

# The Bulletin



**New York Division, Electric Railroaders' Association**

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## The Bulletin

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## NYC TRANSIT'S 1999 DEPARTMENTAL GOALS

In 1998 and 1999, NYC Transit listed goals for various projects in each department. Following is a list of goals that are of interest to our readers:

**STATION REHABILITATION**  
NYC Transit expects to rehabilitate the following stations with in-house forces:

STATION	LINE	SCHEDULED COMPLETION
33 <sup>rd</sup> Street-Rawson	Flushing	July, 1999
40 <sup>th</sup> Street-Lowery	Flushing	July, 1999
46 <sup>th</sup> Street-Bliss	Flushing	July, 1999
81 <sup>st</sup> Street	Eighth Avenue	December, 1999
Metropolitan Avenue	Crosstown	April, 2000
Lorimer Street	Canarsie	April, 2000
Broadway-Nassau	Eighth Avenue	September, 2000
Queensboro Plaza	Astoria/Flushing	June, 2001
Tremont Avenue	Concourse	November, 2001
42 <sup>nd</sup> Street	Sixth Avenue	July, 2002

Three station rehabilitation projects were completed: Cortlandt Street on April 30, 1998, Sheepshead Bay on October 2, 1998, and 34<sup>th</sup> Street-Seventh Avenue on December 31, 1998. The 1999 goal is to commence rehabilitation of 181<sup>st</sup> Street-Broadway and substantially complete 21 projects. The Times Square station complex contract was awarded on December 31, 1998. NYC Transit expects to award station reconstruction projects for 125<sup>th</sup> Street-Lexington Avenue, Atlantic Avenue complex (three stations), 72<sup>nd</sup> Street-Broadway, and Utica Avenue-Eastern Parkway in 1999.

Lighting was upgraded at 20 stations in 1998 and it is anticipated that lighting at 31 additional stations will be upgraded in 1999.

On May 6, 1998, a contract for installation of eight escalators at Grand Central was awarded. On December 31, 1998, a contract to install nine escalators at five locations was awarded. In 1999, NYC Transit will start designing the replacement of eight escalators at Bowling Green and installation of four passenger elevators and one freight elevator, and award the replacement of four escalators at three stations.

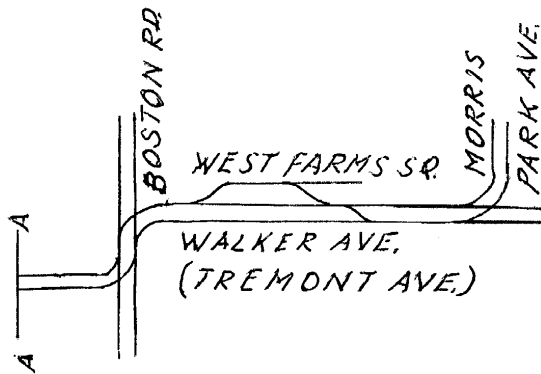
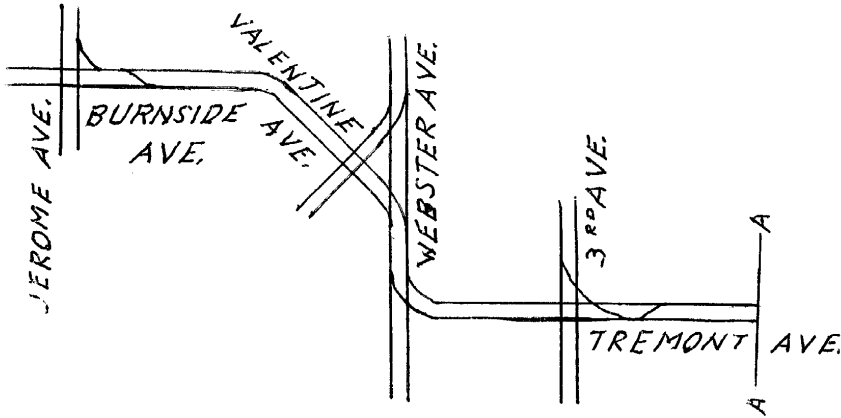
Complete rehabilitation of six Staten Island Railway stations — St. George, Tompkinsville, Stapleton, New Dorp, Richmond Valley, and Tottenville — is scheduled for completion by November, 1999.

*(Continued on page 7)*

# TREMONT AVENUE LINE TRACK PLANS by Bernard Linder

## TREMONT AVENUE

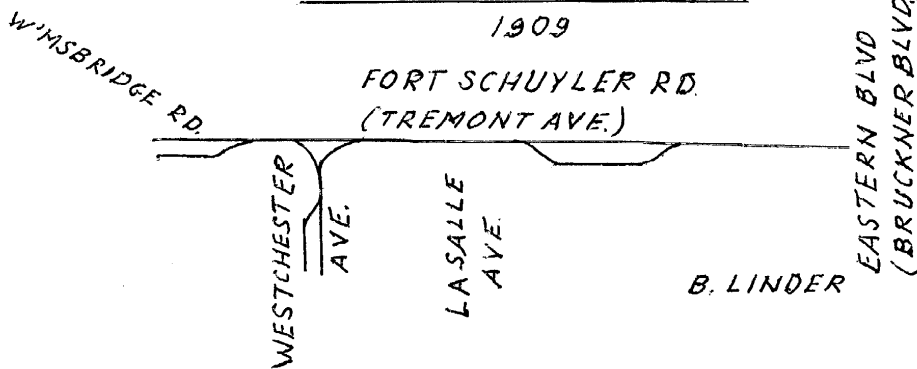
1909



WE HAVE NO RECORD  
OF THE TRACK  
LAYOUT IN THIS  
AREA.

## FORT SCHUYLER LINE

1909



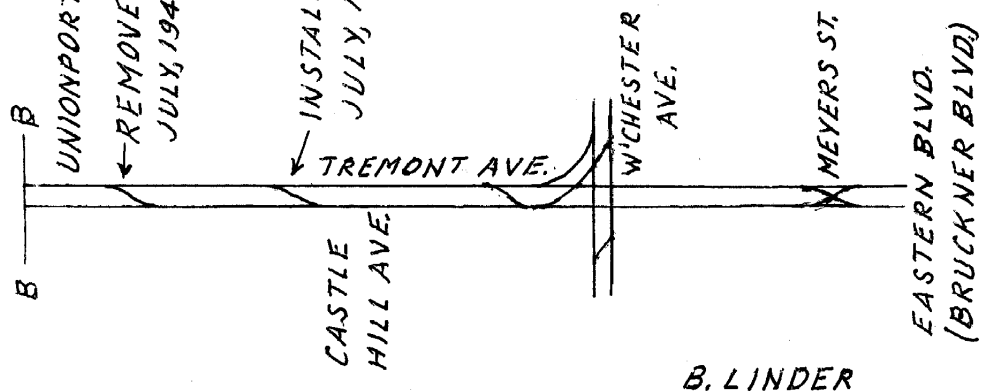
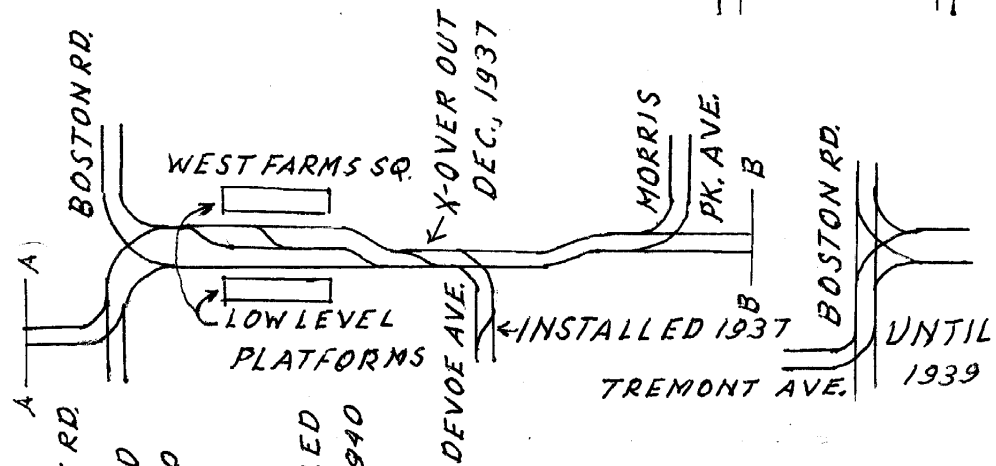
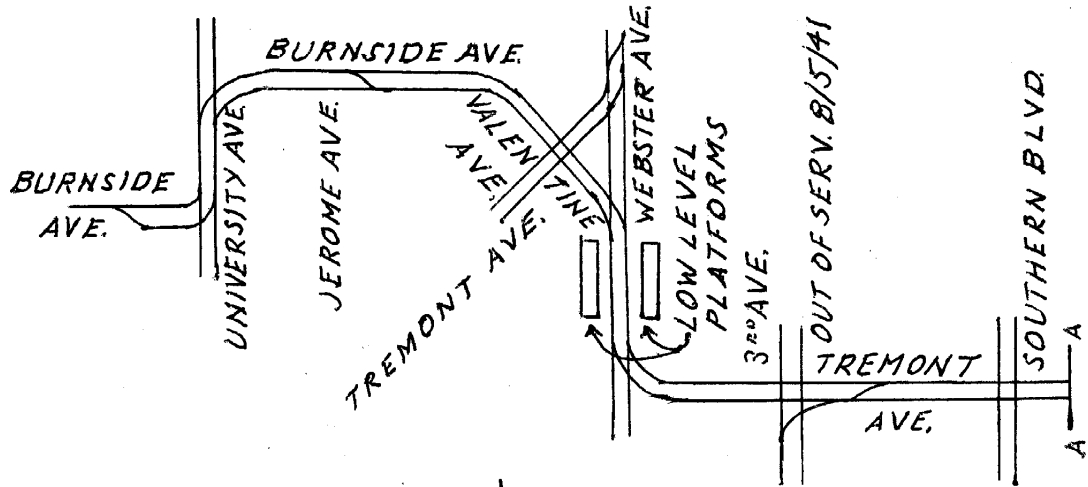
(Continued on page 3)

