

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 42, No. 10

October, 1999

The Bulletin

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

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NEW SCHEDULES -- WILLIAMSBURG BRIDGE REOPENS; INCREASED SUBWAY SERVICE

The contractor finished his work ahead of schedule, and trains started operating across the Williamsburg Bridge shortly after 5 AM September 1, 1999. The current train schedule for the J, M, and Z trains is the same as the schedule in effect before the bridge was closed. Fare-free privileges on the B-39 Williamsburg Bridge bus continued until September 11.

The first train to cross the bridge was a rail polisher operating light. It would have picked up passengers, but there weren't any. Its consist was (R-42) S-4781-0, 4825-4, 4599-8, 4713-2-N. The first revenue train, a Manhattan-bound J train leaving Marcy Avenue at 5:07 AM, was composed of (R-42) S-4622-3, 4848-9, 4697-6, 4723-2-N.

The new schedules that went into effect on the BMT-IND on August 29, 1999 and on the IRT on October 3, 1999 provide for increased non-rush hour service on several lines. In this summary, we will refer to the September 6, 1998 schedule in effect when the bridge was open and the May 2, 1999 schedule in effect when the bridge was closed.

A — The new AM rush schedule is nearly the same as the September 6, 1998 schedule (bridge open). After the morning rush, service was increased from a 10- to an 8-minute headway for a brief period. Also after the AM rush, several trains that formerly discharged passengers at 168th Street now carry passengers to Dyckman Street. Put-ins bound for Far Rockaway leave Euclid Avenue at 6:17, 6:43, and 7:08 AM. Two trains leaving Far Rockaway at 9:54 and 11:42 PM operate to Euclid Avenue and are laid up

B — Rush hour service was increased from an 8- to a 6-minute headway

C — Trains continue running to Euclid Avenue every day. The new schedules are the same as the May 1, 1999 schedules

D — Peak AM rush hour service from Coney Island was reduced from a 5½- to a 6-minute headway

E, F — The new morning rush hour schedule is nearly the same as the September 6, 1998 schedule (bridge open). Service from Queens was increased from a 7½- to a 6-minute headway for about an hour after the morning rush. Early Sunday morning and early and late Sunday afternoon service was also increased

L — Morning rush hour schedules are nearly the same as the September 6, 1998 schedules (bridge open). Weekday service was increased as follows:

HEADWAYS

EFFECTIVE DATE	MID-DAY	PM RUSH	EARLY EVENING	LATE EVENING
May 3, 1999	10	6	6, 8	10, 12
August 30, 1999	8	4½	5, 6	8, 10

The weekend schedules are the same as the May 2, 1999 schedules (bridge closed)

N, R — For about an hour after the evening rush, service was increased from a 10- to an 8-minute headway

Q — Peak AM rush hour service was reduced from a 5½- to a 6-minute headway

S — Shuttles from Rockaway Park are

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FIFTH AVENUE "L" Edward B. Watson/Arthur J. Lonto Collection

CORPORATE HISTORY

May 1, 1886	Union Elevated Railroad Company of Brooklyn was founded
May 13, 1887	Union Elevated Railroad Company was leased to the Brooklyn Elevated Railroad Company
March 1, 1890	Sea-Side & Brooklyn Bridge Elevated Railroad Company was founded
November 17, 1890	Union Elevated Railroad Company was merged into the Brooklyn Elevated Railroad Company
April 28, 1891	Sea-Side & Brooklyn Bridge Elevated Railroad Company was leased to the Brooklyn Elevated Railroad Company
July 1, 1898	New York & Brooklyn Bridge Railroad Company was leased to the Brooklyn Elevated Railroad Company
April 1, 1899	Brooklyn Union Elevated Railroad company was leased to the Brooklyn Heights Railroad Company
April 1, 1903	Transit Development Company was founded by the Brooklyn Rapid Transit Company
February 28, 1907	Brooklyn Union Elevated Railroad Company's lease to Brooklyn Heights Railroad Company was canceled
November 30, 1912	New York Consolidated Railroad Company (a Brooklyn Rapid Transit subsidiary) was formed
June 7, 1923	New York Rapid Transit Corporation (a Brooklyn-Manhattan Transit subsidiary) was formed

OPENING AND CLOSING DATES

November 5, 1888	Trains started operating from Atlantic Avenue via Hudson Avenue and York Street to Fulton Ferry
November 6, 1888	Service was suspended because of an accident at the right-angle crossing at Myrtle and Hudson Avenues
June 21, 1889	Line was reopened. Trains operated from Third Street to Sands Street via a new curve at the southwest corner of Myrtle and Hudson Avenues
July 22, 1889	Extended to 9 th Street
August 15, 1889	Extended to 25 th Street
December 9, 1889	Extended to 36 th Street
October 1, 1893	Extended to 65 th Street, the transfer point to the Sea Beach Line and the trolley cars
November 25, 1893	40 th Street station burned
September 29, 1895	New Sands Street station was opened
May 1, 1896	Loop at Brooklyn Bridge was opened
June 18, 1898	Adams Street cut was opened for access to the Brooklyn Bridge
February 16, 1903	Fire starting in motor car destroyed 65 th Street station
May 30, 1903	Trolley ramp in service on Third Avenue between 65 th Street and 68 th Street
May 31, 1940	Discontinued service

LONG ISLAND RAIL ROAD OPERATION ON THE FIFTH AVENUE "L"

At the turn of the century, there was a track connection between the Long Island Rail Road and the Fifth Avenue "L" at Flatbush and Atlantic Avenues. LIRR Trains operated on the BRT's tracks to Sands Street and Park Row.

May 24, 1899	LIRR trains started operating from Jamaica to the Brooklyn Bridge loop
July 30, 1899	On Sundays, LIRR trains operated from Rockaway Beach to Park Row
December 11, 1899	LIRR service from Jamaica, which formerly operated to Park Row, was cut back to Sands Street
Labor Day, 1904	Discontinued LIRR service on the Fifth Avenue "L"

"L" SHUT DOWN BECAUSE OF COLLISION by Bernard Linder

At 5:45 AM November 6, 1888, trains started running from Flatbush and Atlantic Avenues to Fulton Ferry. Two-car trains operating on a 5-minute headway made the trip in 8 minutes, 15 minutes faster than the horse cars. There was no Sunday service and trains did not run after 8 PM. Until stations were built at Hudson and Myrtle Avenues and at Hudson and Flatbush Avenues,

(Continued on page 3)

Fifth Avenue "L"*(Continued from page 2)*

trains stopped only at York and Washington Streets and at York and Bridge Streets.

At Myrtle and Hudson Avenues, the Fifth Avenue "L" and the Myrtle Avenue "L" crossed at grade. The next day, 7:02 PM November 7, 1888, Myrtle Avenue engine 70, which had the Flagman's clear signal, hit Fifth Avenue "L" engine 58 and turned it on its side. The Engineer put the engine in reverse. Then the Engineer and Fireman jumped from the locomotive. As a result of this accident, service was discontinued until property could be acquired to build connecting curves from Hudson Avenue to Myrtle Avenue. Service was resumed on June 21, 1889 via a different route. Trains were routed via Hudson Avenue, Myrtle Avenue, and Adams Street to the High Street loop.

COMPANY CONVERTS TO ELECTRIC TRACTION

Before it could run electric trains, the company had to install third rails. A June 3, 1899 newspaper reported that third rails had been installed as far south as 16th Street. Contact rails were extended to 36th Street on June 28, 1899 and 65th Street on August 16, 1899.

