforms installed. Prior to this work, passengers at Montvale stood on cinders while boarding/alighting from trains.

NJ Transit has started to acquire the properties it needs so that construction can get underway this summer on the 34-mile South Jersey LRT Line. Surveying, testing, and taking of soil samples will follow. Transit officials will also work with utility companies to remove and relocate power lines as well as underground water and sewer lines. The first significant construction will begin in Camden near 36th Street, where the maintenance facilities and storage yard for the rail system will be built. Crews will then begin laying the track and building two bridges, one of which will take the line over Rancocas Creek. Service is scheduled to begin in late 2002. Thanks to member Karl Groh for the report.

Here is the status for some other NJ Transit construction projects not reported in last month's **Bulletin**.

- PCC cars are expected to remain in service on the Newark City Subway through mid-year
- First segment (one-mile extension of Newark City Subway) of the Newark-Elizabeth Rail Link (Penn Station Newark to Broad Street (M&E), is in Final Design. Total project is 8.8 miles
- Morrisville Yard (Morris & Essex) is in final design
- New York, Susquehanna & Western – contract awarded to Edwards and Kelcey, Inc. for preliminary engineering required to upgrade 40 miles of existing track
- North East Corridor Signal Improvements – Portal

Interlocking was placed into service last October, when the first track was shifted for the Secaucus Transfer project. That project is at 67% completion. The new Trenton-bound track went into service during March

- Newark International Airport Station is scheduled to be in service late next year. Two center island platforms, 1,050 feet long, are being constructed. There will also be an overhead pedestrian bridge connecting to the Monorail
- Design (30% level) completed on expansion of Hoboken Yard B, which would increase the storage capacity from 42 midday trainsets to 52, although 56 are required. The old MU shed, as well as several other buildings, would be demolished. Two new bridges would be constructed over Marin Boulevard. Final design is expected this June, with completion of construction by June 2002

With the approval of NJ Transit's FY 2001 Capital Program, State Transportation Commissioner James Weinstein announced that a new interchange would be built on the NJ Turnpike about three miles north of Exit 15E. This is based on approval of the Main/Bergen Connector (March **Bulletin**) and will allow highway access to the Secaucus Transfer Station. Construction is expected to be complete by the fall of 2004.

The Final Draft of the Pascack Valley Passenger Sidings Environmental Impact Statement is out. Details next month.

Port Authority Trans-Hudson Corporation

Thirty-five years ago, on April 8, 1965, the first PA-1s entered service, with appropriate ceremonies at Journal Square. (Coincidentally, I became an ERA member a week earlier.) Hailed as truly modern cars, they, along with their newer brethren, the PA-2s and PA-3s, were overhauled between 1985 and 1989. As the April, 1965 **Bulletin** reported, cars 600-601-100 made speed runs on the Long Island Rail Road between JAY (Jamaica) and WIN (Woodside) on March 15. Within the next few years, replacement cars are expected.

A PATH fact from **PATHways**: there are over 790 pieces of fare collection equipment in the system's 13 stations. Steve Lofthouse reported that a sign had been placed on the TVMs in Hoboken stating that the "new gold (Sacajawea) dollars" are not accepted by the machines. I've read articles in some of the transit trade publications that report that this coin was designed to be accepted by all types of vending machines that currently accept the Susan B. Anthony dollars.

For the second consecutive year, PATH received APTA's award for Outstanding Achievement. Some of the reasons cited were increasing the OTP and ridership. PATH also provided customer service training for all employees, introduced an emergency 211-telephone number on its station payphones, and expanded customer initiatives.

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Commuter Notes*(Continued from page 10)***Amtrak**

George Chiasson emailed a report on the status of AEM-7s. Only 916 has actually been rebuilt and is now classified as an AEM-7AC. 901, 905, 918, 920, and 924 are in the rebuild program at Wilmington, while 904, 907, 914, and 934 have simply been repainted but have not been rebuilt. FL-9s 485 and 486 remained in MOW duties based out of Providence on January 29, and are expected to be active for the foreseeable future. For those who are interested in the technicalities of the Northeast Corridor's electrification, George provided the following details:

- Washington, D.C. to Harold Interlocking in Long Island City - 12,000 Volts @ 25 Hz
- Harold to New Haven, including the portion on Metro-North from New Haven to Mt. Vernon - 12,500 Volts @ 60 Hz
- New Haven to Boston: 25,000 Volts @ 60 Hz

Amtrak's AEM-7s and NJ Transit's ALP-44s are presently the only motive power that can automatically switch over from one power mode to another without mechanical intervention. The 25,000 volts east of New Haven will also preclude the use of New Haven Line MUs for the foreseeable future.

Several members emailed that Amtrak has some very major expansion plans. Two years in the making, it would provide for:

- Splitting the *Crescent* (#19/20) in Meridian, Mississippi, with one segment going to Ft. Worth, and the other continuing to New Orleans. Two cities that would now receive service are Vicksburg, Mississippi and Shreveport, Louisiana
- *Manhattan Limited* (#45/46 - See March, 2000 **Bulletin**) - overnight service between New York and Chicago, via Philadelphia and Cleveland
- One *Silver Service* (Florida) train would be extended to Boston
- *Silver Service* trains would split at Jacksonville, providing service for the first time in about 35 years to Daytona Beach, Cape Canaveral, and Fort Pierce
- New *Twilight Limited*, linking Michigan and upstate New York by traveling nonstop through Ontario, Canada
- New *Michigan Corridor* services connecting Michigan with Toledo, Ohio
- The *International* (#364/365) will be rerouted to serve Ann Arbor and Dearborn, no longer stopping at East Lansing, Durand, Flint, Lapeer, and Port Huron, Michigan
- A new overnight train between Chicago and Des Moines, Iowa will serve populated markets in Iowa and Illinois and help Amtrak launch its refrigerated express business by providing access to meat pro-

ducers in Iowa

- The *Hiawatha* will extend one Chicago-to-Milwaukee route north to Fond du Lac, Wisconsin, allowing Amtrak's mail and express business to serve a magazine publisher there
- A new train linking Chicago and Janesville, Wisconsin providing service to the Lake Geneva resort area in southern Wisconsin
- *Texas Eagle* (#21/22), from four days a week to daily
- The *Sunset Limited* (#1/2) will take a new route through Texas, eliminating service in 2002 to Del Rio, Alpine, and Sanderson, and increasing service to larger markets like Abilene
- A new *Aztec Eagle* from San Antonio, Texas, to Monterrey, Mexico, offering passenger service and Amtrak's mail and express service to deliver car parts from Detroit to Monterrey
- Luxury transcontinental service between New York and Los Angeles in 60 hours

Considering that freight and airline passengers have been transported cross-country for years, isn't it about time that rail passengers were also afforded this privilege?