**Tremont Avenue Line**

(Continued from page 2)

TREMONT AVENUE

1934-1948



B. LINDER

## CON EDISON POWER FAILURE DISRUPTS SUBWAY SERVICE

During the Independence Day weekend, New Yorkers suffered from a severe heat wave. The temperature reached a record-breaking 101 degrees on July 5 and 6 and Con Edison was plagued by scattered power failures. The worst one, in the Inwood-Washington Heights area, disrupted subway service for several days.

At 5:53 AM July 6, Con Edison power failed in upper Manhattan between Dyckman Street and the northern tip of the island. Listening to the radio, we found that the A and C trains were turned at 168<sup>th</sup> Street and the #1 and #9 trains were operating with delays.

With the temperature again reaching the 101-degree mark, more power cables failed and Con Edison reduced the voltage at 12:22 PM. During the evening, the overheated cables couldn't keep up with the demand and Con Edison shut down its substation at 10:12 PM. Power was off in Manhattan north of W. 155<sup>th</sup> Street.

The following emergency schedule dated July 7, 1999

was probably put into effect the previous day. A trains were turned at 125<sup>th</sup> Street. B trains from Coney Island operated via tunnel and the BMT Broadway subway to 57<sup>th</sup> Street. They made local stops in Brooklyn and probably express stops in Manhattan. C trains were re-routed to Bedford Park Boulevard in the rush hour and 145<sup>th</sup> Street in non-rush hours. D trains made all local stops north of 59<sup>th</sup> Street. At first, #1 and #9 trains ran non-stop between 137<sup>th</sup> Street and Dyckman Street. Later they bypassed 168<sup>th</sup> Street and 181<sup>st</sup> Street because there was no power for the elevators. At 191<sup>st</sup> Street, passengers were able to walk through a long, level passageway to Broadway when the elevators to St. Nicholas Avenue were not running.

We do not know when full service was restored, but we know that normal service was operated on July 9, 1999.

## CORRECTION

In the January and March, 1999 *Bulletins*, we printed a listing of old and new R-46 car numbers. Member Jason Zinner went through the list with a fine-tooth comb

(not until after it was printed, unfortunately), and found the following errors, which he corrected. Thanks, Jay!

OLD NUMBER	LISTED AS	SHOULD BE	OLD NUMBER	LISTED AS	SHOULD BE
547	5637	5537	1004	5184	6184
646	5616	5618	1048	5966	5956
706	5768	5766	1100	5566	5568
709	5752	5753	1134	5753	5752
792	792	5690	1145	5685	5665
793	5690	5543	1159	6821	5821
887	5625	5525	1160	6840	5840
964	5726	5728			

## TECH TALK

### by Jeffrey B. Erlitz

This month I would like to begin with some corrections and clarifications regarding the list of Master Towers and the interlockings they control in last month's *Bulletin*. I produced that chart several months ago and since that time I have visited several Master Towers and have received more up to date information. These corrections are, in chart order:

1. Rector Street and South Ferry on the IRT 7<sup>th</sup> Avenue Line should be deleted from the table. Both of these locations are part of Bowling Green control, which is normally remote from Nevins Street
2. The interlocking at Nostrand Junction is actually named Nostrand Avenue
3. 33<sup>rd</sup> Street on the Flushing Line is referred to as Rawson Street on control panels
4. 69<sup>th</sup> Street on the Flushing Line is referred to as Fisk Avenue on control panels
5. Unionport Yard only controls its namesake yard now. It will control the entire White Plains Road and Dyre Avenue lines in the future. Signal contract S-32336, the signal rehabilitation of the White Plains Road Line from Bronx Park East to E 241<sup>st</sup> Street, is currently under construction. When completed, 219<sup>th</sup> Street and Nereid Avenue will be remote from Unionport
6. 39<sup>th</sup> Avenue on the Astoria Line is referred to as Beebe Avenue on control panels
7. Coney Island Yard should be named Stillwell Avenue, which is the mainline control machine. This master control panel is across the hall from the Coney Island Yard control panel, both of which are located on the top floor of Coney Island Yard tower
8. Canal Street on the Nassau Street Line should be deleted from the table. There is no relay room there and it is just part of Essex Street control, though fully automatic
9. Metropolitan Avenue on the Myrtle Avenue Line should be deleted from the Maintainer's Control Panel column. In its place, Fresh Pond should be added to the Auxiliary Control Panel column, remote from East New York Yard. This machine is located, as you may have guessed, in Fresh Pond Yard. The double crossover at Metropolitan Avenue is under Fresh Pond control
10. Dyckman Street on the Eighth Avenue Line is referred to as 200<sup>th</sup> Street on control panels
11. Jamaica Center on the Archer Avenue Line is referred to as Parsons Boulevard on control panels
12. Briarwood-Van Wyck is referred to as Van Wyck Boulevard on control panels
13. The entire entry pertaining to 50<sup>th</sup> Street on the Sixth Avenue Line should be deleted from the table. 57<sup>th</sup> Street has no relay room and is controlled by

direct wire from 50<sup>th</sup> Street so it is just a part of 50<sup>th</sup> Street Interlocking. Because of this, 50<sup>th</sup> Street should not be considered a Master Tower

14. Lefferts Boulevard is referred to as Lefferts Avenue on control panels

Many of the corrections above refer to street name changes that took place a long time ago. I do not know why modern interlocking machines use street names that, in some cases, have not existed since the 1920s.

I must have had a mental block when I wrote that 168<sup>th</sup> Street and Flatbush Avenue were the only push-button auxiliary control panels in the whole system. I had completely forgotten about Fresh Pond, which was placed in service over the weekend of April 7-10, 1995.

As I was looking over the table of Master Towers in last month's *Bulletin* I realized that there might be some confusion about the operation of the Archer Avenue Line. From the time the line opened in December, 1988 until August, 1995, when the Jamaica Line signal contract (S-32304) changes were placed in service on the lower level of the Archer Avenue Line, the entire line (as well as 121<sup>st</sup> Street on Jamaica Avenue) was controlled from the Parsons Boulevard control panel. This interlocking machine, a US&S UR all-relay control panel, is located on the lower level of the Jamaica Center-Parsons Boulevard station, off the north end of the platform. This machine is definitely considered a Master Tower as far as the upper level is concerned since the interlockings at Jamaica-Van Wyck and Van Wyck Boulevard are controlled by this machine and no other. The situation is not so clear-cut on the lower level since August, 1995. At that time, both 121<sup>st</sup> Street and Parsons Boulevard had the capability of being controlled from the new Master Tower in East New York Yard. A few months ago I was trying to decide whether Parsons Boulevard should be considered a Master Tower or an auxiliary tower since parts of it *could* be controlled from East New York Yard. I decided to keep referring to it as a Master Tower since the upper level has no choice. When I visited this tower in mid-June, 121<sup>st</sup> Street and Parsons Boulevard (lower level) were being controlled from Parsons Boulevard, not East New York Yard. Apparently this is the normal operation. In either case, there is normally nothing for the Tower Operator to do as far as the lower level is concerned since 121<sup>st</sup> Street and Parsons Boulevard can, and do, operate completely automatically. In fact, Parsons Boulevard never needs to be staffed since the entire machine can operate automatically. Unfortunately, these days the northbound route control at Van Wyck Boulevard is left on manual control since there had been several mis-routed E and F trains there.