The *Eagle* reported that partial electric service began on June 28, 1899 and that the number of electric trains would be increased as soon as cars were available. But the *Tribune* informed us that the first electric train departed from 36th Street at 10:07 AM July 4, 1899 and reached the Brooklyn Bridge terminal 20 minutes later. The next train departed at 10:30 AM, after which electric trains ran on a 30-minute headway. Three electric trains were in service between the steam trains.

On August 17, 1899, all the Fifth Avenue "L" trains were electric trains. But there was insufficient power because the power house was not notified of the increased service. Trains were slow; the running time was 25 minutes from 65th Street to the Brooklyn Bridge. On November 6, 1899, steam engines replaced the electric trains, whose wiring was faulty. We have no record of the date the electric trains were back in service. Passengers riding the locomotive-hauled coaches com-

plained that the "L" was slower than the trolley cars. A reporter informed us that the train took 30 minutes to 36th Street and 40 minutes to 65th Street in the evening rush, but didn't tell us where he boarded the train.

LOCOMOTIVES BACK IN SERVICE DUE TO POWER SHORTAGE

During the next few years elevated and trolley riding increased rapidly and the company increased service. The power supply was adequate until the Ridgewood power house was destroyed by fire on December 4, 1900.

On June 4, 1901 steam engines replaced the electric trains in Fifth Avenue service because the company needed power for additional trolley service to the beaches. The locomotive-hauled trains were so slow that the headway was extended from 10 minutes to 15 minutes.

On July 17, 1901, the company announced that it expected to continue operating locomotives until September 1 because of fires in two power houses. To ease the power shortage, the BRT bought power from the Brooklyn Edison Company. On December 24, 1901, heat was turned off on the elevated cars from 4:30 to 7:00 PM to conserve power because the BRT lost power when it 65th Street generator broke down from overload. It was also short of power because of a fire in its Ridgewood power house. The company was still buying power from the Brooklyn Edison Company.

On November 11, 1902, the company announced that it planned a new power house at Third Avenue and First Street. In addition to the 42,000 HP that was available, the new power house would generate 48,000 HP to be distributed to six substations, which were under construction. Three substations were in service, but not to full capacity. The BRT expected to have all substations in service by the summer of 1903. Locomotives replaced electric trains again on November 19, 1902 because increased trolley service resulted in a shortage of power for the elevated lines. The BRT expected to run electric trains again when the Central power house at Third Avenue and First Street was placed in service on March 1, 1903.

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Looking north on Flatbush Avenue (1927) with tracks curving from Flatbush Avenue to Hudson Avenue, Fulton Street "L" in background and entrance to IRT Nevins Street station in foreground.

Bernard Linder collection

Fifth Avenue "L"

(Continued from page 3)



←65th Street Terminal — one-car train in station.

→Looking south toward 65th Street Terminal — signal tower in foreground.

Both photographs, Bernard Linder collection



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Increased Subway Service

(Continued from page 1)

turned on a new spur track north of Broad Channel, located east of the northbound track. But the weekday 4:43, 6:03, and 6:23 PM shuttles arriving at Broad Channel are turned at Howard Beach because of rush hour congestion at Broad Channel

#1 — Weekday early evening service was increased from a 6- to a 5- and an 8- to a 6-minute headway for about two hours

#2 — Trains make all local stops during the midnight hours as shown in the following table:

	WEEK-DAYS	FRIDAY-SATURDAY	SATURDAY-SUNDAY
Leave 241 st Street	11:42 PM-4:22 AM	11:42 PM-4:42 AM	11:42 PM-6:04 AM
Leave Flatbush Avenue	11:50 PM-5:08 AM	11:50 PM-5:30 AM	11:50 PM-7:00 AM

Weekday midday and early evening service has been increased from a 10- to an 8-minute headway. Early Sunday morning service has been increased from a 20- to a 15-minute headway.

#3 — Trains start running earlier and continue running later than previously. Hours of operation are as follows:

	WEEKDAYS	SATURDAY	SUNDAY
Leave 148 th Street	5:01 AM-11:00 PM	5:19 AM-9:47 PM	7:40 AM-9:47 PM
Leave New Lots Avenue	5:40 AM-11:24 PM	6:05 AM-10:24 PM	8:01 AM-10:12 PM

During the morning rush, four #3 trains depart from 137th Street-Broadway at 7:42, 7:55, 8:07, and 8:20 AM. The last four northbound trains arriving at 96th Street-Broadway at 11:27, 11:39, and 11:51 PM and 12:03 AM discharge passengers there and are laid up. Weekday midday and early evening service has been increased from a 10- to an 8-minute headway

#4 — New Lots Avenue service was adjusted to conform to the increased #3 service described above

#5 — Sixty years ago, the Lexington Avenue Subway was overcrowded in the rush hour. To relieve the congestion in 1939, one train shown on the Woodlawn schedule was turned at 86th Street at 8:37 AM. History is repeating itself. Under the new schedule, one #5 train is put in service at 125th Street at 8:03 AM. Dyre Avenue to Bowling Green weekday evening service has been increased from an average 16- to an average 12-minute headway. Weekend Dyre Avenue to Bowling Green service starts earlier and continues running an hour later as shown in the following table:

	SATURDAY	SUNDAY
Leave Dyre Avenue	5:50 AM-9:14 PM	7:39 AM-9:17 PM
Leave Bowling Green	6:52 AM-10:21 PM	8:45 AM-10:21 PM

#6 — Six decades ago, the six-car Lexington Avenue locals were overcrowded in the rush hour. To relieve the congestion in the early 1940s, northbound locals arriving at 59th Street at 8:04 AM and 86th Street at 8:32 AM were turned there. Under the new schedule, there is a #6 put-in leaving 125th Street at 8:12 AM making the first stop at 116th Street. Weekday midday service has been increased from a 5- to a 4-minute headway

TECH TALK

by Jeffrey B. Erlitz

Over a month early, the Williamsburg Bridge was placed back in service at 5:00 AM Wednesday, September 1, shortly after the start of the fall pick on Subdivision B (see page 1 of this issue for details). During the nearly four months that the bridge was closed to traffic, all track and signals and most of the structure beneath the tracks were completely replaced. Originally, the signal system on the bridge was to be part of S-32304, the contract that replaced the signal system on the entire Jamaica and Myrtle Avenue Lines a few years ago. The section from Essex Street to Marcy Avenue was deleted from that contract when it was determined that the bridge would be completely out of service for major reconstruction this year. Rather than endure several weeks of single-tracking due to signal work, it was decided that the work would be done when the bridge was closed. Though part of New York City Department of Transportation contract BRC253B, the signal work was assigned contract number S-32346, I presume for Capital Program purposes.

Basically, only the old automatic signals were replaced between Essex Street and Marcy Avenue; the replacements were supplied by Union Switch & Signal. Overlays were applied to the Essex Street Master Control Panel, Marcy Avenue Maintainer's Control Panel, and East New York Master Control Panel to show the new automatics on the bridge. In addition, the GRS CentraCode II code system used on the Jamaica Line was extended over the bridge to Essex Street. In a future column I hope to include an explanation of code systems.

Under the old signal system, traffic locking was provided on both Tracks J-1 and J-2 between Essex Street and Marcy Avenue with no intermediate signals. What this means is that single-track operations could be performed, but only one train at a time could operate in the reverse direction of traffic. On mainline railroads this would be known as "controlled manual block." Interestingly, the Williamsburg Bridge was the only bridge to have this system, something all river tubes have. With the new signal system, multiple trains can operate over the bridge in the reverse direction of traffic.

