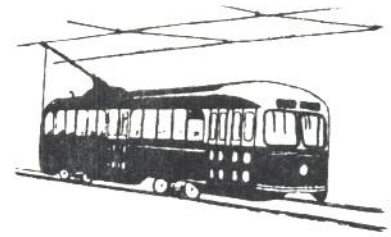


# NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

P.O. BOX 3001 NEW YORK, N.Y. 10008

Vol. 35, N° 10

OCTOBER, 1992

**IN THIS ISSUE:** SECOND AVENUE "L" - HISTORY, SCHEDULE  
CHANGES, AND TRACK PLANS

## INCREASED #6 LEXINGTON AVENUE LOCAL SERVICE

When the new schedules went into effect on September 6, 1992, weekend #6 service was increased. On Saturday afternoon, seven-car trains, which formerly ran on a 6 and a 6½-minute headway, now run on a 5-minute headway. Sunday afternoon service was increased from a 7 to a 6 and 6½-minute headway. Train lengths are the same as previously, seven cars. Pelham Bay expresses continue running an hour later than previously after the evening rush because the Pelham line middle is no longer used for staging several work trains which were assigned to the Lexington Avenue subway rehabilitation project. This work is nearly complete and only a few work trains are scheduled.

Running time on the #2, #3, #4, and #5 lines has been speeded up to 4 minutes. Short trains operate about the same times as previously (see November, 1991 and May, 1992 *Bulletins*).

## PROPOSED NEW JERSEY WATERFRONT LIGHT RAIL LINE

As soon as the Waterfront Corridor Alternatives Analysis and Draft Environmental Impact Statement are approved, NJ Transit will hold public hearings for the light rail line described in the March, 1992 *Bulletin*.

The mayor of Union City is anxious to have the light rail line serve the North Hudson area, and he suggested building a station in the Weehawken tunnel at 48<sup>th</sup> Street, and constructing a branch via Pershing Road, 48<sup>th</sup> Street, and Bergenline Avenue to the Bergen County line. Bayonne civic organizations suggested extending the light rail line through this city. NJ Transit is evaluating the three alignments selected by Bayonne residents.

Because the light rail line will operate on Conrail's River Line, freight operations will be relocated to the Northern Branch. Conrail recently awarded an \$11.8 million contract, a price considerably below the engineer's estimate, for relocating its freight operations. The contract covers all construction and environmental cleanup for the rail bridges over Newark Avenue and truck route 1-9, including the embankment that connects the bridge to the Northern Branch. Construction began in mid-July; the new Marion Junction alignment is expected to be open and operational by June, 1994.

## SECOND AVENUE "L" by Bernard Linder

### OWNERS

February 24, 1879	Metropolitan Elevated Railway Company
September 1, 1879	Manhattan Railway Company
April 1, 1903	Interborough Rapid Transit Company
June 12, 1940	Board of Transportation of the City of New York

### OPENING DATES

March 1, 1880	Chatham Square to 65 <sup>th</sup> Street
August 16, 1880	Extended from 65 <sup>th</sup> Street to 127 <sup>th</sup> Street
July 23, 1917	Extended from 57 <sup>th</sup> Street to Queensboro Plaza via Queensboro Bridge

### CLOSING DATES

June 11, 1940	60 <sup>th</sup> Street to 129 <sup>th</sup> Street
June 13, 1942	Chatham Square to Queensboro Plaza via Second Avenue "L" and Queensboro Bridge

### CONSTRUCTION HISTORY

The Metropolitan Elevated Railway Company started building the Second Avenue "L" under the contract of March 13, 1876 between its predecessor, the Gilbert Elevated Railway Company, and the New York Loan and Improvement Company, the same contract under which most of the Sixth Avenue "L" was built. New York Loan and Improvement then made a new contract with the Metropolitan Elevated Railway Company, the iron manufacturers, and the foundation contractors.

The foundation contractors started work at Allen and Division Streets on February 24, 1879. Columns were erected on Division Street and on Allen Street in March, 1879, and the work was finished as far as Houston Street in April, 1879. All iron work was erected as far north as 65<sup>th</sup> Street on October 1, 1879. All foundations were finished and base castings set nearly to the Harlem River on March 9, 1880, and all iron work was erected to 129<sup>th</sup> Street on June 15, 1880.

### SCHEDULE CHANGES

On March 1, 1880, trains started running from South Ferry to 65<sup>th</sup> Street on the new line north of Chatham Square and the existing Third Avenue "L" south of Chatham Square. During midnights, Second Avenue trains did not run, City Hall station was closed, and Third Avenue trains were routed to South Ferry. At other times, Second Avenue trains operated to South Ferry and Third Avenue trains were routed to City Hall. At Chatham Square, Second and Third Avenue trains stopped at different platforms which were connected by a bridge. Unfortunately, Second Avenue passengers had to cross the bridge to reach the street, resulting in rush hour congestion which was relieved by widening the bridge two feet. On the first day, 29,000 passengers rode the Second Avenue "L", and Third Avenue ridership declined from 91,000 to 82,000 passengers.