Trolley Museums

The Branford Trolley Museum's calendar of events for 2000 lists October 7 and 8 as the dates for its "*Autumn in New York*" event. Traditionally, members run every New York car that is operable. Ahead of that, on April 15, from 12:30-3:30 PM, a Volunteer Open House will be held. Members who volunteer in various departments will be on hand to demonstrate what they do. The goal is to attract more volunteers and members to do the work that is always needed. Two weeks later, April 29, is Members Day. An exotic assortment of cars on the line is promised.

Further north, at the Seashore Trolley Museum, Connecticut Company 1160, which had been out of service for a long time, is nearing the end of 10 years' worth of restoration. Also coming back from "near-death" is Bay State Street Railway semi-convertible 4175. This car was acquired from Coast Cities Railway where it ran as 703.

Miscellaneous

Railway Age magazine reported that despite the delivery of 542 cars in 1999, the backlog of undelivered cars grew once again, this time to 3,745.

YEAR	DELIVERED	BACKLOG
1995	575	2,183
1996	719	2,317
1997	496	1,894
1998	542	2,791
1999	816	3,121

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Among the agencies that will take delivery of cars this year are: Amtrak, MARTA, CTA, METRA, NICTD, DART, Denver RTD, LACMTA, MetroLink, NJ Transit, MTA-LIRR and NYCT, SEPTA, Sacramento RTD, SF Muni, BART, Valley Transit Authority, Sound Transit, Bi-State Transit, TTC and Metrorail. Locally, an order for 245 new cars for PATH could develop sometime between 2001-2005, as will orders for the Long Island, Metro-North, NJ Transit, and NYCT.

If you ever wanted to own your own steam engine, here's your chance. Former Chesapeake & Ohio 614, which headed many excursions on the Port Jervis Line, is being auctioned by D.F. Barnhardt & Associates. When completed in January 1948, it was the last mainline passenger steam locomotive built by the Lima Locomotive Works. Designed to pull the C&O's premier express passenger trains between Richmond and Chicago, 614 was retired in 1952 and stored in a roundhouse in Kentucky until 1976, when it was cosmetically restored and donated to the B&O Railroad museum in Baltimore, Maryland. Three years later, Ross Rowland purchased it and had it completely rebuilt - a project that took 18 months and an expenditure of \$1.5 million. The fuel capacity was doubled from 25 to 50 tons and the water carrying capacity went from 25,000 to 50,000 gallons. All modifications had the goal of enabling the locomotive to pull a 25-car passenger train all day without the need to stop for any type of service, so 614 can equal the range of a modern locomotive. It is unique, as it is the only steam engine ever leased by Amtrak, having pulled *The Cardinal* at speeds approaching 80 miles per hour on a run through West Virginia. With approximately 5,000 horsepower at her peak she is capable of a top speed of 120 mph. Thanks to member Glenn Rowe for the report.

Other Transit Systems***Boston, Massachusetts***

George Chiasson emailed that "the state's transportation fiscal abilities have gone into cardiac arrest, thanks to years of cover-ups regarding cost of the Big Dig and the Legislature's 'Forward-Funding' initiative. Plans for system-wide service cuts are being drawn up, despite the peppy economy and rising ridership. Commuter Rail is also getting very hard hit because of its high operating budget. The last I heard there would be a \$40 million operating shortfall, so you can see how serious things are. Hopefully, these folks will come to their senses, go for a fare increase (which the Governor forbids at the moment), and we can stave off Doomsday for another little while. I'll let you know when things come into better focus on this, as several parties are just starting their work to head off calamity."

As of February 23, a new station has been added to the Framingham/Worcester Line. Grafton (Zone 8) is

located between the aforementioned cities at MP 36, and is served by the five trains that originate/terminate in Worcester. A three-minute adjustment to the departure times of those trains was made. Grafton was omitted from the list of stations and zones. As of the end of February, North Side timetables are being replaced as stocks of the old ones run out. The Lowell Line got a new one on January 10, to replace the May 15, 1999 edition. Thanks to member Todd Glickman for the news.

March 15 was supposed to be the date that Bay State Transit took over the maintenance of the MBTA's fleet of commuter equipment. Todd Glickman emailed that the changeover from Amtrak to BS Transit, as the union calls it, was in limbo. In fact an article from the Boston **Globe** reported that the parties are at a stalemate, and there may be "no action" for months. Todd continued, "then again... there could be a strike if the MBTA pushes too hard. That's something I don't need!"