(Continued on page 6)

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**Tech Talk**

*(Continued from page 5)*

Though the Master Tower chart listed every interlocking that was remotely controlled, there are several other locations around the subway system where you may think there is a distinct interlocking but there is not. Rector Street and South Ferry at the beginning of this col-

umn are two such places. My definition of an interlocking, which I believe holds true throughout the subway system, is a location that has a relay room. In a future column I hope to provide you with descriptions or definitions of the four types of signal enclosures found throughout the subway system. The table below shows as many other locations as I can think of that are part of interlockings in another location.

<b>LINE</b>	<b>LOCATION</b>	<b>UNDER THE DIRECT CONTROL OF</b>
Broadway (IRT)	145 <sup>th</sup> Street	137 <sup>th</sup> Street
Flushing	Queensboro Plaza	33 <sup>rd</sup> (Rawson) Street
Flushing	Willeys Point Boulevard	111 <sup>th</sup> Street
Lenox Avenue	135 <sup>th</sup> Street	141 <sup>st</sup> Street
White Plains Road	Prospect Avenue	Brook Avenue
Pelham	Middletown Road	Westchester Avenue Yard
Pelham	Westchester Square	Westchester Avenue Yard
Seventh Avenue	Rector Street	Bowling Green
Seventh Avenue	South Ferry	Bowling Green
Broadway (BMT)	Times Square	34 <sup>th</sup> Street
Broadway (BMT)	Canal Street	City Hall
Broadway (BMT)	Nassau Cut	Whitehall Street
Broadway (BMT)	Gold Street	DeKalb Avenue
West End	Ninth Avenue	Eighth Avenue-38 <sup>th</sup> Street
Nassau Street	Canal Street	Essex Street
Sixth Avenue	57 <sup>th</sup> Street	50 <sup>th</sup> Street
53 <sup>rd</sup> Street	Lexington Avenue	Fifth Avenue
53 <sup>rd</sup> Street	23 <sup>rd</sup> Street	Queens Plaza
Queens Boulevard	169 <sup>th</sup> Street	179 <sup>th</sup> Street
Liberty Avenue	Grant Avenue	Pitkin Yard
Liberty Avenue	80 <sup>th</sup> Street	Pitkin Yard

In current news, the Sea Beach express tracks were finally placed back in service during the week of June 28. They had been out of service for many months due to construction work on contract S-32342, the Sea Beach signal rehabilitation contract. From Wednesday, June 30 to Friday, July 2, northbound midday B service ran express from Coney Island to 59<sup>th</sup> Street-Fourth Avenue via Track E-4 on the Sea Beach Line. Though I do not recall riding the NX in regular service in the fall of 1967, this was as close as I will probably ever come to that experience. Fellow employee, ERA member, and cousin David Erlitz and I took an enjoyable, though rather leisurely, ride on this interesting "General Order" diversion on its second day of operation. This operation will be in use many times over the next several months, in both directions, during West End Line general order

work.

On Tuesday, July 6 at 12:01 AM, Track F-6, the relay track at Broad Channel, was finally placed in service. Bulletin Orders had been issued for new supplementary schedules for H service to terminate there (as well as extra beach service, with Conductors, for the summer) for June 13 but they were quickly withdrawn when additional punch list work was required.

Lastly, under contract E-30288, the 181<sup>st</sup> Street station on the IRT Broadway Line will be skipped by all #1 and #9 trains from 10 PM Sunday, July 11 to 5 AM Monday, November 22 for elevator rehabilitation work.

*Jeff Erlitz is an Associate City Planner with MTA New York City Transit and has been interested in railway signaling for about 25 years. He may be contacted via e-mail at [jerlitz@pipeline.com](mailto:jerlitz@pipeline.com).*

## Around New York's Transit System

(Continued from page 16)

the results of experiments at Yale, the University of Illinois, and the U.S. Bureau of Mines, Holland designed an ingenious ventilating system. On each shore, there were two 10-story ventilating towers housing the fans and pumping 4 million cubic feet of air a minute along the roadway surface. Fumes were vented through the ceiling. Unfortunately, Holland worked so hard that he suffered a heart attack and died on October 27, 1924 at the age of 41. The tunnel, which opened three years later, on November 13, 1927, was named after him.

### Uncoupling Subway Cars

When uncoupling on a grade, all movements must be made downgrade. Before uncoupling can take place, the brakes on the cars to be left standing must be in emergency and the cars must be secured with sufficient hand brakes. All electric and air connections between the standing cars and the cars to be moved must be separated before recharging the cars to be moved.

When coupling on a grade, all movements must be made upgrade and the smaller amount of cars must be coupled to the larger amount.

### Move Over MVMs, Here come MRMs

NYC Transit is now installing 1,000 *MetroCard* Vending Machines (MVMs) in subway stations. To make the cards easier to refill, it plans to purchase 1,006 *MetroCard* Refill Machines (MRMs). These machines will allow customers to use credit or debit cards to refill their *MetroCards*. Because the machines will not handle cash or dispense new cards, they will be much smaller than the MVMs.

### MetroCard Swipe Writers/Readers to be Replaced

Since the beginning of Automatic Fare Collection (AFC) in NYC's transit system in 1994, customers have been using swipe writers/readers (SWRs) attached to turnstiles to enter the subway. The write/read heads have proven to be reliable, but with the success of the *MetroCard*, they have gotten greater use than antici-

pated. NYC Transit will start rebuilding the SWRs, which will feature new heads that have been redesigned to reduce the amount of dirt that can get into them, which should make them even more reliable. Other enhancements will be made as well.

### Internet *MetroCard* Sales A Big Success

On Page 15 of the June issue, we reported that NYC Transit had begun selling *MetroCards* over the Internet. To date, over 1,200 *MetroCard* Internet Sales accounts have been opened and over 4,500 *MetroCards* have been sold, with the average sale being around \$50. Starting in July, the \$120 *Express Bus Plus MetroCard* is being sold via the Internet.

### Williamsburg Bridge Work to End Early?

The July 15, 1999 New York Daily News reported that the phase of Williamsburg Bridge rehabilitation that has caused subway service to be suspended since May could be completed around Labor Day weekend, about a month earlier than anticipated.

### New Flooring for Subway Cars

NYC Transit would like to purchase 1,948 tile flooring kits to replace floors on cars from the R-32, R-38, R-42, R-62, and R-68 car classes. This flooring will be similar to floors that will be installed in the new R-142A and R-143 cars. The flooring will consist of one-meter squares for easy replacement of individual sections and to keep the number of seams to a minimum. (See **NYC Transit's 1999 Departmental Goals**, below, for more on this program.)

### Fare Evasion is Down

For May, 1999, the subway fare evasion rate was 0.52 percent. This is the lowest rate on record.

### #7 Trains Have 10 Cars for the Summer

Over the July 10-11 weekend, the single-unit R-33 cars were removed from #7 trains, making the trains 10 cars long. This was done for several years so that only air-conditioned cars would operate during the summer but was suspended in 1998. If the former practice holds, the single R-33s will be restored to #7 trains around Labor Day weekend.

## NYC Transit's 1999 Departmental Goals

(Continued from page 1)

### FLUORESCENT TUNNEL LIGHTS

Another 1999 goal is completion of the replacement of mercury vapor lighting with fluorescent lighting along 16 miles of the Broadway BMT tunnel from the Queens Portal to Whitehall Street and 14 miles of the Pelham Line from Whitlock Avenue to E. 138<sup>th</sup> Street.

### CAR EQUIPMENT

In 1999, NYC Transit expects to link 372 single R-68 cars into four-car consists and 530 R-62A cars into five-car consists. Last year 45 R-62A cars were linked into five-car units.

