The Bulletin

New York Division, Electric Railroaders' Association

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The Bulletin

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Editorial Staff:

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

Circulation Manager: David Ross

NYC TRANSIT'S REHABILITATION PROGRAM

While surfing the Internet, our Circulation Manager found a list of proposed new contracts for rehabilitating the transit system. The following are of interest to our readers:

REHABILITATE WHITE PLAINS ROAD AND DYRE AVENUE SIGNALS: NYC Transit expects to rehabilitate the signal system on the White Plains Road Line from 149th Street-Grand Concourse to E. 180th Street and on the Dyre Avenue Line from E. 180th Street to Dyre Avenue. All field equipment required to interface with the Automatic Train Supervision project will be installed. Safety standards will be upgraded, reliability of the signal system will be improved, and there will be more efficient use of track capacity.

TUNNEL LIGHTING—FLUSHING LINE: This contract provides for rehabilitating the tunnel lighting on the Flushing Line from Times Square to the portal east of Hunters Point Avenue and from the College Point Boulevard portal to Main Street. Work includes installing compact fluorescent fixtures at 40-foot intervals staggered 20 feet on opposite walls and 20 ampere, 120 volt receptacles at 80-foot intervals on inside walls. Blue lights will be installed at each emergency alarm bay and fixtures will be replaced at each emergency exit. Proper lighting will be installed at all enclosures, passageways, stairways, and wide areas.

PURCHASE FOUR SNOW-THROWER CARS: NYC Transit would like to purchase four snow-thrower cars to assist in clearing the tracks during severe snowstorms. These cars will be equipped with a rotary auger and an impeller blower to discharge snow to the sides or front of the right-of-way, improving the current method, which does not solve the problem of snow in the middle of the track. These cars, which can run in both directions, will be self-propelled diesel units that can be coupled to other trains or run separately. Each car will have a discharge range of up to 100 feet and will be able to remove snow at a rate of 2,500 tons per hour.

PURCHASE WORK TRAINS FOR STATEN ISLAND RAILWAY: The contract provides for the purchase of work trains to maintain Staten Island Railway tracks in a state of good repair. One train will be a tamper to raise and align track as needed. The other will be a ballast regulator to evenly distribute the ballast under the tracks. Each unit will be self-propelled.

RECONFIGURE NASSAU STREET LINE: NYC Transit expects to reconfigure the tracks between the Canal Street and Essex Street stations. When the work is in progress, the northbound Canal Street and Bowery platforms will be out of service. Work includes installing approximately 1,000 linear feet of new Type II Modified (concrete) track through the Canal Street station, reconstructing approximately 3,000 feet of existing track, and replacing switches on that track. New signals will be installed adjacent to approximately 6,000 feet of track.

TRANSFER BETWEEN COURT SQUARE AND 45TH ROAD-COURT HOUSE SQUARE: A fully accessible pedestrian transfer connection will be built between the Court Square (G) station and the 45th Road-Court House Square (#7) station. All the existing elevators will be rehabilitated and the existing stairs between the subway platforms and mezzanines will be reconfigured and expanded to increase stair-

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THIRD & AMSTERDAM AVENUES
(Continued from August, 2000 Bulletin)
by Bernard Linder

CABLE CARS START OPERATING ON THIRD AVENUE

Cable cars were placed in service on Third Avenue as soon as the cable was installed and the equipment was tested. Two ropes started operating between E. 65th Street and the Harlem River on October 30, 1893 and the first experimental car ran on November 30, 1893. The formal opening of the Third Avenue cable line took place on December 4, 1893. The first car, 28, departed from E. 130th Street at 2:20 PM with directors, officials, and guests. When the car lost power at E. 125th Street, two dozen laborers pushed it. There was a 10-minute delay making contact with the Third Avenue cable, which passed under the 125th Street cable. Then the car ran non-stop to E. 6th Street, arriving there an hour later. The Mayor boarded the car, which ran to E. 65th Street, where the guests ate lunch, listened to a military band, and inspected the machinery. There were 32 boilers, each rated 125 horsepower, in the E. 65th Street and Third Avenue power house. The next day, 10 cable cars, sandwiched between the horse cars, were in service. When all of the horse cars were replaced by cable cars, the cable was speeded up to 9 miles per hour. 180 cars operating on a ¾-minute headway were in service.

Passenger traffic statistics for the year ending June 30, 1894, including the first six months of cable operation, showed a gain of 2 million passengers over the average of three previous years. Manhattan elevated traffic decreased steadily from 1893 to June 30, 1896, probably due to competition from the cable line.

CABLE CAR NOTES

The company's palace car made its inaugural trip on September 17, 1889. The car ran from W. 128th Street and Amsterdam Avenue to E. 125th Street and the East River, after which it operated to Schwartz's High Bridge Hotel. This 38-passenger car measured 32 feet x 8 feet (27 feet inside). The car was equipped with a curved front platform and roof, steps covered with oil cloth, 18 windows with French plate glass, and blue and gold shades with ornamental tassels. There were 16 revolving chairs with leather-covered seats, a sofa, and leather-covered seats with arms at the ends. The interior walls were made of birdseye maple with highly polished and varnished French walnut. There were gilt trimmings and hand-painted figures on the panels and headings. The car was illuminated by two gas lamps with white porcelain reflections, each with four flame burners.

In July, 1890, six gaily-plumed horses drew a brand-new 40-foot open 48-passenger cable car with awnings to Park Row and Broadway for exhibit. Gas for lights was stored in a cylinder under the car.

In April, 1891, another cable car was displayed at Printing House Square. This 35-passenger car was 30 feet long and 8 feet wide. Like the Manhattan elevated cars, there were eight transverse seats in the center of the car while the others were longitudinal. All seats were covered with red plush. Cars were illuminated by gas lights supplied through 18 jets in groups of 6 jets each. The body was painted red, the roof white, and the running gear yellow.

Checking the February, 1892 ***Street Railway Journal***, we find that one open and one closed car were delivered. The closed car, 1, was a 7-window, 30-foot, single-truck car. The open car, 201, was 38 feet 8 inches long and was equipped with awnings and curtains. Seating capacity was 48 on 24 reversible seats on both sides of a center aisle.

In July, 1892, 50 cable cars were delivered and placed in storage at the E. 130th Street and Third Avenue car house. The 30-foot closed cars, seating 28 passengers, were painted bright red with red trimmings. The seats were upholstered with garnet velvet, the interior was made of cherrywood, the upper parts of the sides were finished in birdseye maple, and the clerestory had stained glass windows. A reservoir in every car supplied gas to two Pintsch gas burners, which furnished enough light to read a newspaper. If the gas lights failed, four oil lanterns helped illuminate the car. The open cars, which were identical to the prototype described above, were equipped with iron screens as high as the side arms of the seats.

The company also distributed mail. Crowds along the line watched the inaugural trip of the cable mail car on September 28, 1895. Newspapermen, postal officials, and guests made the trip from E. 6th Street to the Colonial Hotel on 125th Street, where refreshments were served. Eight mail cars distributing mail to eight substations started operating on October 1, 1895 between the Post Office loop (Park Row and Broadway) and W. 185th Street and Amsterdam Avenue. Cars operated from 1 AM to 11 PM with a 20-minute layover at each terminal.

Just before the company made the changeover from cable to electric traction on Third Avenue, each cable car was towed by a trolley car from the E. 65th Street car house to E. 125th Street and the East River, then by barge to the Kingsbridge car house at W. 216th Street, where electric motors were installed. Barges transported the new trolley cars from the Kingsbridge car house to E. 125th Street and the East River.

COMPANY CONVERTS TO ELECTRIC TRACTION

Although the company had a franchise to extend the

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Third and Amsterdam Avenues

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line as far as W. 194th Street, the cable ended at W. 185th Street. Before electrifying the main line, the company experimented with the Love system of underground conduit, which evidently used a trolley and a wheel. The power house and the car house with a capacity of six cars were adjacent to the line. These six cars were reconstructed 16-foot horse cars equipped with General Electric motors. The company expected to start operating by October 1, 1895 and was able to furnish a one-seat ride to downtown Manhattan by coupling trailers to cable cars at W. 185th Street and again at E. 125th Street and Third Avenue.

To convert from cable to electric operation on Third Avenue north of E. 65th Street, there was no service for several hours early Sunday morning, October 22, 1899, after the last cable car ran at 2 AM. The cables were removed by winding them on drums in the power house. Work was completed in an hour and a half, and the cables , which were sold as junk, were stored on E. 66th Street alongside the power house. The pulleys (400 per mile of single track), side pulleys, brackets, and guard slot rails on curves were removed. Insulators mounted on rods and contact rails previously laid were slid into position.

Meanwhile, crowds who were anxious to see the new electric street cars were waiting at the E. 65th Street car house and at E. 125th Street and Third Avenue. Power was turned on at noon Sunday, October 22, 1899. At E. 65th Street, officials boarded car 232, the first electric street car on Third Avenue. The car stalled at E. 81st Street. After the short circuit was cleared at 4 PM, the car could not proceed under its own power. Horses pulled it to E. 125th Street, where the lights went on at 5 PM. The car went south under its own power until it reached E. 86th Street, where the power went off again. During the day there were intermittent short circuits until all the cable pulleys were removed.

The company was unable to provide regular service on Sunday, but it attempted to furnish regular service starting at 5 AM Monday, October 23, with 35 cars. Unfortunately, there was no service from 8:15 AM to 2:30 PM because of a short circuit. When service was resumed, cars ran on a 2-minute headway until 2:55 PM, after which there was an 18-minute delay due to a short circuit. The first car was not affected but the second car was stalled at E. 85th Street and was pulled by horses to E. 95th Street.