Here is a follow-up to the report by Todd that appeared in last month's **Bulletin**. "The variable message signs are beginning to show some life. They appeared to be working at Mansfield, Route 128, and Hyde Park, but NOT Sharon. Waiting for the train at Mansfield on February 21, I observed the sign displaying the following messages: Welcome to Mansfield (scrolled right to left) (Current time) HIGH SPEED TRAINS!! Have a nice day. I took #1811, the 4:45pm departure from South Station to South Attleboro on Monday (which was a holiday, so trains were on a Saturday schedule). This departure is 15 minutes before the *Acela Regional* to NYC/DC. Since #1811 is a local, I wondered how the *Acela* would pass us. Here's what happened. After stopping at Hyde Park and Route 128, we switched to the northbound track just before Canton Junction, and wrong-railed to at least Mansfield (where I left the train). The *Acela* passed us on the southbound rail between Canton Junction and Sharon at 5:22. That means that the *Acela* train made it that far (including stops at Back Bay and 128) in 22 minutes! Given the fact that we were on the opposite rail at Canton Junction, Sharon, and Mansfield (at least), what would happen if passengers wanted to travel from these stops towards South Attleboro? They would be on the wrong platform, with little chance of catching the train - as crossings are under/overpasses at the end of the platforms. By the way, #1811 was a train of six single-level cars (unusual for this line; they're usually double-deckers). The train was packed, mostly with families who had traveled to Boston for the day to see *Disney On Ice*, etc. #1811 ended up being 10 minutes late into Mansfield, with that time being lost mostly due to the switching and unusually long dwell time at Canton Junction. At Canton Junction, only two cars platform on the temporary high-level platforms due to on-going construction. Since the crew didn't seem to know about the wrong-railing in advance, they didn't announce to the people wanting to get off at Can-

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ton Junction they had to move up to the first two cars until we were in the station!"

Information on the MBTA's remaining FP-10s came via an email from George Chiasson. Ex-Cape Cod Railroad F-10s 1101 and 1114 were tied into the weekly set of westbound light power out of Beacon Park on January 23, and departed for their new home at the Indian Head Central Railway, a new excursion line in Maryland. 1100 came up crippled and remained at BP through at least February 24, at the bumper on the Farm Track. As of February 5, 1101 and 1114 were still sitting at Selkirk Yard. Reportedly, a company called Rio Grande Pacific has bought the remaining five units (1105, 1106, 1108, 1112, and 1150) from the Northern Central Railway. Their hope is to get four of the five units running for two different excursion operations (one in New Orleans, the other in Idaho) via a contract locomotive shop in Nebraska. In 1992, Metro-North acquired four units, and as 410-413, they have been providing faithful service. Please also consider that these units have an average age of 52 years.

Philadelphia, Pennsylvania

Member Karl Groh emailed a copy of a report written by Philadelphia's *Phantom Rider* regarding the condition of the upholstered seats on SEPTA's 220 new Market-Frankford Line cars. It seems that they are falling apart and will have to be replaced, because the cushions are tearing away from seat frames, creating large gaps that can swallow coins, keys, combs, and wallets. The problem is so bad that Adtranz has agreed to replace all of the seats at its expense. It has been determined that the frames are getting bent when people sit on them because the metal in the frame isn't strong enough to support the weight of the daily passenger load. All told, 5,252 seats will be replaced over the next five months. This is the third major problem reported. Earlier, cracks were detected in the welds on eight train wheel assemblies, after a SEPTA employee discovered that an axle housing on one of the cars had split in half, a defect that could have derailed a moving train. The following day, the Philadelphia **Daily News** reported that malfunctioning doors on the new cars were causing delays at station stops. In some cases doors failed to open, and on others, they failed to close. SEPTA will spend \$6.2 million to upgrade all the doors.

SEPTA's latest timetables for Subway-Surface, Market-Frankford, Broad Street, and trolley bus lines are dated February 6, and the following day for Norristown, Media and Sharon Hill. A brochure listed all of the changes. Thanks to member Gregory Campolo for sending copies.

PATCO's Winter/Spring timetable was issued effective February 12.

Washington, D.C. area

Baltimore's Central Light Rail Line experienced its first major crash as a single car bound for BWI Airport failed to stop and jumped the bumper at that station. According to the email from member Steve Erlitz, the incident occurred at about 2:45 PM on Sunday, February 13, and service was suspended between the airport and the Industrial Park, the first stop on the line where buses were running. As of the 6:30 AM (Monday) news, the car was still there, with its first section up in the air as it was climbing the bumper. Had the bumper not been there, it would have run into the terminal. Twenty-two passengers were injured and initial passenger interviews said the operator might have fallen asleep. Officials said it was unclear how fast the train was traveling as it slammed into a yellow bumper. The force of the collision was enough to crush the front end of the car and leave it wedged a few feet in the air against the barrier, less than 10 yards from one of the airport's lower-level entrances. An MTA official reported that it appeared that no braking went on at all, and that the incident remained under investigation.

Two weeks after the incident, Steve emailed that the Light Rail Operator had been fired. Reportedly he was taking prescription medication but tested positive for cocaine, and six years ago had been sent to rehabilitation for substance abuse.

At long last, but not soon enough for Steve, the first six MARC bi-levels hit the road on the Penn Line Tuesday, February 22. On February 29, a set was to have started running on the Brunswick Line, but due to "technical problems," didn't. Camden was due to get its train on March 6, but CSX wanted more tests on the cars, and as of mid-March no cars were in service.

On February 18, barely three weeks after entering service on the Virginia Railway Express, the three-car set of Kawasaki bi-levels was removed from service to correct some warranty items. Their absence was short-lived, because the cars were returned to service on February 22, on the same trains to which they were previously assigned: #322, 321, 332, and 335. This was done after Kawasaki employees completed the warranty work over the holiday weekend. When the rest of the cars are released for service at least one of set would be assigned to the Fredericksburg Line. The placement of the third set remained undecided, and VRE is looking at storage space and current train capacity to determine which trains would benefit most from the bi-levels.

Since August, ridership is up by 13%, and VRE's projections had suggested that the current level of ridership would have been reached sometime this fall, rather than at the end of January. As a result, there is overcrowding on some trains, and alternatives to alleviate this condition are being looked at. As has been previously reported, additional gallery double-decker cars have been purchased, but they are not expected to be on line until the end of the year (after an overhaul), when the pro-

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jected increases were expected to occur.

On August 31, 1999 Virginia Governor Gilmore announced his plan, "Innovative Progress, Improving Transportation in Northern Virginia." The plan contained a commitment to fund VRE express trains -- two on each line -- and to make significant VRE capital improvements in rail capacity. These express trains would reduce travel time and add much-needed capacity to both lines. VRE capital improvements in rail capacity will improve on-time performance; and, in return for added capacity, VRE will be allowed to run even more trains in the future. This legislation was sent to both houses of the state government to have the differences hammered out before it goes to the Governor for his approval. VRE riders were asked to call or email the six legislators who are involved, and let them know how important this bill is.