Because most of the traffic from South Ferry was via Third Avenue, Second Avenue trains terminated at Chatham Square, Third Avenue trains were

(Continued on Page 3)

**Second Avenue "L"** (Continued from Page 2)

routed to South Ferry, and shuttles operated between City Hall and Chatham Square, effective February 9, 1881.

The Second Avenue "L" was extended to 127<sup>th</sup> Street on August 16, 1880. Southbound trains departed from 127<sup>th</sup> Street between 4:49 AM and 7:05 PM with the last northbound train arriving at 127<sup>th</sup> Street at 8:14 PM. The 33-minute running time between 127<sup>th</sup> Street and South Ferry was 13 minutes faster than the Third Avenue "L". Sunday service from 5 AM to 8 PM began on October 12, 1884.

Effective June 19, 1882, Second Avenue trains terminated at Chatham Square while rush hour Third Avenue trains ran alternating to City Hall and South Ferry with an occasional train being turned at Chatham Square. An interlocking machine was installed at Chatham Square. Second Avenue trains terminated at a platform south of the junction while Third Avenue trains stopped at the platform north of the junction. During non-rush hours, shuttles operated between City Hall and the Chatham Square (Third Avenue) platform. On September 25, an overhead bridge connecting the two platforms was opened. Congestion became so acute that the City Hall shuttles were extended to Canal Street (Third Avenue) on January 11, 1885. The track layout was rearranged and trains of both lines operated to South Ferry on April 12, 1885.

Several stations were relocated and others were added between 1890 and 1892. A detailed account can be found in the article, "Stations on the Upper Second Avenue El", by Joseph Brennan, which was published in the November, 1988 *Bulletin*.

**CONVERSION TO ELECTRIC TRACTION**

After Frank J. Sprague demonstrated his new inventions, the trolley car and the multiple-unit electric train, most transit officials converted to electric traction. Manhattan Railway officials were more conservative. Their steam locomotives furnished reliable service and they weren't sure of that new invention, electricity. After observing that the newly electrified Brooklyn, Chicago, and London transit systems furnished faster, cleaner, and more reliable service, Manhattan Railway officials decided to electrify the system.

On November 21, 1900, the first official trial of electric traction took place on the Second Avenue "L" between 65<sup>th</sup> Street and 92<sup>nd</sup> Street. This train, equipped with the Sprague system of MU operation, was composed of one motor car at each end with four trailers between. The train left 65<sup>th</sup> Street Yard at 10 AM and made five trips, reaching a maximum speed of 35 miles per hour. Power was supplied from Metropolitan Street Railway's power house at 65<sup>th</sup> Street and Second Avenue.