Another very interesting point here is that grade-timed blind stops were installed on the downgrades of both Tracks J-1 and J-2, but only in the reverse direction. I have not confirmed this with someone in Signal Operations yet but I suspect this was done because of very limited clearance between the tracks. There is no space for a signal mast, let alone a signal case, between Tracks J-1 and J-2 on the bridge. This may very well be the tightest clearance between tracks anywhere on the subway system. Since it was not practical or cost effective to install overhead signal bridges over the tracks,

and it was probably deemed not wise (or practical) to install the reverse signals *only* on the left-hand side like repeaters, I think the result was these new blind stops. These are the first new blind stops not associated with wheel detectors installed on the subway system in a very long time. As an historical note, the last old blind stops were removed from service when the Pelham Line received new signals during the past few years. With the completion of this project, the only old BMT signal systems now left are on the West End and Canarsie Lines.

Speaking of old signals, when the BMT Broadway and IRT Lexington Avenue Lines were resigaled in the very early sixties, budgets were apparently tight and many old signals were reused with the new signal system. Evidently, many if not all of these old signals go way back to when those lines were first signaled. The oldest IRT signals are those with a horizontal line between the signal number and line letter on the signal's number plate.

In other news, the contract for the first phase of the rehabilitation of the signal system on the Flushing Line was put on the street in August. Contract S-32702 includes the replacement of the interlockings at 111th Street, Willets Point Boulevard, and Main Street. According to the contract drawings, a new push-button all-relay interlocking machine will be installed next to the original push-button machine (a US&S UR all-relay) in 111th Street Tower. Maintainer's Control Panels will be in the new relay rooms at all three locations. 111th Street Relay Room will be in the old mezzanine at 113th Street, Willets Point will be in a new structure north of the northbound local platform, and Main Street will be over the tunnel portal at College Point Boulevard.

Phase II of the Flushing Line signal project will be the replacement of the remaining interlockings and include the relocation of the 69th Street (Fisk Avenue) interlocking to 74th Street. Using the same number of switches (four), but rearranged differently, express trains will be able to cross over, stop at 74th Street, and cross back to the express track. It is expected that moves like this would be performed during service interruptions or General Order work.

Over the Labor Day weekend, the second switch was installed for the 63rd Street Connection on Track D-2, the northbound local track. This completes all track work scheduled for Track D-2.

MetroCard Vending Machines were placed in service at the following stations in September:

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Tech Talk

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LINE	STATION	CONTROL AREA	MVMs	OPENING DATE
Eighth Avenue	Chambers Street	N91	2	9/2/99
		N92	1	9/2/99
Eighth Avenue	World Trade Center	N94	6	9/2/99
Broadway	34 th Street	A22	2	9/9/99
		A25	3	9/9/99
Sixth Avenue	34 th Street	N505	3	9/9/99
		N506	5	9/9/99
		N507	3	9/9/99
Broadway-Seventh Avenue	66 th Street	R159	1	9/14/99
		R160	2	9/14/99
		R160A	2	9/14/99
Eighth Avenue	59 th Street	N49	2	9/16/99
Pelham	E. 177 th Street-Parkchester	R417	3	9/16/99
Staten Island Ferry	Whitehall Terminal		4	9/23/99
Staten Island Ferry	St. George Terminal		4	9/23/99
Archer Avenue	Parsons Boulevard	N606	7	9/30/99
		N607	3	9/30/99

Fifth Avenue "L"

(Continued from page 4)



Third Street station looking north — switch in foreground is a hand-thrown switch.
Bernard Linder collection



Fulton Street station looking south.
Bernard Linder collection

FUTURE TRACK WORK AND CONSTRUCTION IN THE NYC TRANSIT SYSTEM by David Erlitz

Hello again, everyone. I hoped you enjoyed the first installment of **Future Track Work and Construction Projects in the NYC Transit System**. To show you how much work is being done in the system, not all of the Track 2000 proposals made it into last month's column. So this month's column will complete the proposals from Track and give the Capital Project Management (CPM) proposals for 2000.

Once again, these are just proposals and are subject to change in any number of ways. Also, a lot of these jobs are ongoing but they are still considered part of the plan for 2000 whether or not the job starts or finishes in that year. You will also notice that the type of information given on CPM's list is a little different than Track's list. As I told you last month, I'm trying to fine-tune the

article to give as much information as possible in as little space as I can. Due to the fact that Track can give more specific areas of work than CPM can, the service plans are not completed until the diversions are requested.

I will hopefully start with the monthly planning in the November issue; this will show the diversions as they are requested a bit more clearly. Also I have been given a *preliminary* copy of the Track proposals for the year 2001. As these plans become more finalized, I will start to issue them as little sections along with the monthlies.

Enjoy, and if you have any comments or suggestions, please feel free to contact me through the ERA or my e-mail address, which is tderlitz@mindless.com. No wise cracks, please.

TRACK PROJECTS (CONTINUED FROM SEPTEMBER ISSUE)

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
2/26 to 3/12	Daily & Wkndys	A/H	Tracks K-2 & K-3/4 N/O Lefferts Boulevard	Same as above	Switch #71
3/18 to 4/16	Daily & Wkndys	A/H	Tracks K-1/K-2 & K-3/4 N/O Lefferts Boulevard	Same as above	Switches #75 & 77
4/19 to 5/22	Wkndys	A/H	Tracks F-3 & F-4 N/O Aqueduct	A — all service to Lefferts, Shuttle — Rockaway Park to Howard Beach, Shuttle — Far Rockaway to Howard Beach, Shuttle Bus	Switches #231 & 251
N/A	Daily & Wkndys	A	Track F-3 S/O Rockaway Boulevard	A — all service to Lefferts, Shuttle train between Far Rockaway & Rockaway Boulevard	Track Panels
N/A	Daily & Wkndys	A	Track F-2 N/O Howard Beach	N/B A via Track F-4 from S/O Howard Beach to S/O Aqueduct	Track Panels
N/A	Daily & Wkndys	A	Track F-1 S/O Howard Beach	S/B A via Track F-3 from S/O Howard Beach to S/O North Channel Bridge	Track Panels
N/A	Daily & Wkndys	A	Track F-2 S/O Howard Beach	N/B A via Track F-4 from N/O North Channel Bridge to S/O Howard Beach	Track Panels
1/2 to 2/14	Ni & Wkend	E	Track A-1 N/O Chambers Street	Works with World Trade Center switch job	1,150' of rail
5/20 to 7/20	Ni & Wkend	B	Track B-5 S/O 57 th Street	B Shuttle 21 st /Second Avenue suspended, B Shuttle 21 st Street-/57 th Street/Seventh Avenue; Wkends B — Stillwell to 145 th Street	900' of rail
3/28 to 7/3	Ni & Wkend	D	Track C-2 S/O 161 st Street, Harlem River Tube	N/B D via C-3/4 from 145 th to 161 st	1,300' of rail
1/2 to 3/27	Ni & Wkend	A/D	Track A-3 adjacent to 86 th Street	S/B A & D via Track A-1 from 125 th Street to 72 nd Street	942' of rail

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

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Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

Without fanfare, on August 18 the much-awaited North End Access, now referred to as Grand Central North, was opened to the public. Metro-North estimates that as many as half of the 70,000 people who arrive in Grand Central Terminal each day are headed for destinations that are north of the terminal. Those passengers can expect to save from 8-10 minutes each way. Four passages were constructed to street level entrances at E. 45th and 46th Street and Park Avenue (Helmsley Walk), E. 47th Street at Madison Avenue, and E. 48th Street and Park Avenue. Another potential benefit of this project is that passengers will be better distributed throughout the trains, i.e. the head-end cars should not be as crowded. About a year ago, it was expected that the project would be completed by December, 1998. When a crew from News Channel 4 went to Grand Central, it found that three of the escalators were not working. The anchor commented that you would save even more time if they were working.