A weekend trip to Washington, D.C., to see a number of the newest sights and attractions, included an opportunity to once again complete my riding of Metrorail. Because extensions to lines usually occur at the ends, it took several hours. Starting in Rosslyn (Blue/Orange) I rode to Franconia/Springfield, then changed at National Airport for a Yellow Line train to ride through the two new Green Line stations to Ft. Totten. It was a quick escalator trip up to the Red Line to ride to Glenmont. All of these sections had opened since my last trip nearly three years ago. Under WMATA's present construction schedule, all that remains is the five-station Green Line extension from Anacostia to Branch Avenue, and that is scheduled to open early next year.

New Orleans, Louisiana

The New Orleans Regional Transit Authority is soliciting letters of interest from vendors who can supply the transit agency with 25 sets of PCC-style truck sets. These trucks will be used for the new cars, which will see service on the resurrected Canal Street Line. Suitable alternatives may also be considered. Thanks to member Karl Stricker for sending this article from **Passenger Transport**.

Florida

In an effort to cut down on the number of railroad grade crossing accidents, video surveillance cameras will be set up at the five most heavily used crossings in Broward County. According to an article from the **Sun-Sentinel**, which was sent by member Joe Gagne, between two and four cameras, 9" wide, and cupped in weather-protected shields, will be mounted on poles. Tri-Rail, Amtrak, and CSX trains run on this tackage, which is adjacent to the very busy I-95. The section between West Palm Beach and Miami has 72 crossings.

Karl Groh emailed, "during the first weekend of March, member Arthur Lonto and others went to Tampa and ogled the new electric streetcar on display at the

Amtrak station. (See www.hartline.org for a quick peek.) They hope to have the line running by 26 January 2001 when the Super Bowl is played in Tampa. That may be delayed, as the building they wanted to use as a car barn is unsuitable so they must start from scratch. Hope they make it - I want to ride in a genuine electric streetcar, not these hokey wooden buses they have the nerve to call trolleys."

Chicago, Illinois

Members may remember seeing or hearing mention of the "Ladies Only" car, that was operated by the Hudson & Manhattan (now PATH), many years ago. Metra now has a *Family Car* program on all trains that arrive or depart their downtown terminals between 9 AM and 3 PM, and between 7 and 10 PM, Mondays through Fridays. On weekends and holidays, *Family Cars* are available from 9 AM-10 PM. Passengers are advised to check with the train crew before boarding for the location of this car. In most cases, the lift-equipped train car, will be the designated family car. For the Metra Electric the rear-working car of the train will be the designated car. Although families are not required to use this car, or other passengers restricted from using it, the *Family Car* program provides train personnel the opportunity to offer assistance to ensure a pleasant trip, and allows family members not to be separated from one another. To provide an incentive to riding, Metra offers a \$5 Weekend Ticket that is good on all trains Saturday and Sunday.

While driving through Ohio on I-90, my son Marc observed two flatbed trucks carrying CTA cars 2759-60. They were returning to Chicago from their overhaul by Alstom in Hornell, New York.

This month, "From the History Files" contains two stories about Budd Company-built cars. One was a success; the other is considered a failure.

50 Years Ago: On April 25, 1950, the New York, Susquehanna & Western Railroad tested Budd RDC 2960 in a two-week demonstration over its 15-mile route between Paterson and Susquehanna Transfer. So successful was it, that four cars were immediately put on order. M-1-- M-4 were in service by October and ran until April, 1958, when they were sold to the Central Railroad of New Jersey in a desperate effort to get cash for the bankrupt railroad. All four wound up working for NJ Transit and are still extant. The NYS&W Technical Society now owns and operates M-1. The only true RDCs in passenger service in the United States operate for DART. They are more numerous north of the border.

20 Years Ago: On April 22, 1980, Connecticut DOT placed its first SPVs into service on the Danbury Branch. Promoted as the successor to the RDC, the cars did not perform well, and in early 1986 were removed from service. In 1993 they were rebuilt as push/pull coaches, and operate today for Shore Line East.

Commuter news items may be e-mailed to NYDnewseditor@aol.com.

**TRACK CONSTRUCTION FORECAST FOR APRIL, 2000
IN THE NYC TRANSIT SYSTEM**

by David Erlitz

Hello, everyone. April brings spring showers and the usual explosion of outdoor work. Of course the Canal Street switch job is in full bloom, as well as Jay Street switches and President Street. Also look for more track testing of the new R-142 cars as more of the order is delivered. The testing sites will be Track E-4 on the Sea Beach Line, Tracks F-3 or F-4 in the Rockaways, and Track Y-3 on the Dyre Avenue Line. A lot of the service plans that have been created for the past couple of months have been canceled for two important reasons. One is a shortage of Conductors and Train Operators. With all the work around the system, it requires extra Train Operators and Conductors for additional service

that may be required to run. This is not a shortage in the sense that we cannot maintain normal service, but a shortage created by the enormous amount of work going on in the system -- an amount of work that there is no end in sight to as long as the money keeps coming in. The other reason is that the Department of Buses is also having trouble coming up with Bus Operators when shuttle bus service is required. The problem seems to be working itself out lately and we hope we will be able to cover the major projects we are planning for the future. But I will not say what they are at this time because as you know plans change by the minute. Talk to you next month. Enjoy.