E-Cam controllers will be installed under the car bodies of 205 R-68 cars and 40 R-62A cars. Door tracks will be replaced on 425 R-68 cars. During the second half of 1999, NYC Transit expects to install new floors on 30 R-32 cars and 30 R-62 cars.

During 1998, construction, software modeling, and performance testing was completed for two subway simulators, R-30 through 42 and R-44/46, located at Livingston Plaza. The R-142 simulator is scheduled to arrive in 2000.

In the second half of 1999, NYC Transit will continue the Scheduled Maintenance System program on 12 R-72 flat cars and 5 crane cars to maintain the work car fleet in a state of good repair.

# Commuter Notes

by Randy Glucksman

## MTA Metro-North Railroad (East)

Starting June 4, and continuing each weekend until Columbus Day, Metro-North is operating bus service between Great Barrington, Massachusetts and Dover Plains. (Please refer to the June, 1999 *Bulletin*). The following trains will be met (Dover Plains times): Friday nights, Trains #3955 (7:23 PM) and 983/3983 (10:00 PM); and Saturday, Trains #9007/9907 (10:02 AM) and 9011/9911 (12:15 PM). A one-hour trip time is scheduled to Great Barrington, with intermediate stops at Millerton, Copake, and Hillsdale, New York. Sunday nights, buses depart from Great Barrington at 5:00 PM and 7:15 PM and connect with Trains #9136 (6:25 PM) and 9940 (8:32 PM). Two Monday morning buses have also been scheduled from Great Barrington, at 4:45 AM and 7:10 AM, to meet Trains #3918 (6:09 AM) and 3948/948 (8:33AM). Thanks to member Glenn Rowe for the report.

Revised Hudson Line timetables for the period April 12 through June 18, revised May 3, were issued. A note was added to the cover announcing that the Upper Hudson Line has improved evening express service.

**Commuter News** reported that Connecticut lawmakers had agreed to approve a \$4.5 million expenditure that would avoid the 5% fare increase on the New Haven Line that was scheduled to go into effect on August 1. These funds were to be allocated from the state's anticipated \$600 million surplus.

Timetables under General Order No. 102 went into effect at 12:01 AM July 19, to allow for the next phases of track construction. The effective dates of the Hudson and Harlem Lines folders are July 19-October 30, while the New Haven Line folder reads April 11-October 30. Fares were not raised as was threatened, so the effective date of the fare schedule remains August 22, 1998.

A pamphlet entitled, **One-Day Getaways**, is available. It is similar to what has been done in the past, and what the Long Island Rail Road issues. Taking advantage of the recent "Powerball Fever," and in conjunction with the Connecticut Lottery, a brochure has been produced that lists locations within walking distance of rail stations between Greenwich and New Haven where such tickets could be purchased.

Metro-North is advertising for the purchase of two fuel-efficient, reduced-emissions, diesel-electric switchers.

## Connecticut Department of Transportation

Shore Line East issued TT-29 effective May 17, with a sun, sea, and sand theme on the cover. It replaces the April 12 edition. In order to accommodate Amtrak construction work, nine eastbound and westbound trains have been replaced by buses. Amtrak trains #171, 174,

175, and 176 will honor Shore Line East monthly tickets.

Member David A. Cohen sent an article from the **New Haven Register** that reported about a citizen's group's proposals to improve transportation. The Connecticut Fund for the Environment is suggesting that mass transit improvements accompany the \$800 million highway reconstruction project that will soon begin. It is recommending that an 8-lane bridge be constructed over the Quinnipiac River in New Haven, rather than the 10-lane bridge that the DOT would prefer, which will replace the Pearl Harbor Bridge. The almost 10-year-long project would also widen I-95 between New Haven and Branford and the interchange where I-91, I-95, and State Route 34 converge. The group's ideas also include:

- Cutting Shore Line East and Connecticut Transit bus fares by 50%
- Instituting a shuttle bus between Tweed-New Haven Airport and Union Station-New Haven
- Construction of a new rail station in East Haven
- Additional trains on Shore Line East as well as more Connecticut Transit bus service

An article in **Passenger Transport** reports that 10 communities have been selected to participate in a Federal Transportation Administration "Bus Rapid Transit" project. Locally, in the Hartford-New Britain area, the Connecticut DOT had requested funding for a nine-mile, 12-station exclusive busway that would be built on active and inactive railroad rights-of-way. Two of the other communities that will also receive this funding are Cleveland, where a five-mile section of Euclid Avenue will be rebuilt to provide for exclusive bus lanes, and Miami, where the existing 8-mile, 15-station busway will be extended another 11 miles and 22 stations from Dadeland South to Florida City.

## MTA Long Island Rail Road

Substitute bus service was operated between Brentwood and Ronkonkoma between June 14 and July 5, to enable installation and testing of a new signal system. Thanks to member Gregory Campolo for sending a copy of the timetable. The same work continued for the period July 6-August 8, as another "Special '99" timetable was issued. On the Port Washington Branch, a special construction timetable was in effect for the weekends of June 19-20 and June 26-27. During the overnight hours, passengers had to transfer to branch line trains at Woodside.

Timetables with a May 24 date and an asterisk have were available at the end of June for the Port Jefferson, Long Beach, and Far Rockaway Branches. The one for

(Continued on page 9)



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

Belmont Park's Spring Meet (May 12–July 25) also has an asterisk.

General Order No. 602 went into effect at 12:01 AM July 1. There were a few changes to trains on the Babylon Branch, and no new public timetables were issued.

The 1999 edition of **Long Island Beach Getaways** was published.

Several members sent newspaper clippings and e-mails concerning the Long Island's new bi-level cars, which are suffering air-conditioning and door motor problems. A \$4.2 million penalty was assessed against Kawasaki, and the LIRR is withholding another \$11 million for late delivery. At first, the cars were projected to be in service by the fall of 1997, but that date was pushed to the spring of 1998 and then to the fall of 1998. Rail Road officials would like all 134 cars to be in service by the end of 1999. The brother of our Editor-in-Chief, who lives in Baltimore, sent an article reporting that Kawasaki is also late in delivering similar cars to MARC. Details are in the section headed "Washington, D.C. area."

One of our members learned from a LIRR employee that the M-7s are expected to replace all of the M-1s. Only 100 or so of that group will be rebuilt so they will last until the last of the M-7s is in service. As of the end of June, the DM-30s are still being tested. The intent is to run 8-car trains to Penn Station with a DM-30 on each end, and it has been learned that both the DE-30s and the DM-30s are capable of supplying HEP to only 4-5 bi-levels. **RailNews** magazine reported that the Long Island could be purchasing additional DE-30s so that it can run longer than 5-car trains for the **Hampton Express** trains next year.

During the first week of June, the Forest Hills station was rededicated in a ceremony attended by Governor Pataki with MTA and other officials. The ceremony marked the completion of the \$7 million restoration of the 88-year-old station.

Federal funding for the East Side Access project is in jeopardy. The Federal Transit Administration will not approve any further funding until the MTA can demonstrate how it will come up with the rest of the money.

Member Ed Gibbs reported that the New York & Atlantic (freight operator for LIRR) has acquired four-additional GP-38-2s from the Long Island. 261, 268, 270, and 271 have joined 275 and 277.

Additional information on the disposition of the Long Island's diminishing fleet of diesel coaches comes from member Joe Gagne. He sent a copy of an article that appeared in **Rail Travel News** reporting that Ken Bitten of Pennsylvania had purchased the entire lot of 170 cars for \$87,592, or \$515.25 each! He is selling the cars for between \$15,000 and \$20,000 apiece. Ten have been sold to the Cape Cod Central Railroad (reported in

the June, 1999 **Bulletin**). Other cars have been sold to the NRHS 145 Chapter in Arizona and the Orville, Ohio Railroad Heritage Society. About 50 cars had been sold, with 100 remaining in service on the Long Island. The LIRR is also offering for sale, the 10 bi-level cars (3001-3010) it purchased from Mitsui in 1990-91. Presently only 8 of the cars are serviceable; the other two have parts missing. They can be seen west of Jamaica Station in a storage yard.

**NJ Transit**

In mid-April, the first 9 of 116 Comet-IIs left for their overhaul in Maryland. AAI Corporation will convert the 19 Comet-II cab cars to trailers, and all are to be compatible with the Comet-IVs.