On Thursday, August 19, member Gary Grahl and I, accompanied by my friend Steve Lofthouse, went to Grand Central for a first-hand inspection. Before the platform area, above the entrance where the track number is usually placed, the designers have created signs that read *Northwest Passage* and *Northeast Passage*. They can be found adjacent to tracks #30 and #23, respectively. As we started walking north via the Northwest Passage, we took note of the heat, and as we passed the locomotives, diesel fumes. We immediately decided that the passageway needed to be covered and air-conditioned. The heat became a problem for Gary, who retreated to the cooler confines of the terminal. Steve and I continued our tour and walked to the lower level (77 steps), which is below the *Lower Level*, where the trains are. From there, one must ride a small elevator or walk up 33 steps to reach the platforms for Tracks #101-117. Not all of the platforms are directly connected to the two passageways or the "spine," and additional staircases must be negotiated to access tracks #23/24 and #32/33. Metro-North personnel were on hand to give directions and hand out brochures explaining Grand Central North, which is not handicapped-accessible.

Here is some history: North End Access was approved at the MTA board meeting of October 21, 1991. In the December, 1991 **Commuter Notes**, I reported: "Approval has been given for the construction of four new entrances/exits at the north end of GCT. When completed in 1993, this \$65 Million project will alleviate the congestion which occurs when all passengers must exit south into the terminal." Yonkers Contracting was

awarded a \$47.7 million contract that December. Final cost will be in the neighborhood of \$112 million. The contractor has been fined \$10,000 per day since December 31, 1998, for each day that the job was not completed. Announcements were made in outbound trains earlier in the week, but no press releases were made. There was to be a grand opening ceremony in September, assuming everything was working properly. Grand Central North will be open weekdays from 6:30 AM-9:30 PM, and on weekends/holidays from 9:00 AM-9:30 PM, except for the exits that lead to the Helmsley Walk.

Thursday, August 26 was a day that Metro-North and its commuters would like to forget. Torrential rains ranging from 2½-4 inches fell in the metropolitan area, causing problems of monumental proportion to Metro-North and the subway system. At 8:10 AM, the tracks, including the third rail, in the Mott Haven section of the Bronx, became submerged under four feet of water, and all train service was halted. Only 66 of the 125 trains that are scheduled to arrive in Grand Central Terminal made it through. 49 others were turned back north and east, and 10, with passengers, were stranded for up to six hours. Limited service was restored at 3:30 PM. Almost immediately, there were calls from several politicians for an investigation as to why this occurred. MTA Chairman E. Virgil Conway described the rains as acts of God", and said that no emergency planning or infrastructure repairs could prepare for something like this. MTA Inspector General Roland Malan said that his office would conduct an inquiry into the events, but indicated that the events were so "random and odd" that it would not demand immediate attention.

After the weekend, Metro-North announced that it would consider issuing refunds to the approximately 40,000 riders who were unable to get to work the previous Thursday. Requests were to be considered on a "case-by-case basis." There is a precedent for fare refunds, as they were given after the "Blizzard of '96" and in 1983, following an 8-week strike.

Due to the region-wide drought, as of August 11 Metro-North has suspended exterior car washing at Harmon Yard. This came at the request of the Village of Croton in an effort to conserve water. Affected are cars that run on the Hudson and Harlem Lines. New Haven Line cars are unaffected, as the car washer at Stamford uses a recycled-water system.

According to an e-mail from member Andrew Grahl, Metro-North has sent FL-9s 2012 and 2013 to the North White Plains Shop to be painted into a New York Central lightning-stripe color scheme, complete with New

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Commuter Notes

(Continued from page 8)

York Central Railroad lettering. As our members know, the New York Central never owned any FL-9s. In 1996, 2013 was one of two FL-9s painted into what was called the "stealth" colors, to match the P32AC-DMs. 2007 was the other. Rail photography will be interesting in the near future, especially when these FL-9s are near the New Haven McGinnis-painted FL-9s. In a subsequent e-mail, member Glenn Rowe reported that these units would be used to haul a train comprised of two observation cars and regular cars to celebrate the 150th anniversary of the Hudson River Railroad on October 2. One-way tickets for a ride between Yonkers and Peekskill were sold for \$25 (Observation car) and \$10 (coach).

MTA Metro-North Railroad (West)

Work began during August at the Spring Valley rail station, and as it is with many construction projects, the first item is asbestos abatement (removal). Because the station building has had its share of pigeons, their droppings must also be removed. Last year, Metro-North purchased the station building from the Village of Spring Valley for \$3 million and promises of improvements to the surrounding area. All work is expected to be completed by next March.

Connecticut Department of Transportation

Member David A. Cohen sent an article reporting that with the funding to avoid a fare increase on the New Haven Line for this year, the State Senate's Majority Leader, George C. Jepsen, would like to increase state subsidies permanently, so that the railroad would rely less on commuter fares. Fares will remain "frozen" through June 30, 2001. Presently, Connecticut riders pay a 21% higher share of the cost of a train ride than do their New York counterparts. For example, a monthly commuter ticket from Port Chester costs \$152, and at Greenwich, which is two miles away, the cost is \$196. Here are some sample fares:

LINE	TERMINAL	MILES FROM GRAND CENTRAL	MONTHLY TICKET
Hudson	Poughkeepsie	74	\$257.00
Harlem	Dover Plains	77	\$257.00
New Haven	Waterbury	88	\$297.00
New Haven	New Haven	72	\$319.00

Harry P. Harris, chief of the public transportation bureau in the Connecticut DOT, reported that with the state spending millions of dollars to upgrade track, electrical lines, and stations, it was decided to delay purchasing any replacement cars for the present MU fleet. The oldest of these cars, the M-2s, went into service between 1972 and 1975.

MTA Long Island Rail Road

The Port Jefferson Branch got a special construction timetable for August 21, to permit signal rehabilitation work to be done between Huntington and Port Jefferson. Bus service ran between those stations, although a few trains were turned back at Hicksville.

During August, the MTA posted jobs on its website for at least nine staff members who will work on the LIRR-Grand Central Connection ("East Side Access"). Eight of the jobs are for the title of Project Manager, and the other for a secretary to monitor and coordinate this construction project. Governor Pataki has made this project one of his top priorities. State Assembly Speaker Sheldon Silver would also like to see that the Second Avenue Subway for NYC Transit is funded, and vowed to reject any plan that does not provide funding for this line. Thanks to member Josh Weis for the report.

Three more Long Island coaches have been shipped to the Cape. Member George Chiasson e-mailed that 2724, 2728, and 2736 were delivered to arrived on the Cape on August 19; he believes that these cars are destined for future assignment to a Falmouth Scenic train once approval is received from owner EOTC.

Some observations concerning the new bi-level cars were sent in by Member Larry Wartur. He wrote: "On Monday, August 12, I took the 7:28 AM train out of East Hampton. It had 10 bi-levels, with DE-30 401 at the west end and 418 at the east end (and no cab cars). It was a delightful ride (5 minutes early at Jamaica, believe it or not) In addition, the timetable showed parlor cars on this train. The first two bi-levels were actually designated as 'parlor cars.' When I asked the conductor what made them 'parlor cars,' he said it was the bar and coffee service. So perhaps they will continue to offer 'parlor car' service when the old equipment is gone." For the U.S. Open, which was held in its usual Flushing venue, a special branch timetable for the dates August 28-September 12 was issued. The format and level of service was similar to what has usually been operated in past years.