Electrification was extended south in stages (see July, 2000 Bulletin) until it finally reached the Post Office loop, Park Row and Broadway, on November 24, 1899. Car 281 was the first car to operate around the loop, at 1:41 AM. We do not know when through service was operated between Post Office and Fort George or when the Amsterdam Avenue Line was electrified.

This concludes our brief history of 19th Century changes in motive power.

Following are the items that are part of every trolley history:

SIGNS

Checking the transfers, we find that Third and Amsterdam Avenues was designated as line #1. This number was never displayed on the cars. In 1936, a large metal sign with "3rd & Amst. Av." on the bottom, and a large letter "T," was hung on the dash. In 1940, the large "T" and the route name were painted on the dash of 101-160. The letter and route were painted on 162-181 in 1944-5, 196-199 in 1946, and 393-399 in 1945-6. If these cars were operated elsewhere, another letter covering the "T" was hung on the dash.

ONE-MAN CARS

Effective January 8, 1925, night cars were operated by one man. Starting June 8, 1930, passengers entered through the front door instead of the rear door, and deposited their nickels in a fare box near the Motorman. The Conductor operated the rear exit door until a treadle was installed. When all cars operating on the line were equipped with treadles, the Conductor was no longer needed.

CAR ASSIGNMENT

Company records indicate that curved-side convertibles first appeared on January 10, 1909. Riding fell off when Third Avenue "L" express service began in 1916 and again when the Lexington Avenue Subway opened in 1918. Walter Ench informed us that until 1917 Metropolitan standard-type 10-window open platform cars with 5-panel windscreens were operated in rush hour short-line service to E. 129th Street and Third Avenue. These cars were the same as the short platform non-PAYE New York Railways cars except that the front and rear roof block signs were replaced by roll signs.

When treadles were installed on Third and Amsterdam Avenues cars in 1930, several straight-side convertibles — including 237 — were transferred from Kingsbridge. These cars were partially equipped for one-man operation by replacing the front sliding door with air-operated 4-leaf folding doors while the rear door was manually operated and controlled by the Conductor, who no longer collected fares. Although the cars were in Manhattan for a brief period, the poles were removed, but the roof catwalk remained in place.

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NEW GENERATION TRAINS, NEW MILLENNIUM TRAINS: THE R-142 AND R-142A 30-DAY REVENUE SERVICE ACCEPTANCE TESTS BEGIN

by Raymond R. Berger

A giant step forward in the New Generation Train Program took place on July 10, 2000 when the first ten-car train of R-142A cars entered revenue passenger service on line #6.

This was the beginning of the final test of the Acceptance Test Program for these cars, known as the 30-Day Revenue Service Test. It consists of a trial in which the same train must stay in service for thirty days without a single component failure. After successful completion of the test, the carbuilder can start to deliver production model cars at a pre-determined rate until the order is finished. Kawasaki Rail Car, Incorporated must deliver 20 R-142A cars a month and Bombardier Transportation Services must deliver 40 R-142 cars a month, bringing deliveries well into 2002.

The Pilot R-142A Cars, 7220-7216 and 7211-7215, left the Pelham Maintenance Shop in Westchester Yard and were stored on the middle track north of the 59th Street station on the Lexington Avenue Line just after the morning rush hour on Monday, July 10. At about 1:20 PM they were operated south to the 33rd Street station, where transit and car builder officials, along with the media, were eagerly awaiting the train's arrival at exactly 1:30 PM.

It was a strange sight to see MTA Chairman Conway, MTA New York City Transit President Reuter, Department of Subways Senior Vice President Hofmann, and NYC Transit Division Heads Perciballi, Ford, and Guidice all standing on this relatively quiet local platform at the same time. When the train arrived, everyone piled on board and the news media had a field day interviewing unsuspecting passengers to get their opinions of the quality of the R-142A cars.

None of the regular riders knew that they were on board the very first trip of the New Generation Trains, since it had not been announced to the public beforehand. Of course, everyone was pleased, especially because of the better ride quality of the cars and because of the clarity of the public address announcements made. Professional announcers from the Bloomberg News Service are used for this and the quality is far superior to the automated announcements made on the R-110A and R-110B cars.

The train ran southbound without significant delay to Brooklyn Bridge. Passengers were not discharged as usual, but were permitted to ride around the City Hall loop. The R-142As continued on time running northbound from Brooklyn Bridge toward Grand Central, then continued on to upper Manhattan and the Bronx, terminating at the Pelham Bay Park terminal. Many New York Division-ERA members were on board and several were seen on television interviews that evening.

The current R-142A schedule calls for seven round trips every day, including Saturdays and Sundays, from as early as 6 AM on weekdays from Pelham Bay Park to as late as 10:30 PM on Sunday evenings arriving at that terminal. During the midnight hours, the train is sent to the Pelham Maintenance Shop for inspection and downloading of information from the train's Monitoring and Diagnostic System into shop computers for evaluation and corrective action when necessary.

Bombardier's R-142 Pilot Train (6301-6310) was placed in service on line #2 on Wednesday, July 12, 2000 without fanfare. It makes five round trips every day between 241st Street and Flatbush Avenue. During overnight hours, the R-142 train is sent to the E. 180th Street Maintenance Shop for similar maintenance routines.

Since then, both trains have had problems, which required that they be taken out of service, breaking the 30-day test. As of August 30, 2000, both the R-142 and R-142A Pilot Trains were back in service and the 30-day test had begun all over for both car classes. Time will tell when the tests will be completed, what modifications to the Pilot and Production Cars will be made, and when regular deliveries of cars from Plattsburgh (Bombardier) and Yonkers (Kawasaki) will begin.

WAIT YOUR TURN...So new the third rail shoes haven't been installed yet, R-142As 7231-7235 sit next to another set of new cars in Unionport Yard, August 27, 2000. Jeffrey B. Erlitz photograph

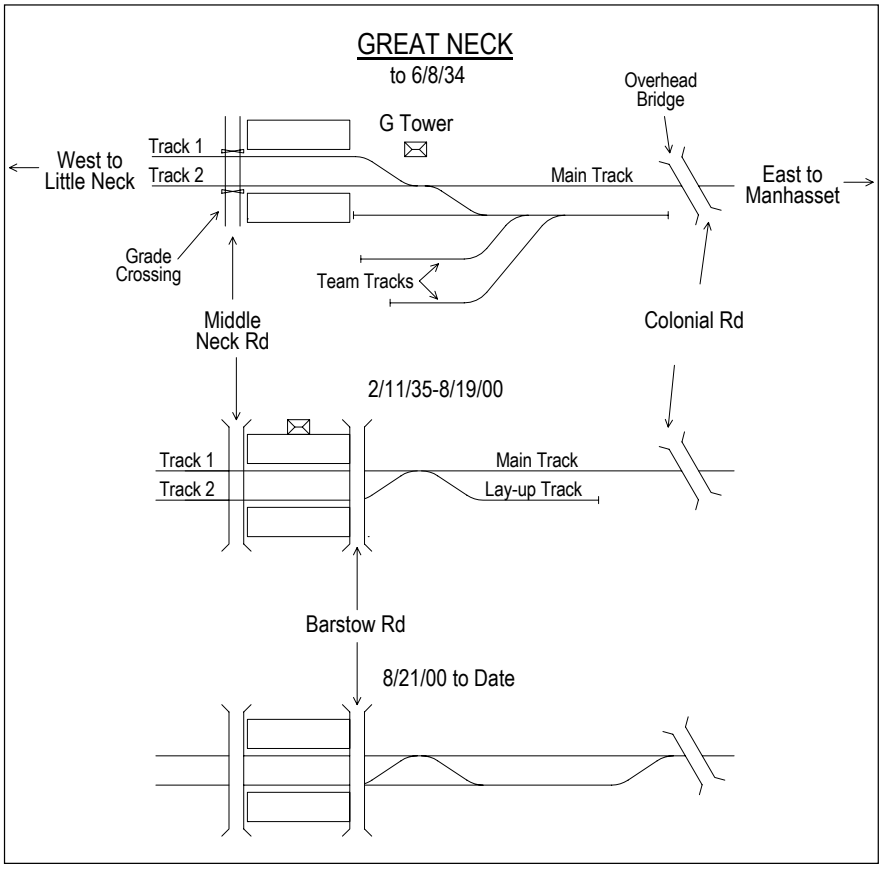
CORRECTION

In the September, 2000 Bulletin, there was a typographical error in Bill Zucker's column. The correct statement is as follows: *The front end of R-40 4461 was damaged in a collision, but the body is in good condition. The blind end and part of the body of R-40 4260 were damaged in a collision, but the slant front end is in good condition. The front end of 4260 will replace the damaged end of 4461 and the car will be renumbered to 4260. Because a mate is not available, 4260 will sit in the yard waiting for one.*

TECH TALK
by Jeffrey B. Erlitz

Yes, there *are* other electrified rail systems in the New York City area that I can talk about in this column. I had intended this to be a small news item, but when I looked up some historical dates I realized there was a much more interesting story to tell. There is *a lot* of historical data that I have available on the Long Island Rail Road.

Over the weekend of August 19-20, the LIRR placed a new signal system in service between Great Neck and Port Washington. This was done in conjunction with a Capital Program project to connect the east end of the layup track at Great Neck (actually east of the station) with the main track. Also, the eastbound Track #2 in the Great Neck station was connected directly to this layup track. This new track layout will enable an eastbound train terminating at Great Neck to clear into the siding without interfering with a westbound move on the main track. At the same time, all of the wayside automatic block signals were removed between Great Neck and Port Washington. This was one of the last locations on the LIRR within electrified territory to still have wayside automatic block signals. The diagram on the right shows the current and previous track layouts at Great Neck.