It did not take long at all: after the report in the June, 1999 **Bulletin**, in June, NJ Transit requested bids for the purchase of 50 cab cars and 80 trailer cars without lavatories. There is a part "B" for 48 cab cars and 22 trailer cars without lavatories.

Parking will be expanded at the Brick Church station in East Orange. With the purchase of property, 95 additional parking spaces will be created, bringing the total to 115. Ridership has increased because of the **Midtown Direct** service. On April 14, work began on a \$1.3 million project to restore the Perth Amboy station, built by the Central Railroad of New Jersey in 1928. All exterior masonry work will be repaired. There will also be new copper leaders and gutters, wood doors and windows, roof canopies, and driveway reconstruction and landscaping.

Signage at Penn Station, Newark will be improved under a program that will standardize all signs in the station and ensure that they are ADA-compliant, while also taking into account the historical needs of the signs. The balance of the station restoration project is expected to be complete by the end of this year. This spring, a triple door was installed to Track #5 (Raritan Valley Line) and a stairway between Platform H and Platform C was completed.

Earlier this year, Automatic Train Control (ATC), was installed on the Gladstone Branch between Bernardsville and Gladstone. On April 1, a test was conducted of the new Positive Train Stop (PTS) technology that will also be installed system-wide (see May, 1999 **Bulletin**). Following additional testing, NJ Transit will become the first transit operator in the world to integrate this PTS system with its ATC technology. As of April, ATC had been installed on 72%, or 386 miles of NJ Transit's 531 track miles. At least one of the two rail technologies is scheduled to be operational on all NJ Transit-owned rail lines by the end of this year. Integration of both systems is set for 2003.

Ticket collectors take notice, there is a new ticket, but obtaining one may be difficult. According to an article in the **New York Times**, NJ Transit will issue special "Ozone Pass" tickets on days when ozone pollution is

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

especially bad. Riders will pay a \$2 roundtrip fare, rather than the prevailing tariff. The program works as follows: New Jersey-based companies purchase these tickets in bulk, and when they are notified by the State's Department of Environmental Protection that the next day will have high levels of pollution, they may sell or give these tickets to their employees. Notification is given via e-mail, or by logging on to the agencies' websites. This will not apply to monthly or weekly ticket holders.

On March 22, federal, state and local dignitaries were given a ride on the Hudson-Bergen Light Rail Line. The car successfully ran between the maintenance facility at Craven Point Avenue and the future stations at Richard and Danforth Streets in Jersey City.

Fifteen hand-held citation-issuing devices for fare enforcement officers performing ticket inspections on the Newark City Subway have been purchased. They will be used to issue citations to fare beaters. The information will be transmitted wirelessly to the Administrative Office of the Courts.

Twelve miles of abandoned rail right-of-way have been leased to Monmouth County for use as a "Rails for Trails" project. This trackage was formerly the CNJ Freehold Branch, which according to member Larry Kiss lost its passenger service around 1953. He walked the line in 1968, and found the station building was still standing at Marlboro. A visit made in 1971 found the building was still intact. There were approximately six stations on the branch. Conrail never used the line as it had another line to Freehold.

Glenn Rowe e-mailed that Newark City PCC car 15 was observed on the lead track to the pit, under Penn Station, with a pantograph installed, on June 10. The stack of crates containing these new current collectors had diminished to 14, from the 16 that were seen the previous day.

One brochure, in English and Spanish, was issued to explain the substitute bus service for the modernization project that began in the Newark City Subway on April 10 and will continue until the end of this year. Subway service does not operate weekday evenings after 8:20 PM and all day on Saturdays and Sundays. The last car departs from Penn Station at 8:10 PM and from Franklin Avenue at 8:25 PM each weeknight. While the subway is closed, NJ Transit will be upgrading the overhead wire system and tracks. Several stations will also be renovated and made ADA-compliant.

NJ Transit, as an entity, celebrated its 20<sup>th</sup> anniversary last month. The legislation creating it went into effect on July 17, 1979. Operation of buses and trolleys soon followed, but the operation of commuter rail service would not occur until January 1, 1983. One of the promotions for this anniversary is to present a lifetime

transit pass (beginning at age 18) to the first baby born in a New Jersey hospital on July 17, 1999.

A deal has been reached whereby the South Jersey Light Rail Line (SNJLRT) will be built, and the answer seems to have been there all the time. On June 1, NJ Transit simply purchased the 34-mile-long line from the Norfolk Southern and CSX for \$67.5 million. Those railroads get freight rights and access to the line from 10 PM-6 AM, and NJ Transit can run its cars the rest of the day. A consortium led by Bechtel was given a letter of intent that it would be awarded the \$604.5 million job.

**Commuter News** reported that on June 9, the NJ Transit Board of Directors awarded an \$800,000 contract for a study to determine the feasibility of a light rail line in Trenton that would run from the Trenton station to the Capitol. This line, which would run mostly along East and West State Streets, would be a northerly extension to the SNJLRT.

Two versions of the 1999 edition of the **Jersey Shore Summer Guide** are out. They are each in English and Spanish.

**Port Authority Trans-Hudson Corporation**

During the second half of this year, PATH has undertaken a project to improve its Manhattan uptown line stations. The work involves renovating the turnstile area to the station entrance, and is estimated to require one month. 14<sup>th</sup> Street Station (downtown) was first, beginning July 6. On the handout issued to passengers, the following timetable was given.

- August – 14<sup>th</sup> Street (uptown)
- September – Christopher Street
- October – 23<sup>rd</sup> Street (uptown)
- November – 23<sup>rd</sup> Street (downtown)
- December – 9<sup>th</sup> Street

Exact closing dates were to be announced two weeks prior to each closing.

Alan Kramer sent a correction to the red door light program. PA4 834 has them; 839 does not.

**Port Authority of New York New Jersey**

Member Stanley Z. Harris sent an article from **Crain's New York Business**, which reported that the Port Authority engaged in a major lobbying effort to secure the approval of the New York City Council for *Airtrain*, its guideway over the Van Wyck Expressway. The \$1.5 billion project had been the subject of litigation, mainly by the Air Transport Association, which opposed the use of \$3 ticket surcharge (officially known as a PFC) for this rail link. On the other side were the powerful building trade unions and construction companies that are eager for the estimated 4,150 jobs and \$580 million payroll that would be created. Obviously, had the former Long Island Rail Road Rockaway Beach Branch been upgraded, and the Howard Beach station been reconfigured to permit both Long Island and NYCT service, the price of the project would have been substantially re-

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

duced. Not as many jobs would have been generated, but passengers would have gotten a one-seat ride and superior transit service. The City of New York lost an opportunity to give residents and visitors something that all world-class cities already have, direct transportation to the city center. As Stanley concluded in his letter, "it shows New York politics at its worst."

**Metropolitan Area**

According to an article in the *Riverdale Press*, the new owners of Conrail have agreed to resolve a problem that goes back four years. Several organizations, including Community Board 8, the New York City Parks Department, and the Bronx Greenway Committee, have been trying to acquire an unused portion of the Putnam Branch and the abandoned Van Cortlandt Park station for a rail trail. Although under the terms of the acquisition of Conrail, CSX and Norfolk Southern are prevented from selling or donating any of their property for a five-year period, other strategies are being explored. They include leasing the land or granting an easement.

**Amtrak**

Prior to June 14, six states had no Amtrak service according to an e-mail from member Phil Hom. That number was reduced to five with the inauguration of Trains #821/822, the *Heartland Flyer*, now providing daily service between Oklahoma City and Ft. Worth. There, connections can be made to other trains. Departure times are 8:25 AM from Oklahoma City and 5:25 PM from Ft. Worth, with a running time of 4½ hours. The State of Oklahoma is spending \$23 million for rail and signal improvements that will permit 90 mph speeds. Checking my collection of Amtrak timetables, I found that service ended on September 30, 1979, with the abandonment of the *Lone Star* (Trains #15/16), which ran between Chicago and Ft. Worth. The timetable dated October 1–October 27, 1979 no longer listed that train, and a message on the cover states that changes were made "as recommended by the U.S. Department of Transportation and subsequent Congressional action" (read budget cuts). Only Maine (temporarily), Wyoming, South Dakota, and (for obvious reasons) Alaska and Hawaii remain non-Amtrak states.

Ticketing functions by on-board train personnel will change under an agreement that has been signed by Amtrak and Motorola. Starting later this year on *Acela* trains, conductors will use a hand-held ticket device that will be configured with the train's passenger manifest to read the ticket barcode, process ticket sales using credit cards, checks, cash or smart cards, and issue a receipt or seat check utilizing a separate printer that fits on the belt. (Automobile rental agencies have been using these devices for years.) Next October, the system will be in use on all trains.