Effective 12:01 AM September 13, General Order No. 603 was placed into effect. The Long Island Rail Road reports that it made schedule adjustments to reduce or eliminate service gaps on certain AM and PM peak trains. Riders of evening trains to/from Flatbush Avenue will find their rides have been reduced by up to five minutes, upon completion of various track projects. At the same time, the railroad was to begin track programs on the Main Line and Montauk Branch. On the Montauk Branch, construction forces will install concrete ties and surface track on one of the tracks between Babylon and Sayville. Between the hours of 9:30 AM and 3:30 PM, three trains in each direction will be canceled or combined, and buses will replace those trains between Speonk and Babylon. The second project will be undertaken on weekends, where switch mechanisms will be replaced and the bridge at Carle Place will be water-

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Commuter Notes*(Continued from page 9)*

proofed. One track will be taken out of service between Carle Place and Hicksville. This time there will be no train cancellations, but schedules are being adjusted by up to 34 minutes on the Ronkonkoma, Huntington, Port Jefferson, and Oyster Bay Branches. The remaining branches that connect at Lynbrook will also have adjustments made to their schedules. All of this work is expected to be complete by mid-November.

NJ Transit

At its September 8 meeting, the NJ Transit Board of Directors was to approve contracts for the completion and interior bridges of the Secaucus Transfer station. Another contract was to be awarded for engineering consultant services for new rolling stock.

The evening of Friday, August 20 was the last night for streetcar operation using trolley poles. Subscriber John Pappas had visited the Newark City Subway a week before and reports that all of the PCCs he observed had pantographs installed on the front module of the car where the air vent had been, and it was done very tastefully. The installation included black metal shrouds along each side in preparation for the change-over. A booklet John gave me explained that the subway would be completely shutdown between August 21 and September 6, to "finish some major work on the ongoing modernization project." John explained that the wire is different for trolley pole and pantograph operation. The Franklin Avenue station was closed. Replacement bus service was provided with semi-express service operating 6-9 AM and 3:30-7 PM from Heller Parkway to Broad Street, with intermediate stops at Davenport Avenue, Bloomfield Avenue, and Washington Street. In the evening, outbound semi-express buses made the same stops. After September 6, weekend shutdowns continue through the fall. NJ Transit anticipates that the upgrading of tracks and wire should be completed by the spring of 2000, and at that time, it expects to place the first of the new LRVs into service. It is expected that the first of these cars will be delivered to the Hudson-Bergen Light Rail Line for acceptance testing.

Speaking of which, deliveries of new cars for the Hudson-Bergen Light Rail Line are well on their way toward completion. On September 8 and 9, cars 2025 and 2026 were delivered. This makes a total of 27 cars, with just two remaining. A March 1 opening is planned with service operating on two lines: Exchange Place to 34th Street (Bayonne) and Exchange Place to West Side Avenue (Jersey City).

To welcome Newark City Subway riders back on the first day of service, September 7, free rides were given all day.

New (green) timetables were issued for the Boonton, Morris & Essex, North Jersey Coast, and Raritan Valley

Lines for the period September 7 through October 30.

Amtrak

More problems for *Acela*: on September 1, it was announced that due to problems with wheel vibrations and excessive wheel wear, the introduction of *Acela* service will be delayed until next spring. Amtrak has issued a colorful brochure for *Acela*.

George Chiasson sent some information on Amtrak's FL-9s. "484 and 487, which had been leased to Iron Road Railways since late 1998, and used for excursion and freight operations in Northern New England and New Brunswick, were coupled within D&H manifest 556 as it left Mohawk Yard, headed southward. Word was they were bound for a new lessee somewhere in Dixie, but by August 10, had been side-tracked off Norfolk Southern (ex-CR) in the Harrisburg, Pennsylvania area, and then migrated to the Amtrak shops in Bear, Delaware. Long-standing Empire Corridor protect units 485 and 486 were finally shoved into MOW service as of August 4, when they showed up at Southampton Street, off the Boston section of Train #448. The following evening they made it to New Haven in a light engine move and on August 12 they appeared at the Providence, Rhode Island MOW base after coming up the Shoreline with a 10-car stone train from Cedar Hill. They sat until August 17 when they departed Providence with 30 empty stone hoppers for Pine Orchard, after which they proceeded light to New Haven Motor Storage."

An early September visit to Penn Station, New York found that Amtrak's "ticketed passenger area" has reopened at a new and larger location, which is slightly south and east of the original site.

Trolley Museums

At the request of the Toronto Transportation Commission, the Ontario Electric Railway Historical Association, operator of the Halton Radial Railway, was asked to consider preserving a pair each of M-1 and H-1 subway cars. The Association agreed to accept a pair of M-1s, provided that the cars were donated. On July 13 and 14, "class cars" 5300-5301 arrived via truck at the museum. This pair was the first of 36 cars built by the Montreal Locomotive Works, and also the first subway cars built in Canada. And at 75 feet in length, were also the longest cars in the world at that time (1962-63). They were purchased for the University Subway extension, but spent the last 20 years running as rush hour extras on the Bloor-Danforth Line. Some other Toronto cars that the museum owns are PCCs 4000 and 4600 and (Gloucester) 5098-5099. Peter Witt 2890 made its last run at the museum on July 11 and two days later was shipped to the Seashore Trolley Museum in Kennebunkport, Maine, arriving there the next day. In exchange, Halton Radial received Lake Erie & Northern (combine) 797. Thanks to member Glenn Smith for the information.

Strangely, the aforementioned acquisition of 5300-

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5301 and the swap of 2890 are somewhat related. According to **The Dispatch**, which is published by the Seashore Trolley Museum, Toronto's once large fleet of 575 Peter Witts was reduced with the purchase of no longer needed PCCs from various cities in the United States. The last operation of Peter Witts occurred in 1963 when the Dupont Line was abandoned, upon the opening of the University subway line.

Miscellaneous

On the website of the U.S. Department of Transportation, I found the following listing of the Secretaries of Transportation. Some names will be more familiar than others:

NAME	APPOINTED BY	TENURE
Alan S. Boyd	Johnson	1/16/67-1/20/69
John A. Volpe	Nixon	1/22/69-2/1/73
Claude S. Brinegar	Nixon	2/2/73-2/1/75
William T. Coleman, Jr.	Ford	3/7/75-1/20/77
Brock Adams	Carter	1/23/77-7/22/79
Neil E. Goldschmidt	Carter	8/15/79-1/20/81
Drew Lewis	Reagan	1/23/81-2/1/83
Elizabeth Hanford Dole	Reagan	2/7/83-9/30/87
James H. Burnley IV	Reagan	12/3/87-1/30/89
Samuel K. Skinner	Bush	2/1/89-12/13/91
Andrew H. Card	Bush	2/24/92-1/20/93
Federico H. Peña	Clinton	1/21/93-2/14/97
Rodney E. Slater	Clinton	2/14/97-Present

Member David Ross e-mailed that Bombardier has been awarded a (Cdn) \$48 million contract to construct four 4-double-deck train car sets for Israel Railways. (Cdn\$ = US\$1.48) Each consist will be made up of one driving coach and three center coaches. The contract also has options: one for 8 trainsets and another for 18 trainsets. Manufacturing by affiliate Gorlitz will take place in Germany for delivery in the second half of 2001. This equipment is being ordered under the "Railway 2000" project.

Train aficionados now have their own stamps. At a ceremony that was held in Grand Central Terminal on August 26, the U.S. Postal Service unveiled a set of five stamps, which recognize "Art-Deco" trains, which were made famous during the 1920s and 1930s. Pictured are the *Congressional* (with a GG-1), the *Daylight*, the *20th*

Century Limited, the *Hiawatha*, and the *Super Chief* (EMD E-1). The others feature various types of steam engines, all drawn by watercolorist Ted Rose. For \$6.60, you can get a sheet of 20 stamps. On the reverse of side of each stamp there is an explanation of each train.