The Port Washington Branch was originally known as the North Side Division. As a result, when this branch had automatic block signals, they had an "N" for their prefix letter. A complete history of this line can be found in Vincent Seyfried's long out-of-print second volume of his comprehensive history of the Long Island Rail Road.

In 1906 the branch was double tracked from Whitestone Junction (just east of today's Shea Stadium station) to Flushing-Main Street. The switch at the end of double track was supposed to be operated by train crews but was often thrown by crossing watchmen. Automatic block signals were installed from Winfield Junction to Whitestone Junction in 1908. This same section, as well as the branch up to Whitestone Landing, was electrified October 22, 1912. There were no train order signals between Flushing and Great Neck in single-track days. Trains operated by timetable and watch only, and meets were staged at Broadway, Bayside, Little Neck, and Great Neck. The line was double-tracked from Flushing to Great Neck in 1912-13. At the same time, the third rail was extended eastward to Port Washington and was completed on October 21, 1913.

In 1926, automatic block signals were installed between Whitestone Junction and Great Neck. Up until this time there was a small cabin east of the Great Neck station at the end of double track. This cabin was called "G" and had a two-lever machine to control just two block signals for movements east and west. The switches were all hand operated. There was also a passing siding just east of Manhasset station where trains could meet. At the west end of this siding was "MN" cabin, which also controlled eastward and westward block signals. Lastly, there was a block office at Port Washington called "PN" to control the one block signal heading west.

In 1925 or 1926, perhaps in conjunction with the installation of automatic block signals, "G" cabin was replaced with "G" Tower. This tower was equipped with a 12-lever Saxby & Farmer mechanical interlocking machine. For the first time the switch at the end of double track as well as the switch into the siding were now tower-controlled.

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Tech Talk

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In May 1928 the passing siding at Manhasset was removed from service. I do not know if that siding was actually regularly used in passenger service (I suspect not) or whether it just enabled the local freight to clear up. MN Cabin was taken out of service on December 31, 1929. I believe that at this time a little Union Switch & Signal 2-lever Model TC (tabletop) machine was added at "G" Tower. Lever #13 was made a traffic lever and lever #14 was a spare. The two block signals east of the Manhasset station and the one block signal west of the Port Washington station were now operated by traffic lever #13. This was an unusual signal practice on Long Island but was somewhat common on the Pennsylvania Railroad, which controlled the LIRR at this time. This is what was called "Controlled Manual Block." This system permitted more than one train to operate in the *same* direction in a single manual block. In this example, one train could leave Great Neck en route to Port Washington, followed several minutes later by a second train. When the first train passed the block signal east of Manhasset, the second train could leave Great Neck with an approach indication on the block signal there (as opposed to a clear-block indication; see below). This gave that train authority for movement to Manhasset. By the time the second train was done with its station work at Manhasset, the first train should have arrived in Port Washington, enabling the second train to get a "clear-block" indication east of the Manhasset station. There were two other locations on the Long Island Rail Road, according to the data I have, that used Controlled Manual Block. One was between Locust Valley and Oyster Bay and the other was between Bethpage Junction and Babylon on the Central Branch. The Central Branch received automatic block signals on June 15, 1960 but I believe the outer end of the Oyster Bay Branch is *still* Controlled Manual Block. If there are any LIRR signal people in the audience, please correct me if I am wrong on this one.

Normally, manual block signals on the LIRR (in PRR fashion) were capable of three indications, clear-block, permissive-block, and stop. Clear-block meant you were clear all the way to the next block signal. Permissive-block was intended only for non-passenger trains. A freight or work train could enter a block that was *not* clear with a permissive indication but was limited to 15 miles per hour, which is restricted speed. (Permissive-block indications were removed from all remaining manual block signals on Long Island in 1978-79). The block signals at Manhasset did, in fact, display these three indications. The block signals at Great Neck and Port Washington, however, displayed aspects that were normally associated with regular home signals: clear, approach and stop. There were also continuous track circuits between Great Neck and Port Washington, since there was now traffic locking. On top of all that, this section of railroad was even equipped for cab signal operation. I do not mean Automatic Speed Control, for that development did not arrive until 1951. The LIRR had unenforced cab signals long before the advent of ASC, also per PRR practice.

This last part is what really made the outer end of this branch so unusual. Here you have a section of railroad with full track circuiting, traffic locking, and cab signals, and *no* automatic block signals. Sometimes, the Pennsylvania Railroad was just so, shall we say, frugal?

On June 8, 1934 the railroad started the grade crossing elimination project in Great Neck. Westbound Track #1 was taken out service and the eastbound Track #2 was relocated south of its former location, becoming the temporary shoofly track around the work site. "G" Interlocking was removed from service and a temporary "G" Block Station (actually a small cabin) was placed in service to control the end of double track. This was located several hundred feet west of the original station site. Once again, the switch at the end of double track was hand operated, though now equipped with an electric lock for extra protection. "G" Block Station was undoubtedly equipped with one of those small US&S Model TC tabletop interlocking machines to control six signals, traffic locking and electric switch locks. Between October 26 and November 12, 1934 the end of double track was temporarily relocated west another 800 feet.

It is absolutely amazing to see how quickly work was accomplished back in those days. Keep in mind this was in the middle of the Great Depression. Work was probably done on what are today two full shifts each day, six or maybe even seven days a week. Not seven months after the start of construction, on January 19, 1935, the single main track was relocated into the new open cut on what would become the westbound Track #1 alignment, placing the first part of the completed grade elimination project into service. "G" Block Station was removed from service and "G" Interlocking Station, located in the new Great Neck station ticket office, was placed in service. This office had a seven-lever US&S Model TC tabletop interlocking machine. It was at this time that the Layup Track shown in the above diagram was placed into service. On February 11, 1935 the project was completed with the placing into service of the eastbound Track #2 through the cut. For the next sixty-five years, eastbound trains destined for the Lay-up Track have potentially (and probably *have*) fouled westbound trains. By 1938 two of the levers had been removed from the tabletop interlocking machine.

The next major change to the eastern portion of the Port Washington Branch occurred on July 6, 1951. On this date, automatic block signals with traffic control were placed in service, eliminating the Controlled Manual Block system. Also in 1951, automatic speed control was installed on the entire branch, as well as most of

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CORRECTED CULVER LINE TRACK MAP

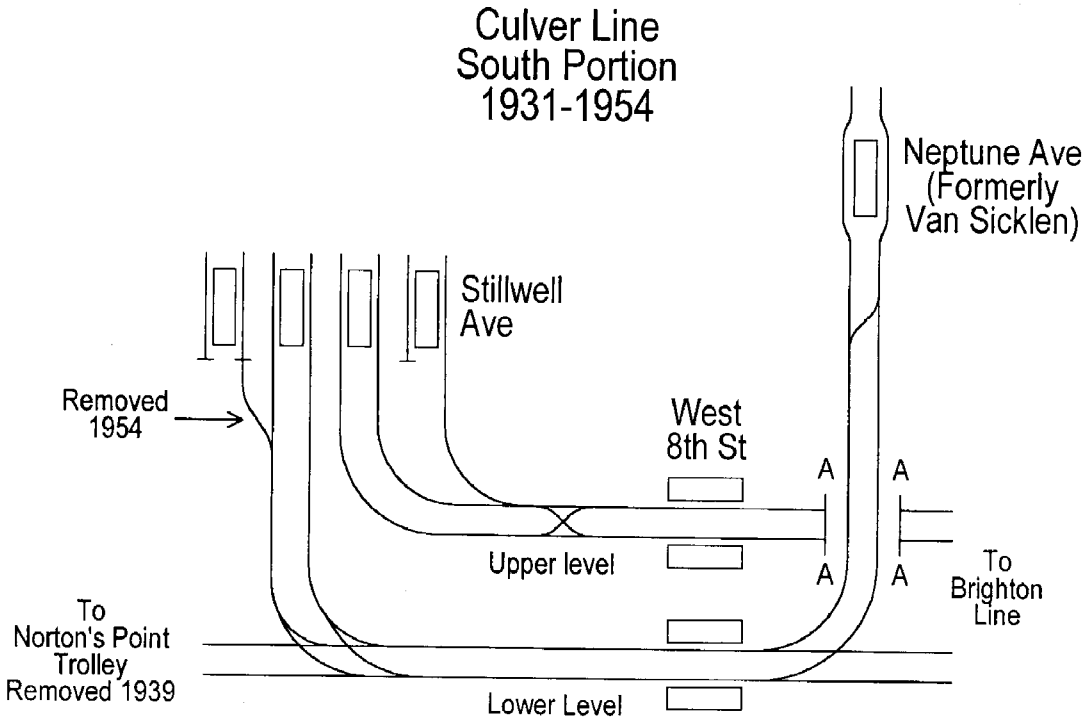
Our readers informed us that several items were omitted from the Culver Line track plans in the September, 2000 ***Bulletin***.

Page 3: From the 1930s — as far back as anyone can remember — until 1954, there was a bumping block in the Avenue U middle, and this track was out of service between Avenue U and Avenue X.

Page 4: We omitted the track leading from next to the westernmost Track G in the Stillwell Avenue station to Track F adjacent to it.

Page 4: The Norton's Point trolley tracks were originally connected to the lower level main line tracks just south of the Stillwell Avenue station. This connection was removed about 1939.

The corrected drawing is below.



Drawing: B. Linder
Layout: J. Erlitz

Tech Talk

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the electrified territory. On February 21, 1963, the little US&S tabletop machine at Great Neck was taken out of service and the interlocking was made remote from Harold Tower in Sunnyside. A little 5-lever all-relay machine made by Transcontrol Corporation was put on the desktop in Harold for this purpose. In the 1980s the wayside automatic block signals between Woodside and Great Neck were removed, replaced by cab signals/automatic speed control in both directions on both tracks. Nowadays the entire Port Washington Branch is controlled directly from the Dispatcher's Office in Jamaica.