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
4/1 to 4/10	Wkend	#2	Tracks D-2/D-3/E-4 N/O President Street to NE Flatbush Avenue	#2 – 241 st Street to Utica Avenue BUS – Franklin Avenue to Flatbush Avenue	Concrete pour and tamping
3/20 to 4/28	Daily	#2/#5	Track F-2 S/O E. 180 th Street to N/O Freeman Street	#2 S/B via Track M, #5 Bowling Green to 149 th Street-Grand Concourse, #5 Dyre Avenue to E. 180 th Street	Type III panels renewed
3/22 to 5/31	7 Nights per wk.	#6	Track P-2 S/O Third Avenue-138 th Street	S/B single track and relay from n/b track. To s/b track at 125 th Street	Chip out
3/27 to 5/8	24/7	#4/#6	Track L-4 at 110 th Street station	By-pass 110 th Street station 24/7	Installation of tiles
4/6 to 4/7	Daily	#3/#4	Track E-4 S/O New Lots Avenue to S/O Junius Street	Alternate #3s drop out at Utica Avenue #4s terminate at Atlantic Avenue	Steel rehabilitation
4/4 to 4/7	Nights	#1/#2/ #3	Track V-4 N/O 34 th Street to N/O 42 nd Street	N/B trains via Track #3 express from 34 th Street to 72 nd Street	Install contact rail
4/3 to 4/7	Nights	#1	Track BB-1 S/O 145 th Street to SE 103 rd Street	S/B via Track M S/O 145 th Street to N/O 137 th Street, through 137 th Street via Track #4, then track M to 103 rd Street	Install electrical conduits, boxes, and fixtures
4/8 to 4/9	Wkndys	#1	Track BB-1 N/O 225 th Street to S/O 215 th Street	S/B via track M S/O 242 nd Street to N/O Dyckman Street	Demolish existing building N/O 215 th Street station
3/25 to 4/3	Wkend	A/S/ BUS	Tracks F-3/F-4 N/O Broad Channel to S/O Broad Channel	A – 207 th Street to Lefferts Boulevard or Howard Beach S – Far Rockaway to Rockaway Park Bus – Beach 98 th Street to Rockaway Boulevard Midnight Lefferts Shuttle suspended	Convert South Channel Bridge motors from DC to AC. Install new motors.
4/1 to 4/2	Wkend	D	Track C-1 S/O 161 st Street to SE 145 th Street	S/B via C-3/4 from S/O 161 st Street to S/O 145 th Street	Install feeder cable for pump room at 149 th Street

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Track Construction Forecast for April, 2000

(Continued from page 15)

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
3/24 to 4/3	Nights	B/F/S Bus	Track B-1 S/O York Street to S/E Jay Street	B Shuttle – 21 st Street to W. 4 th Street; relay at World Trade Center F - S/B via Crosstown Line Bus – East Broadway to Delancey Street; N/B light Shuttle – Delancey Street to Broadway-Lafayette; N/B light	Switches #21 and 23 at Jay Street
3/24 to 4/3	Nights	B/F/S Bus	Track B-1 SE East Broadway to SE York Street	SAME OPERATION AS ABOVE	Fire suppression system in Rutgers tube
4/3 to 4/7	Nights	A	Track A-4 Broadway-East New York	No effect on service	Station rehabilitation
4/3 to 4/15	Nights	A	Track A-3 SE Chambers Street to N/O Jay Street	S/B A via Track A-4 from Chambers Street to N/O Jay Street; N/B via Sixth Avenue	Switches #21 and 23 at Jay Street
4/9	16 hrs.	Var.	Tracks A-3/B-1 SE Chambers Street to N/O Jay Street and S/O York Street to SE Jay Street	Major service changes involving A/C/B/ D/F/G/R/S and 2 Shuttle Buses Will be published in the papers	Install timbers for switches
4/3 to 4/14	Nights	E/F/R	Tracks D-1/D-4 S/O Queens Plaza to N/O Roosevelt Avenue	N/B via Track D-2 local S/B via Track D-3 express	Pull cable
3/28 to 5/12	Nights	N	Track G-1 S/O Queensborough Plaza to SE Lexington Avenue	Single-track via G-2 Queensborough Plaza to Lexington Avenue	Fire discharge lines
3/31 to 4/3	Wkend	N/R	Track A-2 S/O Prince Street to NE of 34 th Street	N/B via A-4 express from S/O Prince Street to N/O 34 th Street	8 th Street station structural beam repair
3/31 to 4/17	Wkend	N/R	Track B-3/4 Whitehall Street	N – Canal Street put-ins will relay S/B to Prospect Park, run light to Astoria R - Canal short-turns at 34 th Street	Steel work for station rehabilitation
4/7 to 4/10	Wkend	N/R	Track A-1 57 th Street station	S/B trains via Track A-3 (express) at 57 th Street	Painting and structural repair
4/1 to 4/3	Wkend	B	Track F-3 N/O Pacific Street to S/O 25 th Street	S/B B trains operate local via Track F-1 from Pacific Street. to 36 th Street	Core drilling over Track F-3
4/3 to 4/15	Daily	N	Track E-1 N/O 8 th Avenue to N/O Kings Highway	S/B N via Track E-4 express from N/O 8 th Avenue to N/O Kings Highway, then to E-3/E-1	Replacement of 11 th Avenue Bridge
4/7 to 4/24	Daily	J/M/Z	Track J-4 S/O Essex Street to S/O Bowery	No effect on service	Repair ceiling concrete
4/4 to 4/5	Daily	L/L Sh	Track P-1 S/O Atlantic Avenue to SE E. 105 th Street	L – 8 th Avenue to Atlantic Avenue L Shuttle – Atlantic Avenue to Rockaway Parkway	Install track fuse box and conduits
4/6	Daily	L/L Shuttle	Track P-2 SE E. 105 th Street to NE Atlantic Avenue	SAME OPERATION AS ABOVE	Replace frog on switch #701A S/O Sutter Avenue
4/7	Daily	L/L Shuttle	Track P2- S/O Rockaway Parkway to NE Atlantic Avenue	SAME OPERATION AS ABOVE	Replace switch point stock rails on switch #5B

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

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CONSULTANT'S CORNER

by Subutay Musluoglu

This month we conclude our look at the LIRR East Side Access project. Before we move on to a description of the engineering of the new line, I wish to clarify an item from last month's Part 2. Regarding project schedule, the ESA project is organized into four phases. Phase I began in 1998 and includes the definition of the project, conceptual and preliminary engineering and design, and all work associated with the production of the **Final Environmental Impact Statement (FEIS)**. Following a favorable Record of Decision (ROD) from the Federal Transit Administration (FTA), Phase II will begin in early 2001. It will encompass final design, the production of construction and procurement contract documents, and the final preparations for the commencement of construction. In 2002, Phase III begins with the start of construction. Following construction completion, Phase IV will begin in 2010 with systems testing, personnel training, start of revenue service, and the close-out of project activities.