Other Transit Systems

Boston, Massachusetts

Several members contributed reports concerning the electrification project. During late August, George Chiasson reported that he has learned that the prime contractor on the electrification project between New Haven and Boston, Balfour Beatty, has gone into bankruptcy. That action has ended any possibility that high speed *Acela* service will be operating between Boston and Washington, D.C. this year. George e-mailed: "Efforts from this point on will be to prepare a single continuous alignment for electric-powered locomotion between New Haven and Boston on either track, as opposed to full electrification of both tracks. This is reflected locally by spotty to scant progress on Track #3 within the Southwest Corridor and about 16 miles of anticipated absent catenary on Track #2 from Old Saybrook to New London. Effective July 24, in conjunction with Amtrak, the new Metro-North catenary wire on No. 1, No. 2, No. 4 and No. 6 Tracks to the phase break approximately 2100 feet east of Division Post was energized. It is planned that other segments will continue to be energized throughout the fall up to December 9, when the section, 'Sharon East' (Sharon to South Station) is completed. Rolling stock delivery and rebuilding, qualification, and final preparations will be ongoing, with a target start-up of limited electrified service (unclear with what equipment or on which schedule) on January 10, 2000. There may be one or two *Acela* sets available by then, and certainly some of the new HHP locomotives, and there could still be some F-40s and aging E-60s running."

Glenn Rowe forwarded a report that as of the end of August, no catenary was in place between Canton Junction and Readville, but poles and crossbars are standing. Catenary is in place over Tracks #1 and #2 from Readville Station through Forest Hills (with some gaps). All appears ready from Forest Hills to Ruggles, with poles, crossbars and brackets in place. A few crossbars are in place at Back Bay Station and poles and crossbars are in place around the South Station interlockings as well as over the temporary Fort Point Channel Bridge. Catenary brackets are in place throughout the affected South Station Terminal tracks. No catenary is strung over Track #3 anywhere between its origin at Transfer Interlocking (Readville Station) and South Station. This track is used exclusively by MBTA commuter trains under normal circumstances so it's likely been given low priority for electrification. Nonetheless, brackets to hold the catenary have been installed.

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George Chiasson added that on August 30, the Dorchester Branch gave up its weekday status as a "Main Line," with Amtrak and MBTA Commuter Rail returning to normal schedules on the Southwest Corridor. Both agencies continue to use the Dorchester Branch on weekends when the lighter schedule permits work windows in the busy open cut. One predictable bottleneck – and a cause of many delays – was the half-mile stretch of single track between TRANSFER, where the Dorchester and corridor main rejoin – and HILL Interlocking, by CSX's Readville Yard. This had been redone as part of a double-track mainline back in 1979 to accommodate reconstruction of the Corridor, but one side was destroyed when that task was completed in 1987.

Member Todd Glickman sent copies of new commuter rail timetables which went into effect on August 30 for the Attleboro/Stoughton, Fairmount, Franklin, and Needham Lines. There was a note to passengers on all except for the Fairmount Line, that electrification work would continue to affect off-peak and weekend train service into the fall of 1999. Franklin Line trains still operate via the Dorchester Branch on weekends and riders bound for Back Bay can ride the shuttle train from South Station. Saturdays (there is no Sunday service), Needham Line trains terminate at Forest Hills, and passengers can get free transfers to the Orange Line. All Attleboro/Stoughton Line trains, save one, #907, which has been eliminated, are running on their previous schedules. Passengers for Train #907 are being advised to use Train #831 to Canton Junction and change for a shuttle bus for Canton Center and Stoughton. The other lines will presumably get new schedules, probably in November.

George Chiasson e-mailed that one of the long out-of-service FP-10s, 1153, was delivered to the Cape Cod Central Railroad at South Braintree on August 9. Two weeks later, it was undergoing conversion to a cab control/HEP unit. There had been reports that Cape Cod Central would receive three of these cab units, but the other two required extensive inspection and brake repair work before they could be moved. Look for these locomotives to be used for a dinner train, which is not expected to start until sometime next year.

Todd e-mailed a status report of the 3800-series Breda cars as of early September.

3800-3801	prototype cars at Breda/Italy
3802-3805	Operational
3806-3807	In acceptance testing at Riverside
3808	Operational
3809-3814	In acceptance testing at Riverside
3815-3899	Under construction

Philadelphia, Pennsylvania

Cinders reports: SEPTA's newest station, Thorndale, is expected to open on the 31st of this month, when new

timetables are issued. (Ed. Note: In early-September, there was still a significant amount of work remaining, and from conversations with train crews I heard that it is probability that this date could slip.) Thorndale is a one-station extension of the R-5, west of Downingtown, where all trains will now terminate. (R-5 trains "relay" there in order to turn back for their trips into Center City and Doylestown.) A rush hour *Flyer* service that will make all stops to Paoli, and then run express to 30th Street, will be operated. Departure times are set for 6:56 AM Thorndale and 7:46 AM 30th Street, continuing to Temple Station at 8:00 AM. Member Larry Kiss reports that Thorndale is 2.4 miles west of Downingtown, and Pennsylvania Railroad trains last stopped there in early 1961.

Last year, SEPTA applied red-white-blue striping to car 299, and apparently happy with the results, will now do their entire fleet.

Red and yellow signs with the legend "Crossing here can be deadly", with the outline of a body on a track, have been installed at locations where trespassers have been killed.

In May, proposals were received from three manufacturers for 12 new articulated streetcars, expected to cost about \$45 million. When delivered, the plan is for them to be assigned to subway/surface lines, which would release 18 Kawasakis, which would be shifted to the proposed Girard Avenue Line. This 8.4-mile-long route is projected to cost \$48 million, but that cost also includes rehabilitation of the Callowhill Shop, which will house the Girard Avenue cars and those of Route 10.

As of mid-July, 184 of 220 M4 cars had been delivered. **Cinders** reported that there were sufficient numbers of new cars on hand, that the last revenue trip for the 39-year-old Budds may have been for the Electric Railroaders' Association convention trip on July 5. Thanks to member Glenn Smith for the reports.

In order for SEPTA crews to "roll" a new railroad bridge into place at Wayne Avenue (Wayne Junction), shuttle buses replaced R-8 Fox Chase trains on Saturday, August 21. Passengers were directed to use R-2 Warminster trains to Fern Rock, and transfer there for the buses. The \$2.5 million project called for the replacement of the existing 86-year-old, 80-foot-long bridge with a new one. The new bridge had been pre-constructed of steel and concrete and was placed on giant rollers. Thanks to member Phil Hom for the report.

On August 29, SEPTA restored service to its Route 10 trolley line, and at the same time, instituted bus service on Route 34, between 40th Street and the outer terminus at 61st/Baltimore. The latter was for a one-week period.

Just before the summer, I embarked on a project to complete riding all of SEPTA's commuter lines. Having previously ridden the R-1 Airport, R-2 to Newark, and R-7 from Trenton, in May I rode the R-3 Line to Elwyn.

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During the next trip I rode R-3 West Trenton, R-8 Fox Chase to Chestnut Hill West, R-7 Chestnut Hill East, R-6 to Norristown, and R-2 to Warminster. On the third visit, both ends of the R-5, from Downingtown to Doylestown (a distance of nearly 70 miles) and the R-6 to Cynwyd were ridden. Also on that day, I rode into Philadelphia 30th Street Station on my "missing segment" of NJ Transit, the Atlantic City Line, east of Lindenwold. Four-car trains with 4200-series GP-40PH-2B's are used as the motive power. The control car on the train I rode was Comet 1b 5156, a former Arrow I.

Silverliner II car 269 is the only SEPTA car to carry PENNSYLVANIA lettering above the windows.