Moving back to NYC Transit, I finally have all of the dates for the signal cut-ins (so far) on the White Plains Road Line. The automatic signals on Tracks #2, #3, and M were placed in service between April 8 and April 30 from the north end of Bronx Park East to south of Allerton Avenue. The period from June 5 to June 25 saw the automatic signals being placed into service from south of Allerton Avenue to north of Gun Hill Road. Most recently, the new signals from north of Gun Hill Road to south of Nereid Avenue were placed in service from September 9 to October 1. Contrary to usual practice, this last section included not only all of the usual automatic signals but also all of 219th Street Interlocking. All that is left for this project (S-32336) is everything from south of Nereid Avenue to the bumping blocks at 241st Street and the yard leads into 239th Street Yard. All of this will be under the control of 239th Street Interlocking.

As I probably mentioned previously, 219th Street and 239th Street Interlockings will be controlled from Union-

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Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

New York Central-painted FL-9 2012, which returned to service in August, has been paired with other FL-9s, including some in New Haven colors, as well as with FP-10 410. My sightings of it have been on the Hudson Line.

Metro-North's newest ferry connection service began operation between Haverstraw and Ossining on September 5. Free rides were offered for the first week, and I took advantage of it on Wednesday afternoon. When the boat arrived in Ossining, there were a significant number of passengers, including member Josh Weis and his family, but only a few got off. It seems that they were taking advantage of the free ride and a simply gorgeous day to be on the Hudson River. Passengers can expect to save up to 20-30 minutes on their commutes to and from New York City. New York Waterway operates the ferry, which has four scheduled trips in each direction between 5:05 and 8:41 AM and from 4:31-7:54 PM weekdays. The *John Jay*, which can carry 149 passengers, has been assigned to this route. One of the promotions resulted in a copy of the timetable being mailed to "Resident" at my home address. By week's end, the regional transportation official in charge of the Hudson Valley had declared the ferry service "a success", with an average of 125 passengers riding daily, each way. The first morning, 77 riders rode to Ossining. (A reminder, the service was free that week.) If the service carries 500/day it would cover its costs. Tickets are sold for $3 each way, but for Metro-North commuters who purchase monthly tickets, the ferry has been included in the *UniTicket* program for $30. Ten-trip tickets are also available, at a discounted rate of $27. There also reduced fares for those who qualify. Passengers were given copies of a notice that they could show to the train conductor that would wave the $2 penalty for purchasing tickets on the inbound trip. On August 30, the service was launched with ceremonies attended by Governor Pataki, MTA Chairman E. Virgil Conway, and local elected officials and invited guests.

With the proliferation of cellular telephones (it seems that hardly a trip goes by when someone's does not ring), it seems curious that Metro-North would issue a flyer promoting "Rail-call[sm] Collect." In any event, the cost is $1.75 per minute (plus tax) to any place in the U. S. and Canada. In addition, these calls carry a one-time set-up charge of $1.25 per call.

In the metropolitan area, Grand Central Terminal is unique in that it contains an upper and a lower level. As I ride into this magnificent station, occasionally I have wondered how many trains go to each level. Thanks to a contact at Metro-North, the following information is provided.

INBOUND TIMES	UPPER LEVEL	LOWER LEVEL
5-10 AM	79	40
10 AM-4 PM	34	24
4-8 PM	35	8
After 8 PM	31	0
OUTBOUND TIMES	**UPPER LEVEL**	**LOWER LEVEL**
5-10 AM	32	9
10 AM-4 PM	34	22
4-8 PM	71	41
After 8 PM	34	0

All dual-mode/diesel trainsets utilize the upper level due to grade considerations; otherwise, there are no specific trains that must operate there. Assignment is based on track availability at the particular time, although the trains I ride usually arrive or depart from the same tracks. Upper Level tracks are numbered 11-42; Lower Level, 100-117. As a practice, New Haven Line trains are generally given eastern track assignments; Hudson Line trains, western tracks; and Harlem Line trains, in between. This reduces the need to cross trains in front of each other.

MTA Metro-North Railroad (West)

Norfolk Southern, owner of the Southern Tier Line, over which Port Jervis trains operate, is upgrading the signal system. This signal system has come under fire from commuters in recent years as the cause of many train delays. Continuous welded rail installation between Sloatsburg and Port Jervis caused suspension of rail service over the last three weekends of August from 10 AM to 4 PM. Bus replacement service was in effect.

MTA Long Island Rail Road

Special timetables were issued for the Port Washington Branch for the weekend of August 19-20 due to construction work, and for the U.S. Open, August 26-September 10.

DM 515 had a generator fire near Port Jefferson recently and is beyond repair from what is being reported on the LIRR's Commuter's club @ Yahoo.com. Thanks to member Glenn Rowe for the news.

NJ Transit

Torrential rains, and the flooding that followed, affected areas of the region over the weekend of August 12-13, and caused a suspension of service on the Boonton Line between Hackettstown and Netcong. On

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Monday and Tuesday, buses were provided for the estimated 60 passengers who board at Hackettstown and Mt. Olive, but on August 16, service had resumed. Freight service on the nearby New York, Susquehanna & Western Railway was also suspended for a time due to roadbed damage.

On August 21, work began to demolish the 19 homes and apartment buildings that stood in the way of the Montclair Connection, which is 1,200 feet long. Thanks to member Bruce Russell for the report from the ***Star-Ledger***. Six weeks earlier, on July 7, the bumping block of the single track at Bay Street (Montclair) was relocated to a point 355 feet east of its former location, and a new temporary station platform, 300 feet in length, was placed into service.

Two sidings, Berkeley Heights (MP 25.8) and Lyons (MP 31.0), on the Morris & Essex Line, have been de-energized, and are out of service for electric trains.

Alan Kramer sent an article from the ***Star-Ledger***, which reported that construction of the new station at Union finally began in early August. First proposed seven years ago, the 19th station on the Raritan Valley Line (actually on the Lehigh Line), will be located at Morris Avenue and Green Lane and will be the first station west of Newark, at MP 14. Work is expected to be complete on the $29.8 million project by December 2001, or early 2002.

PennDOT has given NJ Transit approval to pick up passengers at its to be built station in Morrisville, Pennsylvania, just across the Delaware River from Trenton. On that site, a train storage yard is being constructed to serve the North East Corridor Line. It is expected that once this station is in operation, many of the estimated 1,400 commuters who drive to Trenton each day will instead utilize Morrisville.

With Labor Day being the "unofficial" end of summer, new timetables were issued for the North Jersey Coast Line to cancel the extra service that operates to the Jersey Shore. Also on September 5, new timetables were published for the Atlantic City, Boonton, and Morris & Essex Lines, and will remain in effect until the return to Standard Time on the twenty-ninth of this month.

The September 3 edition of the ***New York Times*** (New Jersey section) reported that the opening of the new concourse in New York's Penn Station would be delayed from late 2001 until March, 2002, because "the $105 million project is taking longer than expected."

By the end of this year, NJ Transit expects to be able to notify its commuters, who pre-register, of delays that may affect their commute. This notification can come via email, cell phone, text-capable pager, or hand-held computers, and will let customers know of the problem, and the expected length of the delay and alternate routes that are available. A number of commuter agencies already notify subscribers about delay via email, such as Virginia Railway Express.

For the first time since 1995, NJ Transit returned the "Hoboken Festival" to September, when it held it on September 16. In 1997 and 1998 the festivals were held during May, and there was no festival in 1999. A report will be presented in the November ***Bulletin***.

In an effort to boost ridership on the Hudson-Bergen Light Rail Line, NJ Transit has instituted the following initiatives through December 31:

- Suspended parking fees at 34th and 45th Streets, Liberty State Park, and West Side Avenue
- Is offering a special weekend and major holiday trip fare, valid for the entire day, for the price of a one-way ticket, $1.50
- $53 monthly pass ($40 monthly parking fee suspended through December 31)
- Combination monthly ticket for HBLRT passengers who ride New York Waterway ferry service to downtown Manhattan, available at Hudson-Bergen Light Rail ticket vending machines. This $128 monthly ticket from the Exchange Place Station stop (Colgate ferry location) and the $181 monthly ticket from the Marin Boulevard Station stop (Liberty Harbor ferry location) includes unlimited trips during the month on each service

Finally, the first extension of service will occur on November 18, when the line adds one station, with a new (temporary) terminus at the Newport Center Mall in Jersey City.

Amtrak

The first rebuilt Turbo Train, 155-170-183-172-158 (under the latest program), made an appearance at the New York State Fair in Syracuse on August 24, and remained there for four days. A café and a coach were opened to the public for inspection for the length of the Fair, and were displayed next to the Central New York Chapter NRHS Historic Train Exhibit at the rear of the Fairgrounds. Thanks to Josh Weis for forwarding this report from the Central New York Chapter NRHS.

An article in the Boston ***Globe***, of August 31, reported that *Acela* Express trainsets "should" be delivered to Amtrak in late September, and suggested that service "might" start in October.

The Amtrak/USPS "Celebrate the Century Express" operated over CSXT and Metro-North on Wednesday, September 6, 2000 from Albany to Mott Haven Junction (around the wye) to Danbury, Connecticut. It was on display at the Danbury Railway Museum for the weekend. Thanks to Glenn Rowe for the report.

One of my co-workers who rides the North East Corridor reported that Amtrak has been leasing cars from MARC and CDOT for use on some *Clocker*s. On September 8, Train 627 (5:51 PM from NY Penn) had three MARC *Heritage* cars tacked onto the end - 141

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(*Hamilton Inn*), 148 (*Collinsville Inn*), and 161 (no name). A week earlier he observed a train that was composed of an AEM-7, two CDOT de-motored SPVs, several Amfleets and two MARC Heritage cars.