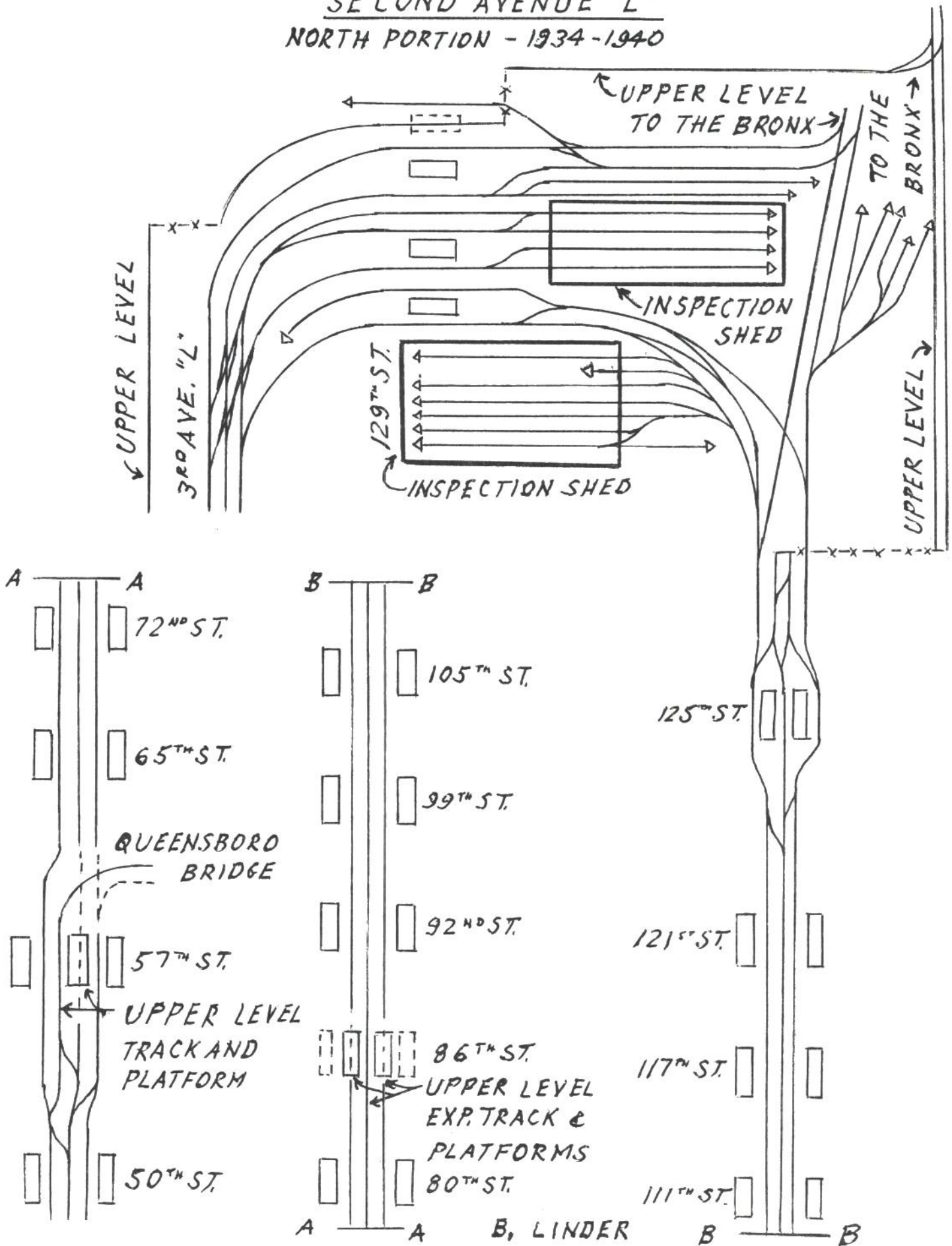
The results of this test convinced management to spend \$5 million to electrify the entire system. On May 2, 1901, contracts were let to General Electric to electrify the cars and structures, while Westinghouse built the power house at 74<sup>th</sup> Street and the East River. Costing \$18 million, it was the largest electrification project of its time. Of course, it marked the end of the steam era.

The first regularly scheduled electric train started running on December 30, 1901 between South Ferry and 129<sup>th</sup> Street. It operated between 10 AM and 4 PM. A six-car electric train with 200 guests ran from South Ferry to 129<sup>th</sup> Street on January 9, 1902. The test was satisfactory, with the train reaching full speed of 15 miles per hour in half the time required by a five-car locomotive-hauled train. Full service was inaugurated on March 11, 1902 with 16 electric trains running on a 4-minute headway. A few steam trains continued in rush hour service until September 2, 1902.

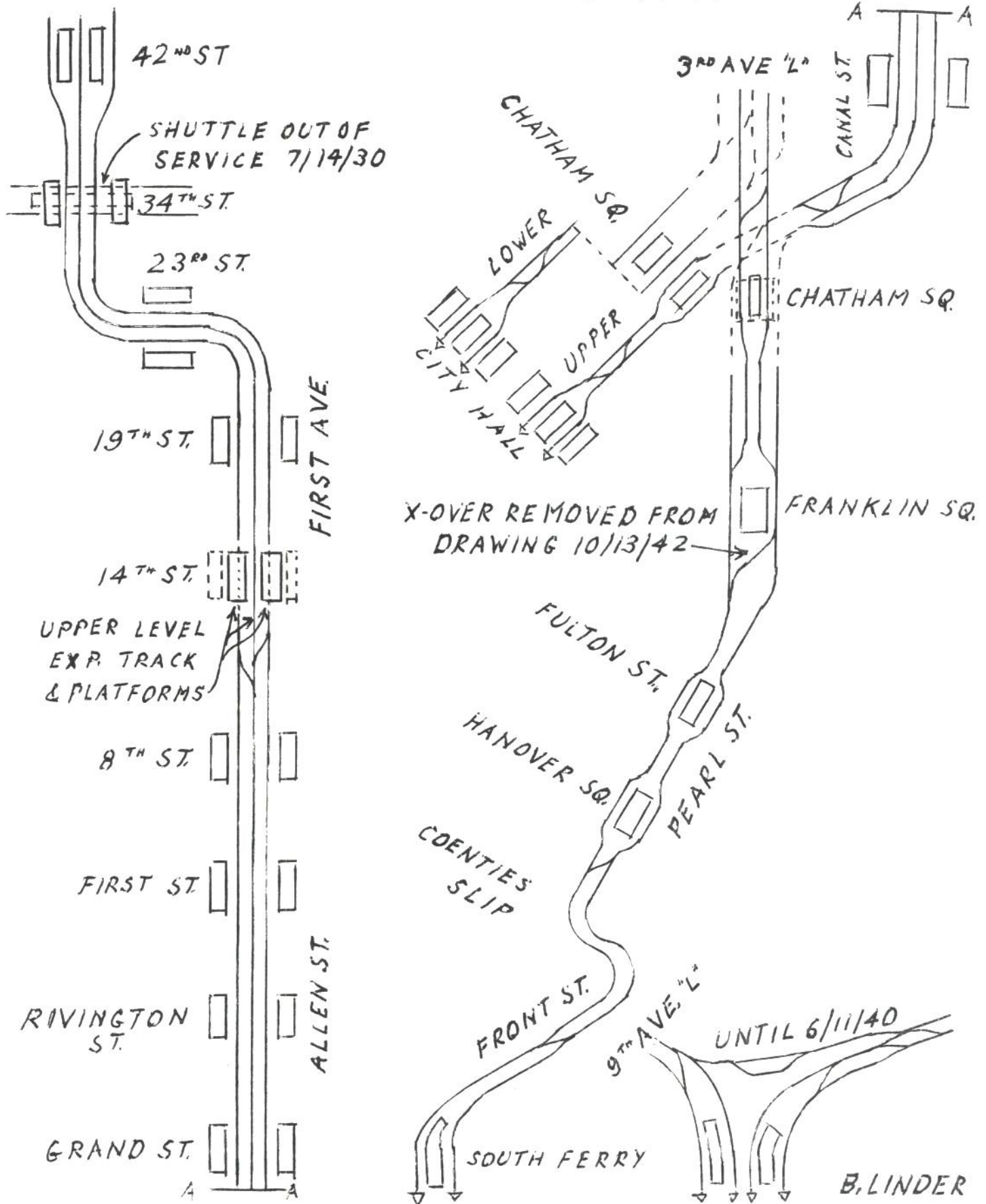
Because the Second Avenue structure was the strongest, heavy cars which would operate on other lines were tested there. IRT composite cars, which were delivered long before the subway was opened, provided full Second Avenue service during the