PATCO's latest timetable was issued on July 25, in connection with its first fare increase since at least 1985.

PHILADELPHIA TO:	FARE
Broadway/City Hall Camden	\$.85
Ferry Ave. Camden	\$1.40
Haddonfield, Westmont, Collingswood	\$1.60
Lindenwold, Ashland, Woodcrest	\$1.85
Between PATCO stations in Philadelphia	\$.85
Between all New Jersey stations	\$1.00

Multi-ride tickets for 2-trips and 10-trips, with no discount, can be purchased by mail.

Washington, D.C. area

With the institution of *Business Class* Service on all North East Direct Trains operating between Washington, D.C. and Fredericksburg and points south, the Virginia Railway Express notified its passengers that they would not be permitted to ride in these cars (the last car of each train) with their VRE tickets, unless they paid the regular Amtrak fare plus the surcharge for Business Class.

Member Steve Erlitz e-mailed a reminder that the last day for the Green Line Shortcut was September 17. (This service began on January 27, 1997.) They started running through the tunnel over the weekend of August 28, and act as shuttles to Fort Totten, where they discharge passengers (there is a platform person to assist). The Operator closes the doors and the train runs light to U Street and resumes service to Anacostia. Returns are the same way. One afternoon, he caught a Green Line train at L'Enfant, changed to the Red Line at Gallery and when he got to Fort Totten; it was the same Green Line train.

Steve also reports that MARC has started accepting the Kawasaki bi-levels, as they passed their speed tests on the Penn Line. Rumor has it that they could be on

the road by the end of this month. On-time performance on MARC's Camden Line was 77% for the June-July period, with August as bad or worse (Brunswick was 84%). This was blamed directly on the Conrail takeover. Amtrak has problems too, and CSX says trains could run on time if the railroad were allowed to cut two round trips. This has angered commuters since two round trips have already been cut, including a midday train and the baseball specials. CSX is all but demanding that the state pay for a third track.

Cleveland, Ohio

On August 14, RTA opened its newest light rail station, West Third Street, just in time for the start of the new Cleveland Browns football team season. Described as being "just a football's throw" from the new Dawg Pound, officials from the RTA and Ohio DOT, were joined by local politicians in a ribbon-cutting ceremony for the \$4.4 million facility. The interior of the station features a floor that resembles a football field, complete with yard lines. On the glass walls are etchings of famous players in the Browns history. Thanks to member David Ross for the report.

South Florida

New Tri-Rail timetables were expected to go into effect on October 31. Member Joe Gagne sent an article from the *Sun Sentinel* that reported that Tri-Rail officials are considering extending two trains (one morning and one evening) from Metrorail Transfer Station to Miami International Airport. On the same day, the Palm Beach Airport station will close for highway reconstruction work. The approximately 150 passengers will have to use shuttle buses.

Chicago, Illinois

METRA is investigating a 34.5-mile-long extension of its commuter line from Kenosha, Illinois, to Milwaukee, Wisconsin. In September, a study began to determine the feasibility of such a plan that could cost \$152.4 million to build and \$7.8 million per year to operate. The Southeastern Wisconsin Regional Planning Commission is hiring a consultant to do the study, which is expected to take 18 months to complete.

San Francisco, California

SF Muni is getting an additional \$15 million in the city's 1999-2000 budget. These funds will be spent to improve the reliability of its trolleys and buses. \$7 million will pay for mechanics and spare parts, while \$2 million will go for maintenance of the F/Market Line and the Embarcadero extension. Muni tokens are sold in packs of 10 for \$8.00 – a 20% discount.

For eleven weekends between July 30 and October 10, Caltrain service was suspended north of the South San Francisco station. Caltrain explained in a notice to passengers that because of "vital construction work in two tunnels in San Francisco," it cannot operate trains in that area. In place of the rail service, two express Bus Bridge routes, using recently retired SamTrans buses,

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ran from South San Francisco to either 4th/King or 22nd Street. The trains turned back and also served the Bayshore station. Caltrain reports that this work is the most significant portion of its *Ponderosa* system upgrade project.

BART's latest schedules date from February 1999.

Phil Hom e-mailed that Phase III of the Intermodal project began on August 12, at BART's Fremont Station. This work is part of the San Francisco Airport Line. *London, United Kingdom*

There is a follow-up to the news item concerning the auction of London Underground memorabilia that appeared in the September *Bulletin*. More than 100 people turned out for the auction and of significant note is the fact that one car of a Northern Line was sold for £1,000 (£ = US \$1.66). The new owner intends to cut the car in two, using half as a garden ornament and the balance as a home for his prize pig! It was expected that a Notting Hill Gate station sign would garner the highest amount for a sign, because of the recent movie of the same name, but that was not the case. An old London Bridge nameplate sold for £90, beating out the Notting Hill Gate sign, which sold for £65.

From the History Files

95 Years Ago: On October 1, 1904, the Long Island Rail Road eliminated the grade crossings on Atlantic Avenue and electrified the tracks.

15 Years Ago: On October 10, 1984, NFT Metro started operating Buffalo's light rail line. The initial segment of 1.2 miles had six stations. Two additional extensions would come within the 25 months, and although there have been proposals for other lines, nothing has been built, and the system's mileage remains at 6.18 miles.

Correction

Member Lawrence Stelter sent a correction to the August *Bulletin*, concerning my description of the Helsinki main railway terminal being of an "art deco design, with Soviet influence." He wrote: "The Helsinki station was designed by the Finnish architect Eliel Saarinen (1873-1950) in 1904 and was constructed from 1910-1914. Indeed, it had opened when Finland was a Grand Duchy of Czarist Russia, yet the Soviet regime came into being in 1917, which was the same year Finland declared its independence."

"The Art Deco style was established and recognized during the 1920s and 1930s. Therefore, the Helsinki station predates Art Deco and is considered part of the Finnish 'National Romantic' movement of the Art Nouveau style. Eliel Saarinen emigrated to and lived in the USA from 1923. His son, Eero Saarinen (1910-1961), who was also an architect, designed the St. Louis Arch, the TWA Terminal at JFK Airport and the Main Terminal of Dulles International Airport near Washington, D.C."

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

Around New York's Transit System

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between October 1 and May 31. It is optional at other times. They must wear the uniform tie from October 1 to May 31, except when wearing the uniform turtleneck shirt, which must be tucked into the uniform trousers. The turtleneck shirts cannot be worn under a shirt. Although long-sleeve shirts are provided for winter wear, short-sleeve shirts may be worn at any time, but only the top collar button may be open. Conductors must wear safety eyeglasses at all times when they are on duty. During the cold weather, Conductors and Train Operators may wear the uniform button-down V-neck sweater, the uniform bi-swing jacket, and the uniform all-season 3-in-1 jackets. Only black or dark brown shoes may be worn. High-heeled shoes, sneakers, and soft-bottom shoes are prohibited.

MDBF At an All-Time High

Subway mean distance between failures (MDBF) increased to over 80,000 miles in 1998, an all-time high. It was the 15th straight year the MDBF increased.

Contract for Communication Network

New York's subway system is one of the largest and most complex transit systems in the world, carrying

more than four million passengers daily on more than 700 miles of rail. NYC Transit signed a \$12 million contract with Telcordia Technologies, Incorporated to design, manage, and deliver software solutions for a high-bandwidth network that will improve the service and communications of the subway system. This newly-designed fiber-optic network will serve all 468 subway stations. For the first time, it will allow NYCT to deploy numerous services over a single, unified network. This network will be able to monitor and report the exact location of every train on the system, and keep passengers informed of schedule adjustments and emergencies. Closed circuit TV sets can be hooked up to this fiber optic cable.