Port Authority Trans-Hudson Corporation

Commuter News reports that PATH has won a battle with the Federal Railroad Administration over the crash standards that its new cars will have to withstand. This waiver will save PATH nearly $200 million when it purchases 295 cars within the next few years. Declaring that the cars do not have to be built to withstand collisions with "heavy" rail cars will reduce the weight of each car by 10,000 pounds, and the need to provide larger motors to move the cars. PATH is still battling with the Federal Railway Administration over its classification as a "railroad," rather than as a transit line, which would put it under the Federal Transit Administration. Because it is "self-contained," meaning there are no rail links to other rail lines, PATH desires to have its status changed. Its rail unions are opposed to this due to the potential for lower pay and benefits.

Metropolitan Area

Singer Tony Bennett, a former Englewood, New Jersey resident, along with his son, is building a state-of-the-art production center in the abandoned railroad station in that town. Once completed, there will be facilities for recording, cable, and television production, as well as Internet production and Webcasting. Passenger service to Englewood and the rest of the Northern Branch ended on September 30, 1966 by the Erie-Lackawanna.

Beginning September 12, the ***Daily News*** distributed free copies of ***The Daily News Express*** at 75 transportation points around the city each weekday between 4 and 7 PM. The initial press run was to be 75,000 copies. A staff of 12 reporters has been assigned to the project to produce this 20-page newspaper, which will contain news and advertising.

Miscellaneous

At the end of August, Kawasaki announced plans to construct a $50 million plant in Lincoln, Nebraska, to build rail cars. Construction of the facility is set to begin next March on the same site where motorcycles, Jet Skis, all-terrain vehicles, utility vehicles, wheels, and robots have been built since 1974. The first cars should be rolling off the assembly line by April, 2002. Workers will average $15 per hour, and the work force is to be increased by about 300, to 1,300. It is expected that one shift will be able to produce one car per day, or 200 per year. Additional output could occur should demand require it and more shifts be needed. On Kawasaki's existing contracts, the stainless steel car shells (and some interior, wiring and pipe work) are built in Kobe, Japan, with final assembly in Yonkers, New York. Upon completion of the Lincoln plant, most of the production previously performed overseas will be transferred to Lincoln. Thanks to member Karl Groh for the report.

Other Transit Systems

Albany, New York

Member Bob Kingman emailed that "a pair of Sounder Transit bi-levels (207 & 208) were in Albany for a demo trip that never happened. CDTA apparently couldn't get Amtrak, CSXT, and the D&H to agree on a schedule, so the cars just sat in the yard. Lettered for Bombardier (BBRX), since the cars were really from the builder, on the day of the 'non-trip' they were coupled to Amtrak F-40 273. There was a showing to some political types of the new A-R station and then they walked to the cars, but that's about as 'display-ish' as they got. There were no signs in the station that morning to indicate a display to the public."

Boston, Massachusetts

In response to the news item concerning the MBTA's plan to raise fares (August ***Bulletin***), member Howard Benn wrote: "by design, [political decision] the MBTA has one of the lowest mandated farebox recovery ratios in the 'rust belt.' This includes New York, Chicago, Philadelphia, Washington D.C., and Baltimore, which are all near 50% (Baltimore just went to 40%). In the south, southwest, and west, 20% is common (in some places in Washington State, they like 10-15%!). For some reason, the MBTA has always felt 'Southern.' Hence, their recovery per rider is lower."

On August 10, despite the fact that a number of residents spoke against raising fares for the first time in nine years, there were those who spoke in support of the increase. On September 18, subway fares were increased from $.85 to $1.00, while bus fares went from $.60 to $.75. There were also increases in suburban zone fares, passes, etc.; however, the new monthly pass rates will go into effect on November 1. By and large, fares were increased as planned; however, Zone 8 riders will pay $177, $8 less than what was proposed. The current monthly pass sells for $136. Thanks to member Karl Groh for forwarding the article from the Boston ***Globe***.

Member Todd Glickman reported that the fall commuter rail "pick" was to begin on September 18, to coincide with the date for the fare increase, so he expected new schedules to be printed and available on that date. Surprisingly, on September 1, he found a Newburyport/Rockport schedule dated September 2 at North Station, in the olive green color. A quick glance showed only minor weekend changes. The following day, MBTA issued its fall subway schedule, dated September 2-December 29, in the usual format, with brown ink. What's interesting is that it lists the old fares, which were due to change on September 18. Todd wondered if they would reissue it at that time, with the new fares? If so, this edition will be "limited" indeed!

There are also some changes at South Station as of

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September 9. The existing fare collection area, which serves riders accessing all Red Line service, was permanently removed from service in order to accommodate the next stage of construction of the new Silver Line. A new fare collection area with 13 turnstiles is already in place on the new Lobby Level and was to be activated on the same date.

Some news about equipment from member George Chiasson: F-40-PH-2s 1006 and 1010 remain out of service, and may be heading through a projected top deck overhaul program before returning. The F-40-PH-2Cs sent out to Boise Locomotive should be returning to Boston this fall. Their return has been delayed by changes in HEP generator and cab signal equipment. With the rebuilt Pullmans coming and going for anchor arm work, one Old Colony consist had four MBB cab control cars mated with a pair of 200-series cars in early August, while non-assigned control cabs 1501 and 1529 were also found on the South Shore the week of August 7. Another batch of coaches made their way to Rhode Island on August 4 (202, 208, 238, 244, 251, 253 and 255).

George also reported that the state of Rhode Island will hire an agency to clean up 70 acres of industrial land at the former Baylis Chemical Plant, alongside the North East Corridor in Warwick, the planned site of a joint Amtrak/MBTA station serving the T.F. Green State Airport. An automated “people mover” will shuttle travelers back and forth between the airport and the train station, which is projected for a 2002 opening. RIDOT still must direct the construction of a new MBTA layover facility in Pawtucket, and sufficient equipment must be available, before more MBTA service, including weekends, is extended beyond South Attleboro.

Philadelphia, Pennsylvania

From ***Cinders***: SEPTA has restored the trolley wire on 12th Street south of Market Street that was removed during construction of the new Loews Hotel, and by early summer, one PCC trip had already operated there. Additional rail and bus services were operated during the Republican National Convention, which was held from July 31-August 3.

SEPTA placed new City and Suburban timetables into effect on September 3. Most changes involved bus operations, however on Route 100/Norristown, weekday evenings cars run about every 20 minutes between 69th Street Terminal and Norristown from 7-11 PM. Extending the 69th Street/Bryn Mawr trips that used to operate between those hours did this.

In the 31 years that PATCO has been operating, fares have remained relatively stable; the first increase came in 1983. The next increase, part of a 3-step program, occurred on July 25, 1999, and was just followed on August 27, coinciding with issuance of the Summer/Fall timetable. Fares will go up again in 2001. This is the new fare structure.

TO PHILADELPHIA	FARE
Lindenwold, Ashland, Woodcrest	$2.10
Haddonfield, Westmont, Collingswood	1.85
Ferry Avenue, Camden	1.60
Between any New Jersey stations	1.10
Broadway, City Hall, Camden	1.00
Reduced fares to any station	.50

Baltimore, Maryland

Member Steve Erlitz reported that on August 15, the Central Light Rail Line experienced its second crash, almost six months to the day after the first incident. The latest accident occurred at 7:15 AM when the trolley, which was reportedly traveling too fast, could not stop at the BWI Airport station and ran into the bumper block, according to an MTA spokesman. Twenty-three of the passengers received minor neck and back injuries. For a period of time afterwards, Light Rail service was terminated at the BWI Business District Stop "Light Rail Shuttle" buses transported passengers to/from BWI Airport, the next stop.

In response, the MTA announced that it would be installing additional trip stops along the line, which engage the emergency braking system if an operator fails to stop at a red signal. An additional safety enhancement called “Cab Code Signaling” will also be installed. With this system in place, should the operator fail to obey a speed warning, this signal will engage an automatic emergency brake system. Installation will occur when the line is double-tracked starting next year. Even though he did not fail his drug tests, the operator in the latest incident was fired. On February 13, a similar incident occurred on the adjacent track. Following an investigation and drug testing, the operator was fired. Steve reported that that this track is still out of service.

Now in its 17th year of service, portions of Baltimore’s subway are being overhauled, starting with the station platforms at Old Court and Milford Mill. On June 13, car 136 was the first car to be sent to AAI Corporation in nearby Hunt Valley for a mid-life overhaul. Please refer to the September ***Bulletin*** for details of this project. All 100 cars are expected to complete by the winter of 2003.

Steve sent in an updated report on MARC’s Heritage cars. He rode in car 151, which is one of the five still left. The ex-22 roomette PRR cars (100-113 series) are not all gone, but 151 is also one of them. It had a built-in restroom installed by MDDOT years ago, and Steve believes that all the other 150-series are gone. Number 151 was kept for trains being used with 7100 on the cab

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end since it not require a cab car, which cars normally have lavatories.

In honor of National Transit Week (September 11-15), the MTA gave free rides on MARC, Baltimore Metro, Light Rail, and buses on Wednesday, September 13.

Washington, D.C. area

The Virginia Railway Express has a new Director of Operations, Pete Sklannik, Jr. He replaced Steve Roberts, who is now with the Georgia Rail Passenger Program, a group that is working with the Georgia DOT to develop a commuter rail system for the Atlanta area. Roberts had worked for 24 years in various capacities with Virginia's rail program. Thanks to member Karl Stricker for the article from ***Passenger Transport***.