The project is currently in Phase I. The consultants are defining the scope of the project, carrying out preliminary engineering and design, and working towards the completion of a **Draft Environmental Impact Statement (DEIS)**. It is anticipated that the DEIS will be released soon, with mandated public hearings tentatively scheduled for sometime this spring. Now, on to the engineering.

The ESA project will establish a direct link from the Main Line and Port Washington Branch in Queens to Grand Central Terminal (GCT) in Manhattan via the lower level of the 63rd Street Tunnel. The connections in Queens will begin at the recently completed bellmouth structure at Northern Boulevard and 41st Avenue that was built as part of the New York City Transit (NYCT) 63rd Street Connector project. From this point two tunnels will head southeast, passing underneath Northern Blvd and Yard A, the freight yard of the New York and Atlantic Railway (NYAR). Under Yard A the two tunnels will begin to branch out into five and continue under Amtrak's Sunnyside Yard complex, turn east and start rising in elevation to meet the grade of the Main Line and Port Washington Branch. The tunnels will break out into portal structures in the vicinity of Harold Interlocking underneath the 39th Street Bridge. Three tracks named A, B/C, and D will make the actual connections. The other two tracks, the Inbound Lead and the Outbound Lead, will merge into a single track to access the existing Sunnyside Loop right of way. This loop, recently expanded by Amtrak, will be modified to allow an additional track to access Yard A, which will be rebuilt to enable daytime storage of the LIRR EMUs providing the GCT service. The NYAR facilities in Yard A will be relocated to existing yards at Blissville and Fresh Pond in

Queens. The length of the new Queens tunnel structure is about 5,500 feet. In addition, two tracks for future use by NYCT, Tracks T-1A and T-2A, will be extended from the bellmouth's upper level to as far as Yard A to allow an undetermined future subway extension to be built without interfering with the LIRR structure.

The new Sunnyside station will be built adjacent to East River Tunnel Tracks #1 and #4 and the Hunter-spout Avenue tracks underneath the Queens Boulevard Bridge. The station will feature one center-island platform and two side platforms with access/egress provided through escalators, elevators, and stairs to a headhouse above. The headhouse will connect to the west sidewalk of the soon to be reconstructed Queens Boulevard Bridge and possibly to Skillman Avenue. This station will be used by Penn Station services only; GCT services will have already diverged into the 63rd Street Tunnel.

The existing lower level of the 63rd Street Tunnel will require outfitting with track, signals, communications, power, etc. NYCT recently completed structural and drainage repairs in the lower level.

In Manhattan, the new tunnels to GCT will start at the existing western bulkhead of the lower level, 150 feet below the intersection of Second Avenue and E. 63rd Street. The tunnels will continue to GCT in one of two configurations that are being evaluated right now, referred to as Option 1 and Option 2. In both options, tunnels would head west towards Park Avenue and then south, beneath Metro-North Railroad's (MNR) Park Avenue Tunnel, proceeding into GCT.

In Option 1, two tunnels would begin at the lower level of the 63rd Street Tunnel at Second Avenue and begin curving southwest. At approximately Third Avenue and E. 62nd Street the two tunnels would fan into five and continue southwest, passing underneath NYCT's Lexington Avenue Line and Broadway-60th Street Line. At around E. 58th-59th Streets the five tunnels would reach Park Avenue and turn south. At E. 55th Street, two tunnels would diverge and proceed south under the east side of Park Avenue. They would pass under NYCT's 53rd Street-Queens Boulevard Line and then come together to form one tunnel at E. 52nd Street. This tunnel continues south to meet the existing GCT lower level loop track. The other three tunnels would continue south under the west side of Park Avenue, rising in elevation and passing over the 53rd Street-Queens Boulevard Line. They would continue to rise and then level off under the invert of the Park Avenue Tunnel, requiring the underpinning of the tunnel and some structures on the west side of Park Avenue. At E. 51st Street they would begin to fan out into a throat arrangement con-

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Consultant's Corner*(Continued from page 17)*

taining several interlockings, expanding to 10 tracks, which would continue south into the lower level of GCT.

The LIRR terminal would occupy the existing western side of the lower level in the area referred to as Madison Avenue Yard. Presently, this yard is used by MNR for train storage and cleaning. These functions will be relocated to a new yard to be built on MNR property in the Highbridge area of the Bronx, adjacent to the Hudson Line. The new station will have a 10-track, 5-platform arrangement. Tracks will be numbered, east to west, #201-210. Tracks #201 to 205 will stub end while Tracks #206 to 210 will continue south, merging into one track and connecting to the existing GCT lower level loop track, which curves back around to the north to meet the aforementioned tunnel. The island platforms will be 1,020 feet in length to accommodate a 12-car train. Under Option 1, the LIRR would have new concourses on a number of levels within GCT. Some of these spaces would be similar in arrangement and appearance to MNR's recently completed Grand Central North passageways. There would be five new street entrances to the LIRR terminal at various locations from E. 45th to E. 48th Streets. A connection to the 47th Street Grand Central North Passageway is planned, providing access/egress through the Madison Avenue/E. 47th Street entrance as well as the future entrance in 383 Madison Avenue, the new Bear Stearns Corporate Headquarters currently under construction. Commuters would also be able to access the LIRR terminal from GCT's suburban level, now referred to as the Dining Concourse, as well as from the Incoming Train Room on the upper level, now referred to as the Biltmore Room.

Option 2 has been developed to avoid underpinning and interference with other structures. In this option two tunnels would begin at the lower level of the 63rd Street Tunnel and gradually rise in elevation, continuing southwest to E. 58th Street, turning south under Park Avenue. At this point the grade of the tunnels would level out and they would continue south at a depth of 125 feet below street level, passing through a throat structure containing several interlockings between E. 55th and E. 48th Streets. At E. 48th Street, 10 tracks would emerge from the throat and proceed into the new LIRR platforms.