*Acela* trains will not be riding the rails until December.

This news came during a telephone press conference, and was reported in *Travel Weekly* magazine. Amtrak president George Warrington reported that *Acela* locomotives and cars are undergoing extensive testing in Pueblo, Colorado, and that another locomotive was being tested in the Philadelphia area.

On June 29, Amtrak hosted a ceremony at Washington Union Station at which government and business officials and the press were shown an *Acela* train. Thanks to Glenn Rowe for the report.

**Miscellaneous**

The Sperry Corporation of Danbury, Connecticut recently completed constructing a high-tech rail-testing car that will see service in the Arctic Circle. The diesel-powered yellow and black car was placed aboard a ship for its trip across the Atlantic Ocean, and is owned by the Shelter Rock Road Company. This firm has done business in the United States for many years, and decided to expand its operations to Norway and Sweden. Thanks to member Dennis Zaccardi for the report.

**Other Transit Systems***Syracuse, New York*

In early June, On-Track service was extended with the addition of the Colvin Street station. Sometime next year, another new station, Regional Transit Center, will be added.

*Boston, Massachusetts*

Boise Locomotive, a subsidiary of MotivePower Industries, Inc., has been awarded a contract valued at \$21 million, to overhaul 25 of MBTA's diesel-electric locomotives. The work will be performed at the Boise, Idaho facility, within a 24-month period. An option was also given, which provides for 12 additional units to be done. Thanks to member Todd Glickman for the news.

Todd also reported that the MBTA's capital construction program caused the closure of the Haymarket station on the Green Line to enable installation of new platform tiles and a tactile warning strip. Replacement bus service operated between North Station and Government Center during the final weekend of June. Over the weekend of July 9-11, C/Cleveland Circle cars did not operate between Cleveland Circle and Kenmore Square so that several grade crossings could be replaced. Again, replacement bus service was offered.

For the Women's World Cup Soccer game, the MBTA ran a special train from South Station, which departed at 2:40 PM, arriving at Foxboro Stadium one hour later. Two return trains were scheduled, one at 7:00 PM, the other 30 minutes after the conclusion of the match. Monthly passes were not accepted. For the Independence Day weekend, the MBTA operated a Saturday schedule on each of those days.

*Philadelphia, Pennsylvania*

Larry Kiss and his family were recently in Wilkes-Barre, when they came upon an unusual find. He wrote: "In downtown Wilkes-Barre, next to the former CNJ Sta-

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

tion (now converted to a restaurant) are 32 Reading MU cars, 2 Reading diesel coaches, and about 30 box cars. Apparently there was going to be a motel using the MUs as rooms, but now everything is abandoned. The MUs have been gutted of their seats, but some of the MU equipment remains in the vestibules. My research indicates these were unrebuilt cars manufactured in 1931 & 1933 by Bethlehem Steel. An article in a 1993 issue of **Railpace Magazine** reported that the cars were there at the time. It was quite amazing that the cars were not vandalized, considering there are no fences or even *No Trespassing* signs." Larry added the following notes: "According to the **Railway Passenger Car Annual**, Volume VI – 1984, the cars were retired in 1983, and sold to a motel in Wilkes-Barre, Pennsylvania. Also, in the **Private Passenger Car Annual** Volume I – 1980, the two coaches were reported as ex-Erie 1001 and 1012, built 1925, modernized in 1947, then sold to the D&H (Delaware & Hudson) about 1975."

**Pittsburgh, Pennsylvania**

The era of the PCC in Pittsburgh is nearly at an end. This sad news came via an e-mail from member Pete Donner who wrote that this date would be Saturday, September 4. Additional details are that a new pick will begin the next day, and the Route 47D, which operates PCCs, is not included. A new minibus service is being set up that will include the Drake service.

**Washington, DC area**

Baltimore's Metro cars range in age from 13-17 years, and the Mass Transit Administration is seeking proposals for their mid-life overhaul. The request is for 80 cars and an option for the remaining 20.

Member Steve Erlitz e-mailed: "14 of MARC's new cars were on the property by mid-June, but none have been accepted. They vibrate at 110 mph so they have failed the speed test on the Penn Line, and MARC will not accept the cars just for Camden/Brunswick. Word is unofficially that MARC would like to cancel the order. We were supposed to see them in service by the first week in July, but an article in the **Baltimore Sun** said the end of the year, if then." The accompanying article reported that the cars are three years behind schedule, and that Kawasaki had promised to have the first cars in ready-to-run condition in January, 1997. MTA (Maryland) is threatening millions of dollars in penalties for the late deliveries. MARC's order consists of 50 cars. Kawasaki reportedly will stop work on the Long Island order to concentrate on MARC's order, a decision that has not gone over too well in New York.

Phil Hom e-mailed that for the 4<sup>th</sup> of July celebrations, WMATA officials "shuffled" the Blue, Orange and Green Lines. This was done to help passengers reach the National Mall and return home after the fireworks. Here is a summary of what they did: Blue Line shortcut between

Franconia-Springfield and downtown followed the Yellow Line from Pentagon across the Potomac to L'Enfant Plaza, Archives-Navy Memorial, Gallery Place-Chinatown, Mt. Vernon Square-UDC, Shaw-Howard University, then U Street-Cardozo. For stops between L'Enfant Plaza and Addison Road, passengers were advised to use the Orange Line. A Metrorail shuttle served stations between National Airport and Rosslyn. The Green Line Shortcut ran all day along the Red Line, and to Grosvenor after the fireworks. Twice as many Orange Line trains were operated, some of which were serving Blue Line stations, as was reported above. Alternate Red Line trains terminated at Silver Spring, with the others running through to Glenmont. On Independence Day last year, 575,000 people rode Metrorail, and it took many of them two or more hours to get home following the fireworks display. Steve Erlitz added some information: "There was extra service on all lines, which remained open until 2 AM. Both commuter lines also chipped in with service as follows: MARC with one special from Baltimore, which made all stops to Union Station. Monthly and weekly tickets were not honored, and about 550 took advantage of this train. Virginia Railway Express ran four specials, two on each line, but honored monthly and weekly tickets."

Taking a cue from automotive builders, the Virginia Railway Express has installed "flip-down" cup holders in two of its cars: 227 (Fredericksburg Line Trains #300/305) and 228 (Manassas Line Trains #326/337). Customer feedback is being solicited prior to any further installations. Café cars have been returned to service following selection of yet another caterer. The car assigned to the Manassas Line is self-serve, while the one on the Fredericksburg Line has an attendant. The self-serve concept is being used to hold down costs on the shorter Manassas run. In the near future, the remaining café cars will be returned to service.

As of June 23, Virginia Railway Express riders with valid tickets can transfer to any Metrobus traveling to or from a VRE station at no extra charge. This change has come about due to the recent fare simplification that WMATA implemented.

A lightning strike at the CSX dispatching center in Jacksonville, Florida caused a complete shutdown of communications that stopped VRE, MARC, and Amtrak service at 5:30 PM June 3. Because the problem was not corrected until the wee hours of the next morning, crews "outlawed" and were not available to work on Friday morning. Also, four sets of equipment never reached their usual overnight storage locations. VRE ran a limited morning schedule consisting of three Fredericksburg and five Manassas Line trains. All service was operated that afternoon.

**Orlando, Florida**

Lynx Transit has requested bids for 26 articulated light rail cars by August 18. They will be for the light rail system that is being constructed in Orlando.

**Commuter Notes***(Continued from page 12)***South Florida**

Tri-Rail has issued a new timetable dated June 25, 1999, and as member Karl Groh wrote, "they are back to Technicolor." Departure times were changed for two trains to take advantage of recent double-track improvements.

Karl also sent an article from the *Palm Beach Post* that Tri-Rail is considering a plan that would permit all of its rail cars to be used for advertising. Under consideration is a proposal that would generate at least \$267,000 annually, depending on how many cars, station benches, and shelters are included in the program. Advertising space could also be made available in the timetables, and there could even be concession stands at the West Palm Beach, Ft. Lauderdale, and Miami Airport stations.