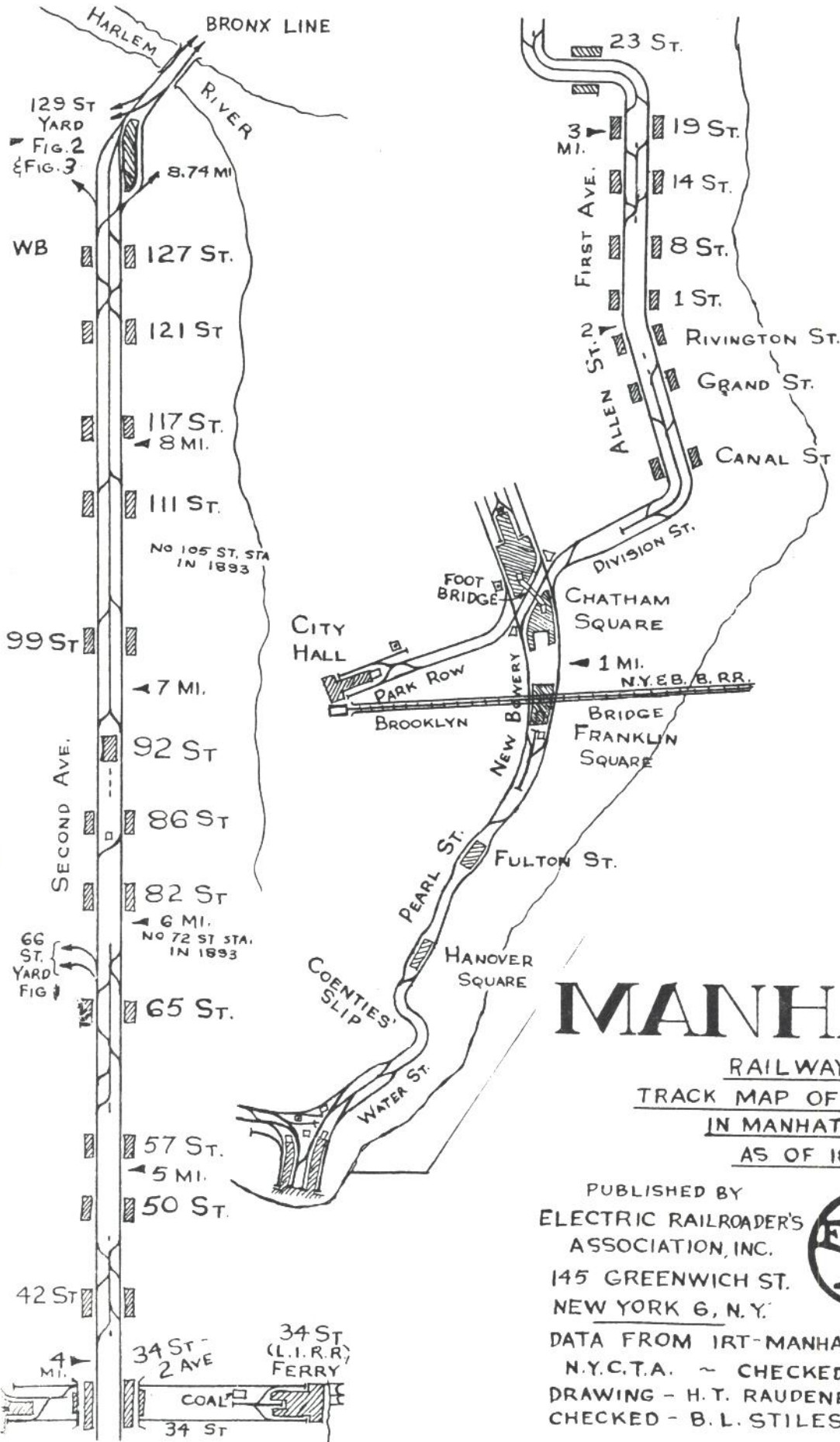
(Continued on Page 8)