In Option 2 the new LIRR tracks would be 65 feet below Grand Central Terminal's lower level, 120 feet below street level. The tracks and platforms would be arranged in 5 cavern structures, each containing two tracks flanking a center-island platform. Tracks would stub-end – there is no loop provision in Option 2. Stairs and escalators from the platforms would lead to three east-west crosspassageways that will be built just above the platforms. From these common passageways, stairs and escalators would ascend to a new

LIRR concourse that would occupy the area of the Madison Avenue Yard. Five new street entrances at various locations from E. 44th to E. 48th Streets would be created to provide access to the concourse.

The alignment and profile of Option 2 passes deep under the Park Avenue Tunnel as well as all NYCT subway structures. From the 63rd Street Tunnel to Grand Central Terminal the length of the new tunnels varies for both options between 5,100 and 5,300 feet (loop track not included).

Depending on the option selected, the Madison Avenue Yard at GCT will require a complete reconfiguration to accommodate either a station or a concourse. Elevators will be provided throughout for ADA accessibility. Within GCT, pedestrian circulation improvements are planned, including improved connections to NYCT's Grand Central Subway Complex.

Building ESA will be a large and complex undertaking, the likes of which has not been seen in NYC in decades. The tunnels in Queens will be built using a variety of methods. The cut-and-cover technique will be used for the segment between the bellmouth at Northern Boulevard and Yard A. Due to the high water table in this part of Queens and based on NYCT's experience with the 63rd Street Connector project, slurry wall construction is envisioned. An assembly shaft will be constructed at Yard A to allow soft-ground Tunnel Boring Machines (TBMs) to build the tunnels towards the connections with the Main Line and Port Washington Branch. The approach and portal structures will be built in open cut with retaining walls. In Manhattan, a TBM assembly chamber will be built just west of the existing 63rd Street Tunnel lower level bulkhead. TBMs designed to work in hard rock will arrive in components and be transported from Queens through the lower level to this chamber. Following assembly, the TBMs will start their drive to GCT. The various cavern structures for interlockings, track interconnections, cross passageways, escalator shafts, etc., could be built by a variety of methods including hand and machine mining, and drill and blast. There will not be a shaft in Manhattan; all equipment will come from Queens through the lower level of the 63rd Street Tunnel and excavated spoil from tunnel construction will be transported back to Queens.

It is estimated that there will be nearly 7 miles of new tunnel (including the existing 63rd Street Tunnel), along 3.5 route miles from the Queens Portals to GCT. The amount of new track is estimated to be over 50,000 feet. A number of new traction power substations and ventilation facilities will be constructed at various locations.

At this time the full capital cost (in year of construction dollars) of ESA is estimated at \$4.3 billion. This includes all structural construction, signals, communications, power, ventilation, fire-life safety appurtenances, and rolling stock. The proposed MTA 2000-2004 Capital Plan contains \$1.5 Billion for ESA. The balance will fol-

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low in the 2005-2009 Capital Plan, along with anticipated funding from the FTA. It is envisioned that 220 new cars will be required to run the new GCT service. Traction power will be the LIRR standard, varying from 675-750 volts DC, and signaling may be of the CBTC variety (for the new line only). Upon opening, daily ridership to and from GCT is estimated at 162,000, with 62,300 riders coming into GCT in the four-hour weekday AM peak period. Ridership to Penn Station will decrease from an average of 227,000 today to 161,000. Peak hour inbound operations will

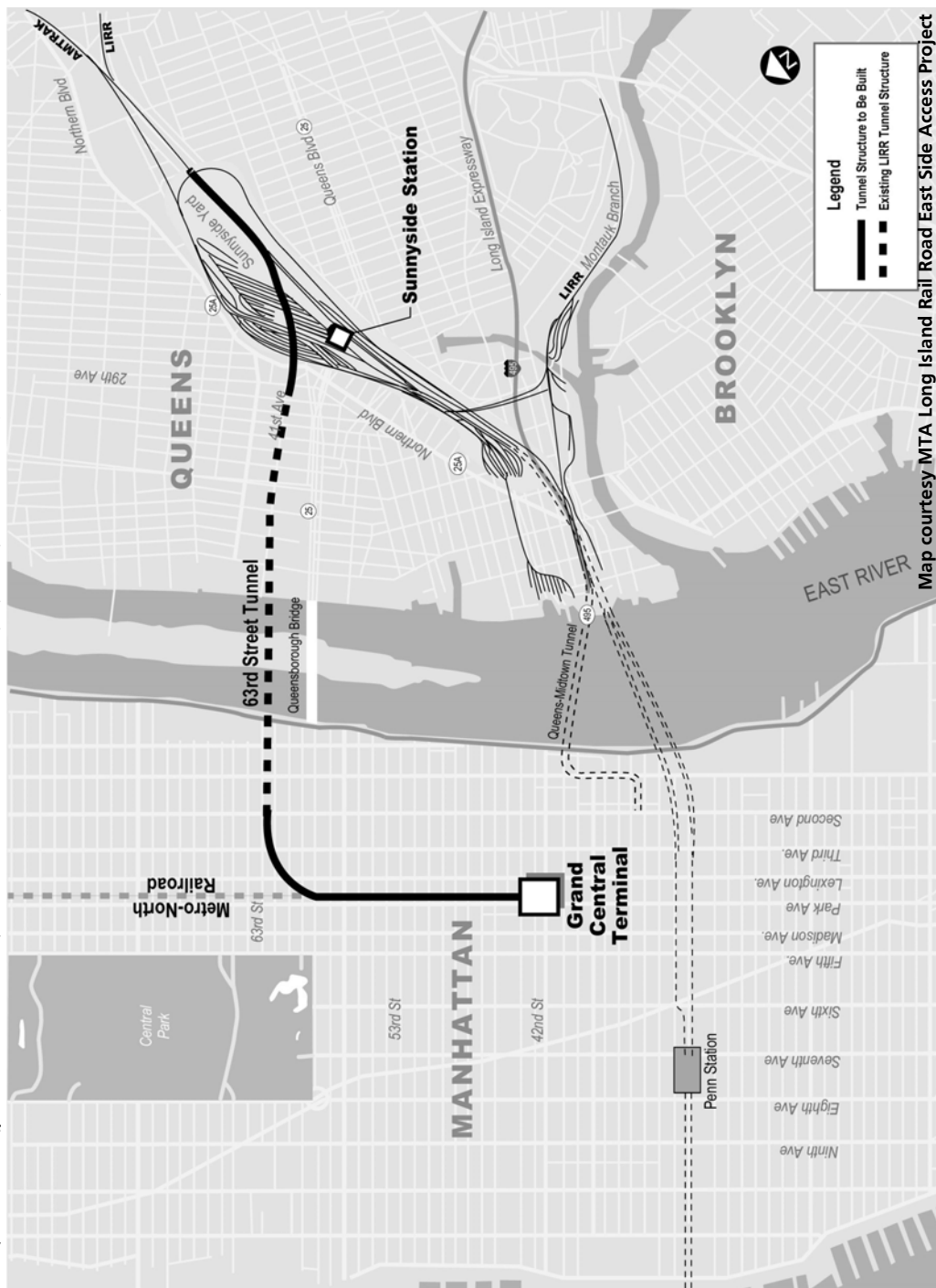
be 24 trains per hour (TPH) to GCT and 37 TPH to Penn Station, a decrease from 42 TPH. Overall, there will be 61 LIRR trains to Manhattan in the peak hour, an increase of 19 trains. Overall daily LIRR ridership is expected to rise to 323,000, an increase of 96,000 new trips.