Ridership during the traditionally slow months of July and August was not slow this year. VRE reports that their daily ridership peaked above 9,300. To meet the anticipated increased demand for service, e.g. provide more seats and alleviate crowding, 20 refurbished gallery coaches (ex-Metra) have been ordered, and are expected to begin arriving early in the spring of 2001. In the meantime, coaches are being leased from MARC. This would not be the first time that this has been done, as readers may remember that "Boise Budds" were used when operations began in 1993. Some of those same cars wound up working for Metro-North.

As soon as I learned of the aforementioned, I emailed Steve Erlitz and asked him to get the car numbers, and here is his report: "It looks like VRE got the 140-series cars (ex-GT, SEMPTA, MN) with two exceptions, 140 and 147. Both of those plus a 150-series and two 160-series are the only remaining Heritage cars on MARC as of this the end of August, plus the two parlors."

And finally, Steve reported that Metro has announced it will be back on automated operation by the end of the year, or maybe as early as this month. Meanwhile, he has been on or behind 5 trains that have gone bad order within the past week, including two on one day, due mostly to door problems.

Florida

Member Dennis Zaccardi visited TriRail's new Ft. Lauderdale Airport Station at Dania Beach, just prior to its August 14 opening, and sent some slides. Thanks, Dennis.

When the new timetables went into effect, also on August 14, service levels were hourly, as originally planned. Apparently the promises which were made to commuters went by the wayside. For the record, here are excerpts from the timetables:

WEEKDAYS

To Miami	4:20-10:40 AM every 2 hours	**From Miami**	4:13-11:13 AM every 2 hours
	1:56-7:56 PM every 2 hours		1:29-7:29 PM every 2 hours

Saturdays there are four trips in each direction, Sundays only three.

Dennis also sent an article from ***The Tampa Tribune*** which reported that the Hillsborough City Council created a "special assessment district" in Ybor City, which authorizes collection of a property tax to help pay for the street car that should be running by next November. It had been hoped that operation would begin in time for the Super Bowl in January. In the first year, collections are expected to be about one-quarter of a million dollars.

Chicago, Illinois

Metra has issued "Time Table" (two words) No. 23 for the Chicago to Aurora Line, effective August 27. It replaces the previous edition dated June 6, 1999. Thanks to member Jim Beeler for sending copies.

Salt Lake City, Utah

With Federal approval and financing, the 2.5-mile-long University TRAX light-rail extension has been placed on an accelerated schedule to open prior to the February, 2002 Winter Olympics. The construction management team is taking into account the possibility of a bad winter and any delays that may occur due to unexpected archaeological finds. TRAX's newest light-rail spur will run from Main Street to the University of Utah's Rice-Eccles Stadium. With a planned opening date of November 29, 2001, the Utah Transit Authority would like the project completed early, and work was set to begin soon after Labor Day. Four stations are included in this extension: 200 East near the main branch of the Salt Lake City Library, 600 East near Trolley Square, 900 East, and Rice-Eccles Stadium. Thanks to member Harold Geissenheimer for the report.

Seattle, Washington

The commuter service known as Sounder began on September 18, with a pair of trips departing from Tacoma at 6:20 and 6:50 AM, arriving in Seattle 55 minutes later. Return service departs at 5:25 and 5:45 PM. There are three zones, and monthly tickets range from $72-$ $144 (adult), $54-$108 (youth) and $36-$72 (senior/disabled). One-way tickets cost $2, $3, or $4, depending on distance traveled. A warning is printed on the schedule sent by member Greg Campolo, which informs riders that the fine for being caught without a ticket is a citation which carries a penalty of up to $250. This schedule will remain in effect until next February 16.

San Francisco, California

BART has issued pocket-sized train schedules for its lines. Steve Lofthouse found copies dated November, 1999 for the Fremont/Daly City and Dublin/Pleasanton/Daly City routes. The most recent ***All About BART*** was issued in July 2000, while ***Bart & Buses*** was published in June.

Other timetables that are in effect: Caltrain – February 6, 2000, Amtrak *San Diegan* – October 31, 1999, *Capi-*

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*tol*s and *San Joaquin*s – May 21, 2000.

According to the ***Caltrain Connection***, beginning September 24, 10 trains were to be added weekdays, and four more on Saturdays. Each weekday, there is now half-hourly service during middays, rather than hourly. On Saturdays, several two-hour gaps were reduced to hourly service. The ability to add 16% more service comes with the delivery of 20-bi-level cars from Sumitomo and 14 ex-"Boise Budds" from Virginia Railway Express. Steve observed one train of the latter in Mountain View. Regularly scheduled trains brought attendees to the Giants' home games at PacBell Park, and there was return service 25 minutes after the games ended.

En route to South Lake Tahoe, Steve observed about one dozen ex-SF Muni PCCs in a field off of Route 50. He was able to get the numbers of these five: 1111, 1113, 1127, 1148, and 1170.

It looks like Caltrans is serious, as it scheduled a series of public hearings during September to discuss the electrification program. Additional information can be found at its website: www.caltrain.com/caltrain/electrification.html. Thanks to member Phil Hom for the report.

Los Angeles, California

Western Transit reported that on June 24, Saturday service was instituted on the Riverside via Ontario Line with two round trips. The next day, the San Bernardino Line received regular Sunday service for the first time, with three trips running to/from Riverside. Previously the only Sunday service had been special runs to the California Speedway in Fontana.

From the History Files

90 Years Ago: On October 10, 1910, the Hudson & Manhattan extended service from 23rd Street to 33rd Street. The latter station was rebuilt when the Board of Transportation built the Sixth Avenue subway.

40 Years Ago: On October 17, 1960, the Erie Railroad and the Delaware, Lackawanna & Western Railroad, merged to become the Erie-Lackawanna Railway. This marriage lasted until April 1, 1976, when it along with six other bankrupt railroads combined to form Conrail.

News items concerning commuter operations may be e-mailed to NYDnewseditor@aol.com.

Third and Amsterdam Avenues

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CAR ASSIGNMENT 1931-1935

DATE	CARS
May, 1931	851-883, 894-966, 995-1005
May, 1933	851-883, 894-942
June, 1934	851-883, 894-947
May 25, 1935	851-883, 894-947, 948-966 (A), 995-1125 (A)

(A) Occasionally

On March 19, 1936, just six days before New York City Omnibus' buses replaced the street cars on Lexington Avenue, rebuilt cars 185-199 were placed in service on this line. Because the two lines were only a block apart, Third Avenue expected to attract new riders who would prefer the smooth-riding, airy rebuilt street cars to the uncomfortable, poorly ventilated buses. As soon as the new 300s were available, they were placed in service on this line and the convertibles were scrapped or transferred to 42nd Street. All new cars were in service on August 17, 1936. From September, 1936 to April, 1938, 331-400 and a few 100s provided service. From May, 1938 to March, 1939, the 100s from Broadway replaced most of the 300s, which were transferred to Yonkers and the Bronx.

CAR ASSIGNMENT 1939-1946

DATE	CARS
April, 1939	101-179, 180-200 (A), 393-399
May, 1941	101-183, 184-200 (A), 393-399
March, 1946	101-181, 196-200, 393-399

(A) Occasionally

During the last days of trolley operation, after 59th Street was motorized in November, 1946, 626-645 appeared on the Third and Amsterdam Avenues Line.

Tech Talk

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port Yard. Speaking of Unionport Yard, I made an interesting discovery back in August. It turns out that the control panel in the Master Tower there was made by Safetran Systems, not Mauell Corporation as I had mentioned in a previous column. Mauell is, however, providing additional sections that are being grafted onto the original Safetran control panel as part of the White Plains Road signal job. It also turns out that Safetran supplied the new control panel in 239th Street Yard to control the yard expansion, which was built in the 1980s. You learn something new every day…

By the time you read this, track circuit testing should have started at 36th Street Interlocking for the 63rd Street Connection; more on this next month.

Can you tell that Jeff Erlitz is interested in signal systems? He may be contacted via e-mail at jerlitz@pipeline.com.

MONTCLAIR CONNECTION UPDATE
by Bruce J. Russell

In mid-August demolition of the 26 houses and multi-family dwellings occupying the space where the connection between the ex-Lackawanna Railroad's Montclair Branch and the ex-Erie Railroad's Greenwood Lake/Boonton Line began. Since May all of their residents had been relocated to other dwellings. This was part of the deal NJ Transit cut with the Town of Montclair to get the long-overdue scheme moving. Since the early 1980s efforts by community activists had frustrated plans to get the quarter-mile-long, double-track link between the two lines finished.

Bulldozers and other demolition equipment were on site by late July. Since most of the structures that will be eliminated are wooden, the job of tearing them down will not be difficult. This area of Montclair is the community's least affluent, and the displaced families will be going into much better dwellings. It is anticipated that the removal of the buildings will be done by early October. At this point grading will commence, followed by installation of track and catenary.

On August 7, NJ Transit demolished the existing station at Bay Street in Montclair. This had been constructed in 1983 as a replacement for the Montclair Branch's original multi-track terminal on Bloomfield Avenue. This seven-track facility was built in 1913, and in 1931 witnessed the arrival of the first electric train on the line, operated by Thomas Edison. Beginning in the 1950s, declining usage resulted in all of its tracks being removed from service except one. As a youth this reporter can recall when there was half-hourly service from this terminal to Hoboken. Furthermore, Railway Express Agency, later called REA, did a brisk business here. East of the terminal Railway had its own building and tracks for handling express cars. College students with their footlockers often showed up in early September to make arrangements for them to be forwarded to various campuses.

When the Italianate terminal was closed, NJ Transit built a one-platform boarding area on Bay Street, just east of the approach to the old facility. The two tracks of the Montclair Branch merged into one just east of it. Only a bus-type Plexiglas shelter was erected for the benefit of the small number of commuters who still used the Montclair Branch. A parking lot, however, was constructed. No tickets were sold at this point. By 1976 all agents had been eliminated from the Montclair Branch, which had become basically a rush hour-only operation.