### SECOND AVENUE "L" NORTH PORTION - 1934-1940



# SECOND AVENUE "L" SOUTH PORTION - 1934-1942





# MANHATTAN

RAILWAY COMPANY  
TRACK MAP OF ELEVATED LINES  
IN MANHATTAN & THE BRONX  
AS OF 1893 - 1903

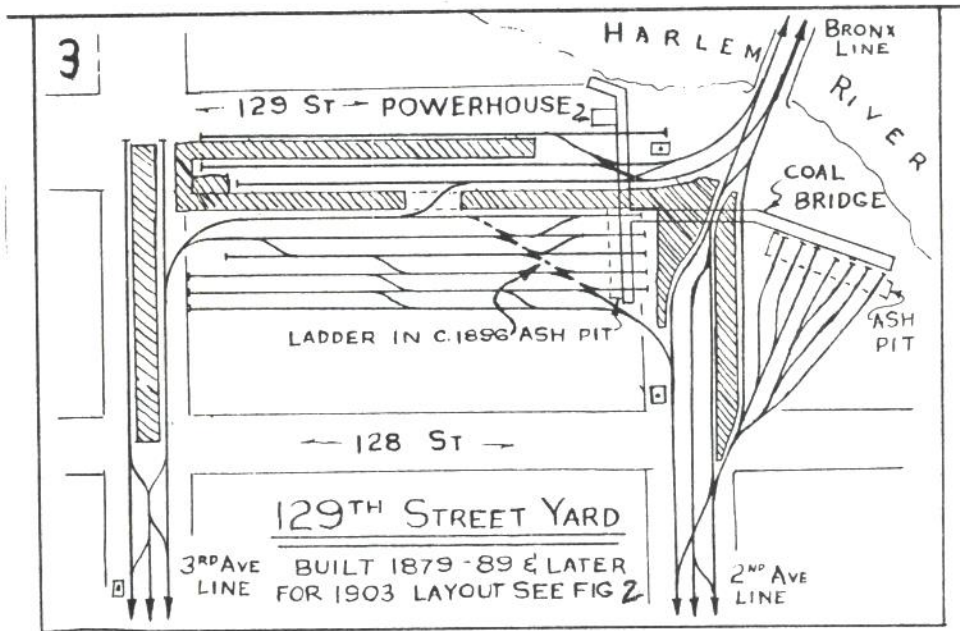
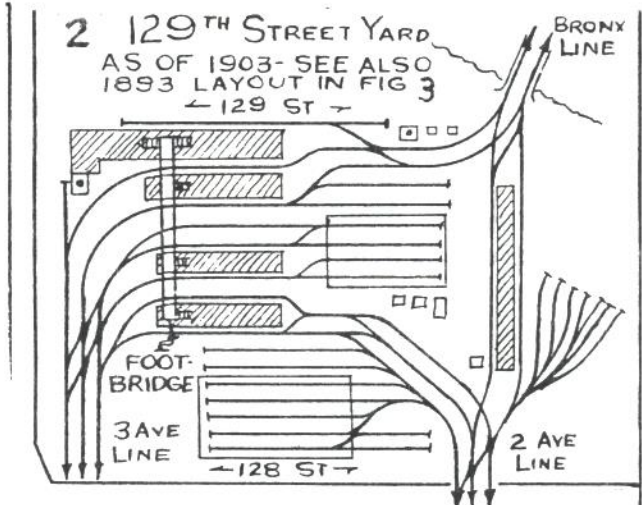
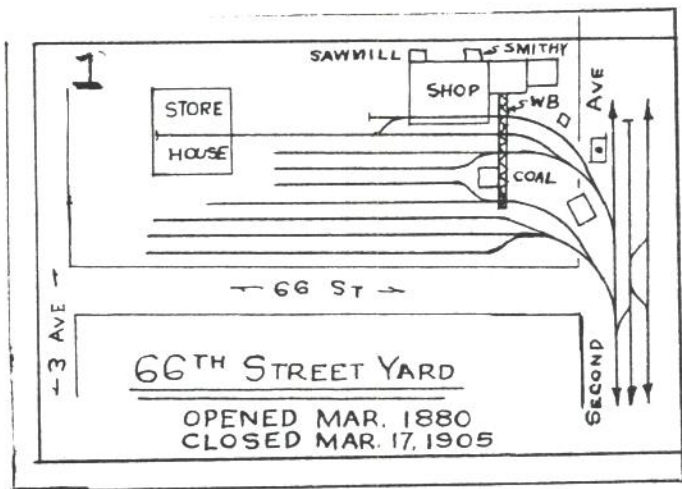
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 GEORGE E. HORN,  
 EDITOR