Following the release of the **DEIS** and a period for public comment and examination by the FTA, the LIRR and its consultants will further refine the project for the

FEIS, to be released by mid-2000. It is anticipated that a favorable Record of Decision will be obtained from the FTA by the end of 2000. As noted earlier, final design will commence in early 2001, along with some early construction activity. Full construction could begin in 2002, with an anticipated start of revenue service in late 2012. This is a general overview of the ESA project. It will be exciting to watch the construction of this long-awaited addition to the region's vast rail network. When implemented, its benefits will last well be-

yond our lifetimes. As design and engineering progresses, some elements may change. Stay tuned to the **Bulletin** for future updates.

Subutay Musluoglu is a NYC-based transportation planner and can be reached via email at subutay@surfree.com.



Around New York's Transit System

Removal of Scratches from Glass

Vandals have been scratching the windows of NYC Transit's subway cars and buses, but the glass has not been replaced because of the expense. To run a scratch-free fleet, NYC Transit would have to spend \$60-\$70 million per year replacing windows. NYC Transit replaces glass only when there are racial slurs or obscenities, or when the pane loses its transparency. In 1997, approximately 60,000 pieces of damaged glass were replaced.

Professor Shane Y. Hong of Columbia University's Mechanical Engineering Department is working on a procedure to refinish the vandalized glass. Recently, the National Academy of Sciences signed a contract with Columbia University, awarding \$100,000 for research into Hong's invention, which uses a fire-polishing process to remove the scratches from the surface of the glass. By positioning an intense heat source near the scratches, a thin layer of glass softens and produces a new, smooth surface after cooling.

To develop a successful prototype, the inventors will have to find a way to make the machine stay on the window, and to keep the glass from shattering when it is in contact with the flame.

Blind Signal Stops on Williamsburg Bridge

Blind stop tripping devices on the Williamsburg Bridge are in operation only during single-track operations and are not in operation when the trains are running normally. Three blind stops are located on Track J-1

north of the Essex Street station and two are in service on Track J-2 south of the Marcy Avenue station. A sign labeled "Blind Stop" is posted at each tripping device. Many years ago, there were blind stops scattered throughout the IRT, and there were no signs to alert the Motormen. We have often wondered how a new employee found these blind stops on a dark night on the elevated structure.

Former NYCT Chairman Daniel T. Scannell Dies

Daniel T. Scannell, who briefly headed NYC Transit and the MTA, died on February 22, 2000 at the age of 87. He was NYCT's key labor negotiator, who was able to maintain relations with Transport Workers Union officials. Mr. Scannell was heavily involved in the labor negotiations that settled the 1966 and 1980 transit strikes.

He was born in the Bronx and studied accounting in Fordham Prep and Fordham University, but became a Police Officer in 1938 because it paid more money. While working as a Patrolman, he attended Fordham Law School at night. When he left the police force in 1947, he was a Lieutenant. He became an Assistant Corporation Counsel and argued several cases before the U.S. Supreme Court. After serving as the head of NYC Transit, he left in 1975. When Mr. Scannell returned as an MTA Board member, he became the key adviser to the then-Chairman, Richard Ravitch, and helped revitalize the transit system in the 1980s.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
March 3, 2000	Q	Train of R-32s whose consist was S-3649-8-3378-9-3557-6-3945-4-3421-3558-N
February 9 and 12, 2000	B	Slant R-40
February 15, 2000	C	Train composed of 6 R-32s and 2 R-38s

In the February issue, we mentioned that R-62As 1886-1890 and 1896-1900 assigned to line #6 were operating on line #3 late in December, 1999 (1891-1895 are still on line #6) and we wondered why they were transferred. Here is the answer. Because R-62As on line #6 are probably all assembled into permanently coupled five-car units, they cannot be operated on the 42nd Street Shuttle, where 3- and 4-car trains are scheduled. Therefore, cars from line #3, most of which

are not unitized, are now assigned to the 42nd Street Shuttle. Because this line has OPTO crews, the end cars must have full-width cabs, cars whose numbers end in 0, 1, 5, or 6.

R-36s 9480-9483 have been transferred from line #7 to line #6.

Slant R-40s 4370-4397 have been transferred from the N and Q lines to the L line.