NJ Transit bulldozed the 1983-era station because as part of the Montclair Connection project a new one is to be erected. This will consist of two platforms, one for eastbound trains and one for westbound trains. Furthermore, it will have a decent waiting room and possibly an agent. Rather than looking like something temporary, it will be substantial and considered permanent. Already, the neighborhood adjacent to the connection is improving. West of the new station site, imposing apartment and condominium buildings have been erected. Many of their residents are already taking the train. In addition, ridership on the Montclair Branch has modestly risen during the past few years. In the mid-1990s it had fallen to an all-time low of 450 daily passengers. The current figure is about 600.

A great deal of opposition to the connection existed in Montclair. What finally won over the people whose influence counted, was the fact that once the linkage was finished, through service directly to Penn Station in Manhattan could be provided. Many homeowners in affluent Upper Montclair who have important, well-paying jobs in New York City will have a much easier commute. To make this happen, it was necessary to extend electrification from Bay Street about 6 miles west to Great Notch over the ex-Erie trackage. Interestingly, a promise was made to the residents of "tony" Upper Montclair to paint the catenary supports green so they would be less of an incursion and blend in more easily with the surrounding trees!

The storage yard at Great Notch is about 60% complete. When finished, it will have the capacity to hold electric trains, which will end their runs here. Because Great Notch had been used by the Erie Railroad to store freight cars destined for points on the long-abandoned Caldwell Branch, space for a yard already existed. The catenary posts extend about a quarter mile west of the Great Notch station. Perhaps someday electrification will be extended all the way to Denville, where the Boonton Line joins the Morristown route to Dover. Many people feel that the electric service should have at least gone to Wayne, where a park-and-ride station could be built at Willowbrook Mall. Then people could access the line from Routes 46, 23, and 80. As of now, NJ Transit runs extensive bus service from the Willowbrook area to the Port Authority Bus Terminal in Manhattan. Lakewood also operates from this catchment area.

For safety reasons, NJ Transit is now running the Montclair Branch with only diesel-hauled equipment. Within a few weeks crews will be erecting catenary over the double-track, quarter-mile linkage. Since they will have to join it with the existing wires, it was decided to have a complete cutoff of voltage. Actually, during the past 25 years the Montclair Branch has been run with both diesel and electric power. However, once the connection is finished, the only diesel trains will be operated to destinations west of Great Notch. These will, of course, terminate in Hoboken, since only electric operations can occur on the route into Penn Station. In addition to diesel trains originating in Hackettstown, Net-

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Montclair Connection Update

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cong, and Dover, there may also be one or two from the Susquehanna. The revived "Susie Q" passenger service will mainly see trains running from Sparta to Hawthorne, where they will access former Erie Railroad trackage to continue east to Secaucus Transfer and Hoboken. However, it is possible that a couple will be diverted to proceed south via Pompton Junction to Mountain View, where they can merge with the Boonton Line. Riders would then be able to reach downtown Newark's Broad Street Station over the Montclair Connection.

The level of service to be run over the combined Montclair Branch/Boonton Line remains unresolved. Montclair residents would like to see weekend trains to Penn Station. NJ Transit has stated that this will happen, although not immediately. Initially only two or three electric trains from Great Notch will operate to Penn Station, Monday to Friday. All other service will go to Hoboken. On a long-term basis, there is no question that Saturday and Sunday trains will run. The loser will be DeCamp Bus Lines, which presently offers hourly service on two routes from Montclair to the Port Authority Bus Terminal. DeCamp is an old, established, family-owned company. Since World War II, much of its commuter traffic has been gained at the expense of the parallel railroads, which could not offer a one-seat ride to Manhattan. This was due to government policy, which gave practically no public money to rail-oriented mass transit, but built roads and terminals for buses. This, of course, is no longer the situation, but the damage that was done remains. Trains, and not buses, should be the primary means of getting commuters into downtown Newark and into Manhattan.

Once the Montclair Connection is finished, probably next summer, service over the Boonton Line east of the linkage is supposed to cease. However, recent newspaper articles indicate that the people in this area are not happy about losing their trains. The affected areas are in Bloomfield next to Belleville, North Arlington, and Kearny. Some of the elected officials there have been pushing NJ Transit to retain limited service, consisting of three round trips a day. These folks know that while 90% of people will gain from the new service, 10% will lose. They simply do not like being in this minority — who can blame them? As matters now stand, they will have to drive long distances to other stations, or use buses.

Around New York's Transit System

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Staten Island Railway Update

Member Daniel Marsala furnished interesting Staten Island Railway information.

On June 8, 2000, there was a celebration commemorating the construction of the Richmond County Bank Ballpark, a 6,500-seat stadium for the Staten Island Yankees. The MTA has agreed to build a $2.5 million Staten Island Railway station that will provide direct access to the ballpark at St. George. Construction of the stadium started in March, as soon as the city and the Yankees agreed on a lease. Construction is ahead of schedule and should be completed for the 2001 season.

On or about June 8, 2000, a thief who stole a $40,000 sport utility vehicle in the Woodrow section of Staten Island eluded police as he sped through the streets. Eventually, he turned onto a service road for SIR vehicles and drove the car on the St. George-bound track until it got stuck in the ballast at the Amboy Road bridge. Unfortunately, the thief escaped. The 2:31 PM train from St. George was canceled and the 3:01 was delayed. There were scattered delays on the entire system. Power was shut off on both tracks at 2:16 PM and was restored to the Tottenville-bound track at 3:35 PM and to the St. George-bound track at 4:47 PM. The SIR crane carried the stolen vehicle to the Huguenot station, where it was place on a tow truck and taken to the Tottenville police station.

New York City to Bid for 2012 Summer Olympics

On September 11, a group calling itself "NYC 2012" announced that it is preparing the necessary paperwork and will lobby the U.S. Olympic Committee to consider the City of New York as a possible site for the 2012 Summer Olympics. As envisioned, the venues for the different events would be spread throughout the five boroughs and the Meadowlands Sports Complex in New Jersey. A number of the facilities would have to be built, including a stadium (planned to go over the Long Island Rail Road's West Side Caemmerer Yard, an Olympic Village in Queens, and a swimming pool at Orchard Beach. While New York's massive transit system would be used to move spectators to the various events, one interesting addition to the subway was made: extending line #7 from Times Square to the new stadium. One plan has athletes moving to the competitions on "dedicated trains or fast ferries." As could be expected, this proposal was not without its critics. According to the New York Times, Queens Borough President Claire Shulman said that it would happen "over my dead body." Fur further information, check NYC 2012's website: www.nyc2012.com.

TRACK CONSTRUCTION FORECAST FOR OCTOBER, 2000 IN THE NYC TRANSIT SYSTEM

by David Erlitz

Greetings, and how are we doing? I want to thank the readers who have sent me e-mail. It's nice to know that people are really interested in the information I have been printing. I hope a lot of you have had the chance to take advantage of the numerous photo opportunities that have been reported in the last year. I know that there will be a lot more in the future, but since these have not been made into approved service plans I am not at liberty to disclose this information at this time. But have no fear: as soon as anything I believe would be of interest to you, the enthusiast, becomes official, it will be printed. With that said, a brief synopsis of October (and it is brief): with the major work in the IRT at Clark Street and Park Place, the Wilson Avenue chip-out in the BMT, and 63rd Street Connector construction in the IND, there is not much more major work that can fit in the system. That is not to say that there is no other work being done in the system. On the contrary: there are a lot of bits and pieces all around the system. You will notice the last service plan listed, on the West End Line, is unusual in its operation. This plan is an experiment that is supposed to give a contractor extended hours on a track in the off-peak direction. This plan is working from 10 AM to 6 PM, which are not the normal hours of a daily General Order. The southbound parts of this contract, on D-1 track, will work from 8:30 AM to 3:30 PM.

Enjoy, and until next month, "happy trails".

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT (S)	DESCRIPTION OF WORK
9/25 to 11/26	Nights	#4 Local/#6	Track MM-1 N/O 14th Street to N/O Brooklyn Bridge	S/B trains operate express via Track #2 From N/O 14 St to N/O Brooklyn Bridge	Chip-out
9/24 to 10/20	Nights 7 days/wk	#4 Local/#6	Tracks L-3A & L-4 S/O 125th Street to N/O 125th Street	N/B via track #4B – Track #3 S/O 125th Street (via switch #421A) to N/O 125th Street	Switch #441 straight-railed from 9/24 to 10/23
10/9 to 10/13	Nights	#1/#2	Track V-4 N/E Canal Street to S/O 23rd Street	N/B via Track #3 N/O Chambers Street to S/O Times Square	Install conduits, cable housing connector boxes, etc.
10/9 to 10/13	Daily	#3/#3 Shuttle	Track E-4 S/O New Lots Avenue to S/O Junius Street	#3 – 148th Street to Utica Avenue #3 Shuttle – New Lots Avenue to Utica Avenue	Steel rehabilitation
10/13 to 10/16	Wkend	#4	Tracks E-2/E-3 N/O Atlantic Avenue to S/O Atlantic Avenue	N/B via Track #4 Utica Avenue to Atlantic Avenue S/B via Track #1 Utica Avenue to Atlantic Avenue	Rail renewal, relocate utilities, concrete and steel repair
10/14 to 10/16	Wkend Nights	#4	Track M-2 N/O Borough Hall to S/O Borough Hall	S/B single track via Track #3 N/O Bowling Green to N/O Borough Hall	Install conduit, wire, and third rail connectors for DC lighting
10/10 to 10/14	Daily	#7	Track C-1 S/O Main Street to N/O 111th Street	S/B via Track M S/O Main Street to S/O 69th Street. #7 Express operates local 69th Street to Main Street	Install rails and insulated joints for signal contract
9/18 to 10/28	Nights	G	Track E-2 N/O Bedford-Nostrand to N/E Nassau Avenue	Single track via E-1 N/O Nassau Avenue to N/O Bedford-Nostrand	Replace rotted ties and corroded plates
9/26 to 11/4	Nights	A/D	Track A-2 N/O 59th Street to N/E 125th Street	A – N/B express 59th Street to 125th Street D – S/B local 125th Street to 59th Street	Tie and plate renewal
10/2 to 10/13	Daily	A/A Shuttle/H	Tracks F-2/F-4 S/O Howard Beach to N/O Broad Channel	A – 207th Street to Lefferts Boulevard A Shuttle – Far Rockaway to Rockaway Boulevard H – Rockaway Park to B. 67th Street	Production tamp
10/2 to 12/29	Daily	F	Track B-3/4 N/O Kings Highway to S/O Ditmas Avenue	No effect on service	Brake stopping distance for work and revenue trains
10/9 to 12/8	Nights	D/D Shuttle	Track C-2 S/E Bedford Park Boulevard to N/O 205th Street	D – Stillwell Avenue to Bedford Park Boulevard D Shuttle – Exclusive use on Track C-1 205th Street-Bedford Park Boulevard	Plate renewal