Repair Cracked Truck Frames

NYC Transit advertised for bids to repair 180 cracked truck frames from R-40, R-42, R-44, R-46, R-62A, and R-68 cars as manufactured by General Steel, Adirondack, Buckeye, Nippon Sharyo, or Samers et Meuse. The opening date was July 27, 1999.

Single R-33 Cars Back on Flushing Line

Over the Labor Day weekend, the 39 R-33S cars were returned to passenger service on line #7. They had been removed in mid-July in order to allow 100% air-conditioned subway service to be provided.

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Track Work and Construction Projects in the NYCT System

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START	FINISH	AREA OF WORK	TYPE OF WORK	NOTES
4/1/97	6/30/01	White Plains-Bx. Pk. East	Signals	Ongoing
1/1/98	Sp. 2000	Broadway/IRT	Tunnel lighting	Ongoing
1/1/98	12/99?	Main St. Flushing	Station rehab	Ongoing
3/1/98	2000?	Lenox Invert	Tunnel lighting	Ongoing
9/25/98	12/31/00	Queensboro Plaza	Station rehab	Ongoing
1/1/99	1/1/03	Clark Street Tube	Fire Suppression Installation	Ongoing
Fall 99	2000	Gun Hill Road	Structural remediation	Possible by-pass
TBA	TBA	Pelham Line et al.	AFC Upgrades	Fiber optic cable inst.
5/00	Mid 2003	72 nd Street	Station rehab	
Mid-99	Mid-03	Times Square	Station rehab	
1996	Dec-00	161 st Street	Station rehab	Ongoing
5/98	6/?	New Lots	Structure rehab	Ongoing
8/00	Mid-03	Atlantic Ave.	Station rehab	IRT is Phase 1
3/1/96	Fall-02	Queens Blvd.	63 rd Street Connection	Ongoing
9/1/97	9/1/00	Broadway/Nassau	Station rehab	Ongoing
4/16/98	11/30/00	81 st Street	Station rehab	Ongoing
5/25/98	12/30/00	14 th Street & 34 th Street-Eighth Avenue	Station rehabs	Ongoing
3/6/99	1/1/02	42 nd Street-Sixth Avenue	Station rehab	Ongoing
3/9/99	10/1/01	Seventh Avenue	Fan plant	Ongoing
TBA	11/1/01	63 rd Street	Fire Suppression Lines	
1/1/00	5/30/02	Culver Viaduct	Rehab	Middle tracks until return of Bergen St. lower level
1/1/00	1/31/00	Queens Plaza	Relay rooms	
3/1/00	3/28/00	145 th Street, Track C-3/4	Escalators	No effect on service
9/1/00	10/1/00	Manhattan Bridge	Inspection	Major IND/BMT diversions
10/1/00	1/1/01	53 rd Street Tube	Fire Suppression Lines	Reroutes via new 63 rd St.
11/1/00	12/31/05	53 rd Street-Lexington Avenue	Station rehab	Reroutes via new 63 rd St.
TBA	TBA	205 th Street	Escalators	
TBA	TBA	Smith-9 th Street	Escalators	F bypass wkend, station closed
TBA	TBA	Cranberry Tube	Fire Suppression	A via Rutgers
1/1/96	12/31/99	Eighth Avenue/Canarsie Line	Station rehab	Ongoing
2/2/96	12/31/99	Whitehall Street	Station rehab	Ongoing
6/15/99	1/1/03	Times Square/BMT	Station rehab	Ongoing
9/1/98	6/30/00	60 th Street Tunnel	Fire Suppression Lines	Ongoing
9/1/99	4/1/01	Williamsburg Bridge	DOT Work	Single track & wkends
9/15/98	12/30/00	Queensborough Plaza	Station rehab	Ongoing
TBA	TBA	Lawrence Street/Dekalb Avenue	Escalators	Split N, bypass and more
6/7/99	12/31/02	Montague Street Tube	Fire suppression Lines	Ongoing
TBA	TBA	Fourth Avenue	Tunnel lighting	
2000	2000	City Hall Lower Level	Station rehab	With H tracks out
2001	2001	City Hall Upper Level	Station rehab	With AB tks out H tks in
TBA	TBA	Broadway Junction	Station rehab	
TBA	TBA	Atlantic Avenue/Canarsie Line	Reconfiguration	After crossover installed
1/1/00	12/31/04	Canarsie Line	CBTC	Major GOs all over
TBA	TBA	Jamaica Line	7 Station rehab & asbestos	24/7 bypass of station

Around New York's Transit System

Flood Stalls Several Subway Lines

A heavy rainstorm during the August 26, 1999 morning rush flooded several subway lines in Manhattan. Meteorologists estimated that four inches of rain fell during the storm, which washed away their rain gauge in Central Park and flooded low-lying areas of Manhattan, the Bronx, and Westchester County.

Listening to the radio, we learned that there was no morning rush hour service on the following lines:

LINE	FROM	TO
#1	168 th Street	South Ferry
#2	149 th Street-Grand Concourse	Nevins Street
#4	149 th Street-Grand Concourse	Nevins Street
#6	Hunts Point Avenue	Brooklyn Bridge
Q	entire line	

Shuttles operated between E. 180th Street and Dyre Avenue. The BMT continued operating in Manhattan. It is believed that the Sixth Avenue Subway was also out of service and there was partial service on Eighth Avenue.

When we listened to the radio at 1:30 PM, we found

that the above lines were still out of service. We checked again at 7:15 PM and found that service was normal on all lines.

Replacement of Eight Escalators

NYC Transit is advertising for bids to replace eight escalators at the following five locations: two at 125th Street-Lexington Avenue, one at Borough Hall, two at Court Street, two at Lexington Avenue-60th Street, and one at President Street.

#1/#9 and J/Z Skip-Stop Signs

Skip-stop signs are in place on the IRT Broadway-Seventh Avenue Line and the BMT Broadway-Jamaica Line to inform the Train Operators of the stopping patterns on those lines. These signs, which have a yellow background with black lettering, are 10-inch Classification Signs of different shapes. They are installed before entering and within a station. "1" and "J" signs are circular, "9" and "Z" signs are triangular, while "1/9" and "J/Z" signs are square. Train Operators skipping stations must not exceed 15 miles per hour when leaving the station.

Employee Uniforms

All Conductors and Train Operators must wear the regulation uniform when they are on duty. Conductors must wear the Conductor hat or trooper hat and badge

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CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
July 19, 1999 (correction from September issue)	N	Train whose consist was N-4876-7 (R-42), 4549-8 (R-40M), 3825-4 (R-32), 4937-6 (R-42), 4879-8 (R-42)-S
August 11, 1999	Q	One train of slant R-40s with 2 R-32s in the middle
August 18, 1999	Q	Train whose consist was 5 R-40Ms and 5 R-42s with a mismated unit (one R-40M and one R-42)
August 18-20, 1999	#6	R-33 train from line #4
September 4 and 11, 1999	D	Slant R-40
September 4, 1999	D	R-68A
September 13, 1999	M	Slant R-40

As soon as the Williamsburg Bridge was reopened on September 1, 1999, R-40M cars 4450-4549 and R-42 cars 4864-4949 were returned from Coney Island to East New York. On September 8, 1999, we observed slant R-40 cars 4384-5 and 4388-4397 on the Q line. These cars were probably transferred from East New York to Coney Island during the Labor Day weekend. When the Williamsburg Bridge was closed, R-68 cars

2792-2799 and 2816-2819 were in service on the D line.

R-62A cars 1901-1915 were transferred from line #6 to line #3.

In July, a train of slant R-40s from the N line made one round trip on the B line from Coney Island to Bedford Park Boulevard to Coney Island.