**Minneapolis, Minnesota**

Due to inflation, the plans for the Hiawatha Avenue Light Rail Line have been scaled back. Some of the 18 stations will be eliminated, fewer cars will be ordered, and the length of the line will be cut back. When proposed in 1997, the line was to stretch from 5<sup>th</sup> Street in downtown Minneapolis past the Mall of America to the airport in Bloomington, at a cost of \$446 million. The new dollar figure puts the cost of this project at over \$500 million. Thanks to member Josh Weis for the report.

**Ft. Worth, Texas**

On April 24, a special Trinity Railway Express train, dubbed the *Hutchison Flyer*, was operated to the site of the Richland Hills station in Tarrant County, with numerous elected officials aboard. The train was named in honor of the U.S. Senator who has supported public transportation projects. Thanks to member Karl Stricker for the report.

**San Francisco, California**

BART, now in its 27<sup>th</sup> year of service, requires some rebuilding. Phil Hom e-mailed that over the weekend of June 18-21, the platform edges at the San Leandro station were replaced. That required a single-track operation on the other track. Dublin/Pleasanton to Daly City trains were terminated at the Bay Fair station. On Saturday, June 19, the San Leandro station was closed all day, and bus service was provided there and at Bay Fair. The previous weekend similar work was performed at the West Oakland station. These projects are part of BART's \$1 billion systemwide renovation program. A construction contract for the San Bruno station, a stop on the San Francisco Airport extension, was awarded on June 15. With the award of this contract, 95% of all construction under this project is now underway.

Member David Ross' friend Bob Hansen e-mailed that 19 of BART's recently renovated escalators were removed from service because of a potential problem with

the drive chain. In most stations, the number of escalators was one or two, however at 19<sup>th</sup> Street (Oakland), seven escalators were affected.

In another e-mail, Phil reported that BART set yet another Sunday ridership record on June 27, when it recorded 152,834 trips. That number is nearly double the 80,000 that are carried on a typical June Sunday. Several activities were going on which contributed to the increased passenger load including the X-Games, the Gay Freedom Day Parade, a Giants-Dodgers baseball game, and NASCAR races. The daily record of 300,838 was set this past St. Patrick's Day.

**Stockton, California**

Josh Weis e-mailed a report that the Altamont Commuter Express will add a third train to its schedule. This is pending approval of the California state budget bill later this year. These funds would be used to purchase an additional locomotive and five new cars. It is anticipated that another part of the commuting market could be served, i.e., those who do not have to be in the Silicon Valley very early in the morning, but rather in the Tri-Valley area. As the train would run the full route, those headed to Fremont and San Jose would have a later commuting option. A target date of October, 2001 has been set.

**Los Angeles, California**

David Ross e-mailed that Metrolink will spend \$49 million to purchase 35 new bi-level cars. The cars are needed to ease overcrowding on rush hour trains. Bombardier, supplier of Metrolink's 119 car-fleet, will also construct these cars. Delivery is expected by the end of the year 2000.

**Montreal, Quebec, Canada**

Todd Glickman spent the July 4 weekend in Montreal and reported that the base fare is \$1.90 Canadian (\$1.35 U.S.). STCUM also sells one-day and three-day passes called La Carte Touristique for \$5 and \$12CN, respectively. They are the "scratch-off" variety.

**Vancouver, British Columbia, Canada**

West Coast Express is purchasing nine more bi-level cars for its commuter service, from Bombardier. Ridership was 7,800 on 13% of the line's operating days during this past January and February, and more cars are needed. Last year, three cars were leased for a two-year period from Tri-Rail. Delivery is anticipated between the end of 2000 and the beginning of 2001. Three of the cars will be spares. One additional locomotive is also to be purchased. The fleet currently stands at 31 cars (including three of Tri-Rail's) and five diesel-electric locomotives.

**Scandinavia, the Baltics, and Brussels, Belgium**

In early June, we flew to London, where two days were spent prior to boarding the *Royal Princess* for a 13-day cruise. Our travels in London were confined to "Zone 1" but included several journeys on the Underground. The base fare is £1.40 (£1 = US \$1.66). For this

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**Commuter Notes**

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visit, the Travel Cards were not economically feasible, so we bought "carnets," 10 tickets for £10. We rode the new cars on the Central Line and the refurbished equipment on the Piccadilly Line. The obligatory stop was made at the London Transport Museum at Covent Garden. We left Victoria Station aboard a 9-car train of electric MUs dating from the late 1950s, now operated by Connex, for the port of Dover and its white cliffs.

We were generally in each port for no more than 8 hours, and while checking out the rail scene is important, visiting the important sights takes precedence. Our first stop was Oslo, Norway, where the #12 trolley took us to Frogner Park to view the famous Vigeland sculptures. This was followed by visits to several other museums. Later, I rode a portion of the line #5 "T-bane," Oslo's subway, to Ensjø, the closest outside station. I did see one 2-car set of new cars numbered 2002-2010. The older cars bore numbers from the 1000-1300s, and were in various configurations of 2-to-4-car sets, some having full-length cabs, others just an operator's cab. An under-running third rail (New York Central-type) is used. After taking a few slides, I rode to the main railroad station at Jernbanetorget. In every country visited, short- and (the majority of) long-distance trains are powered by electric locomotives. Electric locomotives observed in Oslo and later in Helsinki resembled the design of Amtrak's new electrics. There are also 8 trolley lines, which utilize 1980s-built Düwag cars and ex-Göteborg cars.

The next morning we arrived in Copenhagen, Denmark, the only city we would visit that had no electric street transport. There are however, seven electric "S" lines, which are lettered A, B, C, E, F, H, and M. Some of the long distance trains I observed at København H Station, were IC-3s similar to the one that Amtrak tested in 1996. There were also electric versions that are designated as model ER-4. They were all painted white, except for a solid vertical red stripe over the doors (Denmark's colors). Of course, the rubber on the ends of each car was black.

Following a day at sea, our next stop was Stockholm, Sweden. After visiting the old city on the island of Gamla Stan, we took a ferry over to Djurgården, a leisure area, where we found city tram route #7. This line, which had been restored several years ago, uses old cars. It operates weekends year-round, and daily during the months of June, July, and August. By the way, in this part of the world, during our visit, it really never got totally dark, as the sun sets around 11 PM and rises around 4 AM. Stockholm, besides having suburban electric lines, also operates a 5-line subway, known as the *T-Bana*. Most of the cars were green, although there were a number that were painted in an attractive blue with a white stripe. All cars have H2C couplers, like

those operated by NYC Transit, and I learned that the car contracts are numbered with the prefix letter "C". I was able to get some information to assemble the following roster:

CAR NUMBERS	CONTRACT
1001-1165	C-12
1166-1259	C-13
1260-1273	C-15
1274-1399	C-14
1460-1463	C-14 CZ
2451-2650	C-4
2651-2790	C-6
2791-2798	C-7
2799-2818	C-6
2819-2862	C-8
2863-2882	C-9
2901-2908	C-5

New articulated cars, designated C-20 and built by Adtranz, are being delivered. Thus far, 2001-2040 are on the property. I rode in 2027, which has a full-length cab but it is possible for riders to see the roadway ahead.

An overnight sail across the Baltic Sea brought us to Helsinki, which was celebrating Helsinki Day, marking the 449<sup>th</sup> anniversary of its founding. There were festivals all over the city, and admission to most attractions, including the trolley museum, was free. In addition to the older cars, most built on the continent, there was a mockup of a new Adtranz streetcar, numbered 200. We rode the 3T trolley, which makes a circular tour of the city and passes most of the important sights. All of the green-and-cream articulated trolleys were built by the Finnish company, Valmet. I was told that the older single-unit cars do not operate in the warm months due to the lack of carrying capacity. Helsinki also has a one-line metro. There are 16 stations, with two branches, which primarily serve the eastern suburbs. Ten of the stations are commonly served. All stations, as well as streets, carry two names: Finnish and Swedish. Cars are of the married-pair type, were constructed by Valmet between 1982-1984, and are numbered 101-180. Their #2 ends are closed, so one cannot pass to another car. They also have full-width cabs. The main railway station resembles Cincinnati Union Terminal. It appears to be of an art deco design, with Soviet influence. Like Copenhagen, the suburban train lines are lettered.

As we had not purchased visas, the only way to tour St. Petersburg, Russia, was on a ship-sponsored tour.