DATA FROM IRT-MANHATTAN RY RECORDS, COURTESY  
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 CHECKED - B.L. STILES

ORDER  
 ITEM NO. M-108



**Second Avenue "L"** (Continued from Page 3)

1903-4 autumn and winter.

When the first Hudson & Manhattan Railroad cars were ordered, the company had no facilities for installation of electrical equipment. The IRT agreed to install the electrical equipment in the 129<sup>th</sup> Street Shops. After the work was completed, the cars were tested on the Second Avenue "L" during the first two months of 1908, and were returned to the H&M via a circuitous route. The cars operated under their own power to the 99<sup>th</sup> Street Shops of the Third Avenue "L", after which they were switched to the Lexington Avenue trolley tracks. Then they were towed via Lexington Avenue and 34<sup>th</sup> Street to the East River where a car float returned them to New Jersey.

**SCHEDULE CHANGES**

The new middle track was placed in service on January 17, 1916, and rush hour expresses started operating from City Hall to Freeman Street and to Bronx Park (Third Avenue).

On July 23, 1917, trains started operating from South Ferry in rush hours, City Hall during midday, and 57<sup>th</sup> Street in the evening via the Queensboro Bridge to Astoria. On January 17, 1918, trains started operating to Astoria and to Alburis Avenue (104<sup>th</sup> Street) on the Corona line.

We do not have a complete record of the schedule changes. However, we published details of the service operated at different times in the following issues of the *Bulletin*: October, 1963; October, 1964; October, 1973; December, 1973; November, 1981; December, 1981; August, 1982; January, 1983; and March, 1983.

On June 11, 1940, service was discontinued north of 60<sup>th</sup> Street while Queens trains furnished service south of 60<sup>th</sup> Street. Riding was so light that the entire line was closed from 9 PM to 5 AM weekdays and Saturdays and all day Sunday starting May 19, 1941. Service was discontinued on the portion between Chatham Square and Queensboro Plaza on June 13, 1942. Karl Groh rode the last train and furnished the details in the July, 1990 *Bulletin*.

**COMMUTER NOTES**  
by Randy Glucksman**Metro-North (East)**

Effective August 17, **Metro-North** issued new timetables for all three lines. However, the New Haven Line was unchanged. Changes which were made to the other lines appear below:

Hudson: Several off-peak inbound weekday trains from Poughkeepsie had their schedules adjusted between 2 and 15 minutes, while some weekend trains were adjusted between 2 and 20 minutes. Outbound, there were also many departure time changes. This is all due to continuing work on the replacement of a bridge north of New Hamburg. **Amtrak** issued a folder to indicate the changes which were made to their trains.

Harlem: The crossover north of Hartsdale is being replaced, and, as a result, several midday North White Plains trains which left at 28 minutes past the hour are now leaving 3 minutes later, at 31 minutes past the hour. On Saturday, Train #9004 now leaves Brewster North 3 minutes earlier, at 5:42 AM.

The inspection fleet of **Metro-North** was recently increased with the addition of car MN-3. This car (which was recently 2106, was constructed in 1941 as New York Central 2569, renumbered to 1706, and later operated for Penn Central and Conrail) has joined MN-1 and MN-2. The latter were acquired several years ago from the Long Island Rail Road,

(Continued on Page 9)



**Commuter Notes** (Continued from Page 8)

which operated them as 2081 (*Aquebogue*) and 2082 (*Asharoken*). Built in 1949 as Tavern-Lounge-Observation cars 789-790 for the **Delaware, Lackawanna & Western**, they saw service on the *Phoebe Snow*, which continued to operate after the **Erie-Lackawanna** merger. All three cars were built by *Budd*.