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Track Construction Forecast for October, 2000

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DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
10/13 to 1016	Wkends	D	Track C-2 S/O 161st Street to N/E 167th Street	N/B via Track C-3/4 from N/O 135th Street to N/O Tremont Avenue	Station rehabilitation
10/10 to 10/13	Nights	F/B Shuttle	Track B-2 S/O York Street to N/O East Broadway	F – N/B via Eighth Avenue Line Jay Street to W. 4th Street B Shuttle – To Track B-5 pocket only at Second Avenue	Clean and wash Rutgers Tubes
10/13 to 10/16	Wkends	A/C	Track A-2 N/E Utica Avenue to S/O Hoyt-Schermerhorn	N/B express via Track A-4 N/O Utica Avenue to S/O Hoyt-Schermerhorn	Install ADA ramp and platform rubbing board at Franklin Avenue
10/15 to 10/16	Wkend	E/E Shuttle	Track D-2A S/E Jamaica-Van Wyck to N/O Sutphin-Archer	E – World Trade Center to 179th Street or Jamaica Center E Shuttle – Union Turnpike to Jamaica Center	Deliver new blade to fan plant #8205
9/12 to 10/27	Nights	N	Track G-1 S/O Queensborough Plaza to S/E Lexington Avenue	S/B single track via Track G-2 from S/O Queensborough Plaza to S/O Lexington Avenue	Install fire and discharge lines
10/13 to 10/30	Wkends	L/L Shuttle/ Bus	Tracks Q-1/Q-2 S/E Broadway Junction to N/E Wilson Avenue	L – Eighth Avenue to Myrtle Avenue L Shuttle – Rockaway Parkway to Track J-2 at Eastern Parkway; S/B from Track J2 at Eastern Parkway Bus – Eastern Parkway to Myrtle-Wyckoff	Demolition and reconstruction of platform at Broadway Junction
10/2 to 10/27	Daily	N	Track E-4 S/O 86th Street to N/O Eighth Avenue	No effect on service	Surface/Tamp
10/9 to 10/18	Nights	N/R Shuttle	Tracks E-2/F-4 N/O Eighth Avenue to S/O 59th Street	N – N/B via West End Line Stillwell Avenue to 36th Street R Shuttle – N/B Local via Track F-2 59th Street to 36th Street	Plate and rail renewal
10/2 to 10/9	24/7	L	N/B Broadway Junction Platform	Open first five cars of train only at Broadway Junction	Platform reconstruction
10/9 to 10/20	Nights	L/L Shuttle/ Bus	Tracks P-2/PK-4/Q-1/Q-2 N/O Livonia Avenue to S/O Myrtle Avenue	L – Eighth Avenue to Myrtle Avenue L Shuttle – Exclusive use Tracks P-1/Q-1 Rockaway Parkway To Broadway Junction Bus – Eastern Parkway to Myrtle-Wyckoff	Chip-out at Wilson Avenue and replace switch points and frogs on switches #535A/B and #533A/B
9/25 to 10/17	Daily	B/M	Track D-2 N/O 62nd Street to N/O Ninth Avenue	B – Phase 1:10 AM to 4 PM N/B via Track D-2 to 62nd Street, pull back to Track D-3/4 s/o 62nd Street, N/B via Track D-3/4 62nd Street to Ninth Avenue B - Phase 2: 4 PM to 6 PM express via Track D3/4 S/O Bay Parkway to N/O Ninth Avenue M – S/B terminate at Bay Parkway, long relay to Bay 50th Street. N/B via Track D-3/4 to Bay Parkway and in service via Track D-3/4 Bay Parkway to Ninth Avenue. PM put-ins run light from Coney Island Yard to 36th Street via Sea Beach Line	Install electrical equipment

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

David Erlitz is an Associate Transit Management Analyst with MTA New York City Transit and has been interested in trains

NYC Transit's Rehabilitation Program

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way capacity.

STATION REHABILITATION: NYC Transit would like to rehabilitate the 77th Street, 86th Street, and 116th Street stations on the Lexington Avenue Line. Work includes incorporating progressive accessibility requirements as mandated by the ADA, upgrading communications and the lighting system, enhancing lighting and signage, and providing new fully-equipped agent's booths. At the 86th Street station, visual clutter will be eliminated, and art work will be installed.

REPLACE EIGHT ESCALATORS AT BOWLING GREEN: Eight escalators will be replaced at the Bowling Green station, Lexington Avenue Line. The new escalators will be equipped with safety switches and fault finders for maximum safety and timely shut-off, a smoke detection system, a sprinkler system, and programmable, illuminated LED signs at the top and bottom of each escalator. The machine rooms and pits will be rehabilitated.

Around New York's Transit System

Aqueduct Race Track Station Temporarily Open

From July 26 to September 4, 2000, the Aqueduct Race Track station was open from 11 AM to 5:30 PM for simulcasting of horse racing from Saratoga Race Track. The track was closed on Tuesdays. When the race track was open, A trains from Far Rockaway stopped there and the Far Rockaway Dispatcher reminded the crews to stop there. A flashing annunciator located on the canopy of the Aqueduct Race Track station also reminded the Train Operator to stop there. If the sign displayed incorrect information, the Train Operator told the Conductor not to open the doors until he or she checked with the Control Center.

Single-Unit R-33s Used as School Cars

Single-unit R-33s 9307-9345 (9306 is in the Transit Museum), the only non-air-conditioned subway cars in the transit system, are usually taken out of passenger service in the summer. Because of light summertime riding, #7 train lengths were reduced from 11 cars to 10 cars on July 8, 2000. An 8-car single-unit R-33 train, whose consist was 9338-9331-9344-9314-9315-9320-9317-9307, was transferred from Corona Yard to Track #7 at Pitkin Yard. This train was used as a school car to instruct Train Operators and Conductors. Because all single-unit R-33s have four trip valves, they can be operated anywhere in the transit system.

Light Redbirds Return to Lines #1/#9

In the August, 2000 issue, we reported that Redbirds were temporarily banned from this line, because they struck newly-installed electrical junction boxes. One of our members furnished a detailed account of this mishap.

On May 31, 2000, a four-car light northbound train scheduled to be transferred from E. 180th Street to 207th Street Yard hit a lighting junction box on the east tunnel wall near the 191st Street station. It hit another junction box between 191st Street and Dyckman Street. The operating car's bonnet above the Train Operator's cab was rippled and the small glass covering the express sign above the #1 cab at the #1 end was broken. There was similar damage to the second car's #2 cab at the #2 end. Until the junction boxes were relocated, Redbirds were not allowed to operate in this area. To correct this condition, there were three General Orders — two in June and one in July — where buses replaced trains between 168th Street and 215th Street. On August 5-7 and 12-14, train service was suspended between 137th Street and 168th Street.

Effective August 28, 2000, Redbirds were again allowed to operate on lines #1/#9 between 145th Street and Dyckman Street.

Construction Proceeds on *Airtrain* Link to JFK Airport

Construction started on the *Airtrain* link between JFK Airport and the Jamaica Long Island Rail Road station in the fall of 1999. Because construction is expected to last for three years, motorists using the Van Wyck Expressway have been complaining about perpetual gridlock. After listening to their complaints, Port Authority officials are trying to speed up the work.

During the summer, the contractor was erecting the concrete columns. Work on each column is completed in about 17 hours. A pile driver forces 8 to 10 steel girders into the ground pneumatically. Then the girders are covered with a concrete foundation and a rebar cage, a vertical steel framework is inserted into the foundation. The concrete columns are erected over the foundation, and the prefabricated pieces over which the train runs can be assembled and lifted into place. Because the columns are 150 feet apart, the pile driving disturbs the residents of each block for only one day.

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CAR ASSIGNMENTS AND DEVIATIONS THEREFROM
by Bill Zucker

DATE	LINE	TYPE OF CARS
August 29, 2000	F	Train (179th Street to Kings Highway) composed of R-32 cars S-3578-9, 3472-3, 3745-4, 3482-3, 3900-1
August 30, 2000	R	R-46 train composed of one 4-car unit and two 2-car married pairs
September 2, 2000	F	R-46 train composed of one 4-car unit and two 2-car married pairs
September 5-6, 2000	D	R-68s assigned to Coney Island Shop

In the September issue, we reported that most cars assigned to the Franklin Avenue Shuttle (R-68s) have had their route/destination side sign boxes removed and replaced with prefabricated metal plate route/destination signs. Member Ben Schaeffer adds that the only Franklin Avenue Shuttle car not so modified is 2923.