**Commuter Notes***(Continued from page 14)*

For most of our readers' lives, this city was known as Leningrad. The first afternoon we booked a tour of the Hermitage Museum, which in Czarist days, was known as the Winter Palace, to view its world-famous art collection. Enroute, we passed numerous streetcar and trolley bus lines. Single and two-car unit trolley and trolley buses are used. The condition of these vehicles would be the worst we would encounter on the trip. I did see a few trolleys painted with advertising, including a few for Samsung – which was all in English. On one street that the bus traveled, the track was in such poor shape that for sure, I did not expect to see any trolleys running there. However, soon one came along, rocking from side to side despite its slow speed. There were two streets where a major track reconstruction project was ongoing. The trolleys appeared to be older Tatra models. St. Petersburg has a metro with four lines, but I did not get to see it. Our guide told me that it opened in 1955, with 8 stations, and now has 49 stations, with 100 km of track. The tour we chose for our second day in St. Petersburg took us to Tsarkoye Selo, to see the magnificent, baroque Catherine Palace. An electric rail line, using trainsets of MU cars, was located behind the restaurant in which we ate lunch.

The next stop was Tallinn, Estonia, a half-day stop. Our tour gave us an overview of the city, and then we started on a walking tour of the old city. When that was finished, I had an hour to check out the transit scene. Tallinn has an immaculate trolley and trolleybus network. Most of the Tatra cars (there were two different models) carried full body advertising. One type was in two-car trains, the other articulated. Something that I noticed is that the trolley operators were not uniformed.

Our final port of call was the seaport of Gdynia, Poland. This small fishing village became Poland's access to the sea after the Free City of Danzig was created under the protection of the League of Nations following World War I. It was here that Germany started World War II on September 1, 1939. Gdynia has a trolleybus system, and on Swietojanska Street, there are two sets of overhead wires on each side of the street. In the afternoon we took a bus tour to Danzig, now known as Gdansk. The 1980s made this city more famous, as it was here that Lech Walesa started the Solidarity movement. It eventually led to the fall of Communism. Two- and three-car trains of Konstal-built trolleys, many painted in advertising, travel on grade-separated streets. For the most part, the car numbers (1100-1400s) in those sets were consecutively numbered. I did see one new car, 1501, also built by Konstal.

Returning to Dover, we went to Ashford International Station. The Duke of Kent dedicated the Eurostar portion of the station on February 28, 1996. Ashford is also served by "suburban trains" and is the only other stop in

the United Kingdom for the Eurostar or Chunnel train. It is a one-hour ride from London's Waterloo Station. Our train, #9132, the 1327 (1:27 PM) to Brussels, departed on time. The first stop on the European continent is Lille. It was there that I spoke with a member of the train crew who told me that Eurostar travels at 100 mph in the United Kingdom, 110 mph in the Chunnel, and 300 kph (186 mph) in France and Belgium. When he asked why I was interested in knowing these facts, my wife told him that I was interested in trains. He then asked if I would like to ride in the cab. It seemed like an eternity until the word YES came out of my mouth, and he said he would get approval. Shortly after departing Lille, he kept his word, and soon I was looking out of the window of the cab, speeding along at 300 kph, all the way to Gare (Station) Midi. From that vantage point I saw TGVs, current holders of train speeds at 319.5 mph. But for me at least, 186 mph is still faster than the 136 mph I experienced on the X-2000 while it was running through Princeton Junction on March 12, 1993. Arrival in Brussels was one minute ahead of schedule. Upon my return, I found an article in **Commuter News** that reported that the Eurotunnel was named the top construction achievement of the 20<sup>th</sup> century by an international panel of construction industry executives and editors. Eurotunnel edged out other construction achievements such as the Golden Gate Bridge, Panama Canal, Aswan High Dam, and Sydney Opera House.

Brussels has three metro lines plus seven trolley lines. We took a ride on Line #2 to start our tour of the city. The cars were built by BN, part of the Bombardier Group. Here too, all stations and streets carry two names, in French Flemish. Most of our sightseeing was in parts of the city not served by the trolleys, although we did see some of the newest cars in the 2000-series. This was the last stop on our trip.

**From the History Files**

*50 years ago:* In August, 1949, operation of 3<sup>rd</sup> rail MU cars between Camden and Millville, New Jersey, by the West Jersey and Seashore, ended. This followed a 1948 ruling by the New Jersey Public Utilities Commission, which ordered the 1906-built cars removed from service. Initially, steam-hauled trains replaced the wooden MUs, and they in turn were superseded by diesels. The whole line, 40.4 miles, was abandoned on February 5, 1971.

*15 years ago:* On August 28, 1984, Arrow III cars initiated service on the "New M&E," replacing the venerable Lackawanna electrics. (Many of these cars still survive on tourist railroads around the country.) However, their presence on the line would be short lived, as the Arrow IIIs would be transferred to the North East Corridor and North Jersey Coast Lines. Their replacements would be the Arrow IIs that would provide daily service until they were removed from service in 1998. To fill the void, some Arrow III cars would return along with ALP-44-hauled trains of Comet IIIs and IVs.

## Around New York's Transit System

### VCN Displays for R-143 Cars

Kawasaki Rail Car, Incorporated, of Yonkers, New York, the R-143 carbuilder, awarded a contract to Telecite, Incorporated to supply advanced Visual Communication Network displays for the R-143s. Telecite will supply an in-vehicle-based, multi-colored, animated VCN system, including LED displays, as well as Telecite's leading-edge advanced wireless data transmission system and key network components. The R-143s, which will be operated on the L (Canarsie) Line, will be equipped with cab signals actuated by the latest Communications-Based Train Control (CBTC) system.

Founded in 1986, Telecite provides real-time, emergency, and programmed visual and audio messaging systems for rapid transit, railroads, and airports.

### More R-143 News

Westinghouse Air Brake Company has announced that it has been awarded contracts by Kawasaki for various components of the R-143 cars. WABCO's Passenger Transit Division will produce brakes, couplers, and current collectors, while its Vapor Division will construct door equipment. It is expected that production will begin in the first quarter of 2000 and run into 2002.

### Emergency Evacuation Devices

Emergency evacuation devices, which are installed at various locations throughout the system, are used for emergency evacuation of passengers from train to roadbed, roadbed to platform, and train to train. These devices, are made of lightweight Fiberglass-reinforced plastic, with a flat surface on one side and steps on the other side.

### Train Operation Through Work Areas

When Train Operators encounter yellow lights or flags, they must immediately reduce the speed of their trains to not more than 10 miles per hour, and sound two long blasts of the horn or whistle. They must be prepared to stop within one-half the range of vision. If the view ahead is obstructed by a curve, the Train Operator must repeat the two long blasts of the horn or whistle at short intervals and be prepared to stop within one-half the range of vision.

### Clifford Holland — Tunnel Builder

The Holland Tunnel was named after Clifford Holland, the Civil Engineer who designed and supervised the construction of the tunnel. Before building the Holland Tunnel, he was the Chief Engineer in charge of building five East River subway tunnels.

Clifford Holland was born in 1883 in Somerset, Massachusetts, and he studied civil engineering at Harvard, where he specialized in tunneling. As soon as he graduated in 1906, he was hired as the Assistant Engineer in charge of building the IRT Joralemon Street Tunnel. He was promoted to Engineer in charge of building the IRT Clark Street Tunnel and the BMT Montague Street, 14<sup>th</sup> Street, and 60<sup>th</sup> Street Tunnels.

With a reputation of being the country's leading tunnel builder, Clifford Holland was appointed Chief Engineer of the Holland Tunnel construction project. Because the new tunnel was the first tunnel built for motor vehicles, Holland had to design a ventilating system capable of removing the poisonous exhaust fumes. After studying

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## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
June 23-25, 1999	Q	R-40M
June 30, 1999	M	Train of Coney Island R-42 cars with 2 R-40Ms in the middle
June 30 and July 1-2, 1999	Q	Train composed of 4 R-42s, 2 R-40Ms, and 4 R-42s
July 6-8, 1999	D	R-68A
July 10, 1999	E	R-46
July 14, 1999	N	Train consisting of: 3680-1 (R-32), 3949-8 (R-32), 4480-1 (R-40M), 4893-2 (R-42), 4536-7 (R-40M)
July 20, 1999	Q	Train composed of 2 R-40Ms, 2 R-42s, 2 R-40Ms, and 4 R-42s

The May 2 car assignment provided for R-42s on the N line, but they are being operated on the Q line.

On or about July 14, 1999, R-32 cars 3468/3445,

3644/3621, 3697-6, 3730-1, and 3772-3 were transferred from Pitkin to Jamaica for E service.