The ex-Massachusetts Bay Transportation Authority FP-10s (1109, 1113, 1151, and 1152) are being repainted and renumbered 410-413, in order. 413 was placed into shuttle service on the Danbury Branch during the afternoon of Wednesday, August 26. This action ends official operation of the trouble-plagued SPVs, although they may be called upon to "pinch hit" if required.

At 9 PM on Monday, September 14, Train #1974 (8:05 PM Bridgeport/Waterbury) was involved in a derailment, ¼ mile south of the Waterbury station. Only the locomotive, FL-9 2002 (in McGinnis **New Haven Rail Road** colors) and *Bombardier* coach 6272 were derailed. The only reported injuries were to the crew, and bus service was provided to Bridgeport through the next day.

**Metro-North (West)**

The RDCs (see September *Bulletin*) finally left Port Jervis Saturday evening, August 29. The **New York, Susquehanna & Western** handled the move.

The annual work on the Moodna Viaduct began on August 31 and is expected to continue Monday through Thursday for between 6 and 8 weeks. While this is going on, two trains, #51 (9:35 AM Hoboken) and #58 (1:35 PM Port Jervis) are cancelled west of Harriman. Because of the layout of the roads, three bus routes are required to carry passengers to and from the stations which cannot be served by rail, as follows:

1. Salisbury Mills/Cornwall
2. Campbell Hall
3. Middletown, Otisville, and Port Jervis

**Southern Tier**

**Conrail** has started operating a tri-level auto rack train over the Southern Tier Line via Port Jervis, six days per week. Designated as TV-26, this train runs between Buffalo and Doremus Avenue (Newark). It returns empty as train DABU.

**Northeastern United States**

Steam train operation over the **New York, Susquehanna & Western** returned for the second time this year. Thursday through Sunday, August 8 to September 7, three trips per day were operated between Hawthorne and Butler, using 142 and a train composed of ex-**Long Island Rail Road** MU cars. Fares were \$10 for adults and \$6 for children under 12 years of age.

**Long Island Rail Road**

A new timetable dated June 13 was issued for the City Terminal Zone.

A special timetable was issued for the Elton John/Eric Clapton concert which was held at Shea Stadium on Friday and Saturday, August 21-22. On Friday, all Port Washington local trains operating between 2:19 PM and 12:39 AM (Saturday morning) made a stop at Shea. The Saturday trains which were affected ran between 11:39 AM and 12:39 AM (Sunday morning). In addition, a few trains which normally do not stop at Woodside, did.

Direct train service to Brooklyn was suspended over the weekend of August 28 to 31 to enable structural repair work to be performed on the Atlantic Avenue viaduct. Over the weekend of July 17 to 20, similar work was done (see August, 1992 *Bulletin*). (Continued on Page 10)

**Commuter Notes** (Continued from Page 9)

A temporary schedule was distributed for the Port Jefferson Branch for weekdays, August 18 to 21 and August 24-25, to enable work to be done at Northport. Buses replaced trains during the midday hours on those days.

For the U.S. Open Tennis Tournament (August 31 to September 13), which was played at the National Tennis Center near Shea Stadium, special timetables were issued in the same format as last year.

The Reynolds Channel Bridge, which connects Island Park and Long Beach, jammed, causing bus service to be substituted for train service over part of the Labor Day weekend.

At Penn Station, where renovations are underway, the LIRR has announced that eleven cooling units have been installed in the Main Gate area, and 26 ventilators have been installed throughout the Concourse level. At Jamaica, as well as at Penn Station, a series of television monitors are being installed throughout the terminals which will convey news of interest to commuters interspersed with advertising. PATH placed a similar system into service several years ago.

New timetables were issued for all lines, effective September 14. Details will appear in the next *Bulletin*.

Some LIRR M-1/M-3 cars have numbers on the front storm door. Cars 9897-9898 were observed at Atlantic Avenue during September. The style of the numbers is identical to the type used on the sides.

**NJ Transit**

NJ Transit has instituted a pilot program to permit bicycles to be carried on certain North Jersey Coast Line trains. Daily from 9:30 AM to 4 PM and from 7 PM to 5 AM, and all day on weekends, passengers who have special permits will be allowed to carry their bikes on designated trains. Those trains are only those which contain locomotive-hauled, accessible Comet cars. The area to be used is where a wheelchair would be placed. There are some restrictions: only two bikes per train; and if substitute equipment that is not accessible is used, bicycle riders must wait for the next train.

Heavy rains associated with a storm that moved through the metropolitan area during the evening of Thursday, September 3, caused a 30-inch water main located adjacent to the right-of-way to break. This, in turn, caused a section of track to wash out east of River Edge on the Pascack Valley Line, derailing Train #1617 (10:40 PM Hoboken/Spring Valley). There were no reported injuries; however, service did not operate on Friday while repairs were made. Since the train was heading westbound, the locomotive was leading, but only the trailing car (the cab car, 5129) derailed. The passengers were in the two eastern cars, and they all walked a short distance to the River Edge station. Bus service was provided for those passengers to Spring Valley.

For commuters, since the incident occurred at a time (11:18 PM) when all seven train sets were laid up in Woodbine Yard, service was normal as far as Westwood. There, passengers were discharged and directed to use shuttle buses which connected with the Bergen/Main line trains at Ridgewood for the rest of the ride to Hoboken. In the evening commuters made the same trip in reverse. After Labor Day weekend, service was normal.

**Amtrak**

During the summer, **ABB**, builder of the X2000 train was reported to be testing the locomotive while the coaches were being modified. The entire train is scheduled to be delivered later this year, with testing on the Northeast Corridor planned for early 1993. (Continued on Page 11)

**Commuter Notes (Continued from Page 10)**

**PATH**

At Hoboken, new signs have been installed at the east end, near the dispatcher's office. When they are placed into service, illuminated arrows will inform the conductor which side of the train to open first. An illuminated arrow which points straight up will signify that those doors are to be opened first, while an arrow which points toward the car means the conductor should open the doors on the other platform first. This system will be in effect during weekday morning rush hours for trains which depart from Track 1 (for 33<sup>rd</sup> Street) and Track 2 (for World Trade Center). The reason for doing this is so that passengers have an equal opportunity to board a train first, and get a seat. This same system has been installed at Newark.

Finally, several years after being rebuilt, the PA-1 through PA-3 cars are having the suffix "R" removed from their numbers.

The derailment of a work train at 5 AM Friday, September 4 caused service to be suspended on the 33<sup>rd</sup> Street line from Hoboken and Journal Square. Normal service was resumed at 12:57 PM. From 4:15 AM to 6:15 AM on the same date, the Hackensack River Lift Bridge failed to lock, and service did not operate between Journal Square and Newark.

**AROUND THE TRANSIT SYSTEM**

**Assignment of Revenue Collectors**

Revenue collectors consist of two-car units which are permanently coupled together. IR designates a revenue car and OR designates a locker car. Because threshold plates have been extended on revenue collectors assigned to Subdivision "B", these cars must not be assigned to Subdivision "A".

The assignments are as follows:

SUBDIVISION "A"			SUBDIVISION "B"		
NUM- BER	LOCATION	CARS ASSIGNED	NUM- BER	LOCATION	CARS ASSIGNED
1	148 <sup>th</sup> Street Yard	IR717-OR717	5	38 <sup>th</sup> Street Yard	IR721-OR721
2	East 180 <sup>th</sup> Street Yard	IR714-OR714	6	38 <sup>th</sup> Street Yard	IR722-OR722
3	Corona Yard	IR715-OR715	7	Jamaica Yard	IR719-OR719
3A	148 <sup>th</sup> Street Yard	IR716-OR716	8	Concourse Yard	IR720-OR720
Spares		IR718-OR718	Spares		IR723-OR723

**CAR ASSIGNMENTS AND DEVIATIONS THEREFROM**  
by Bill Zucker

DATE	LINE	TYPE OF CARS
8/28/92 and 9/14/92	#6	Mixed train of R-33s assigned to #4 and #5
9/14/92	Q	R-68 cars assigned to N
9/14-9/18/92	M	Slant R-40
9/17/92	B	R-32

R-33s assigned to lines #2, #4, and #5 are frequently seen on each other's lines either as solid trains or as mixed consists.

During the week of September 14, we observed cars 1800-1809 which have been running on the 42<sup>nd</sup> Street Shuttle since the beginning of September.

### SIRTOA NEWS

About four years ago, contractors started lengthening platforms and installing new lighting, glass block windows, railings, benches, and canopies at 16 of the 22 SIRTOA stations, which were also painted. This work was scheduled to be completed by September, 1992. Because vandalism has always been a problem, SIRTOA officials are determined to keep the stations graffiti-free.

SIRTOA's 1992 capital budget allocates \$1.8 million for a car wash in St. George, \$3.9 million for rail replacement, and \$3.4 million for switch replacement. Postponed until next year are a \$2.6 million public address system and a \$66.8 million state-of-the-art moving block signal system which is used in Europe.

### LOWER FARES ON SELECTED FEEDER BUSES

In the September, 1992 *Bulletin*, we reported that 25-cent bus-to-subway transfers would be issued at Jamaica Center and at Stillwell Avenue, and we wondered how they would be issued and collected. The Transit Authority has revealed another simpler, more expensive plan. Riders on five southeast Queens bus routes terminating at Jamaica Center will pay \$1.50 fare for a round trip and will receive a return-trip ticket. Of course, they will pay the regular subway fare. B-74 Mermaid Avenue bus riders will pay 75 cents a ride. The TA is contemplating reducing fares to meet competition from illegal vans and gypsy cabs which charge only \$1 fare. If the MTA approves, a one-year experiment will start soon.