The Bulletin

New York Division, Electric Railroaders' Association

Vol. 43, No. 1 January, 2000

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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PROPOSED LOWER EAST SIDE LIGHT RAIL LINE

In the previous issue, we published details of the proposed Second Avenue Subway, which would extend from E. 125th Street to E. 63rd Street. Unfortunately, there is not enough money available to extend the subway to downtown Manhattan.

Because Lower East Side residents complained about inadequate rapid transit service, the MTA planned a "cup handle" loop via Avenue C, Houston Street, and other streets. Proposed in 1970, this subway loop would have branched off from the Second Avenue Subway that was planned for lower Manhattan. In the August, 1999 Major Investment Study/Draft Environmental Impact Statement (MESA), the MTA proposed a less expensive version of the original "cup handle" loop — a light rail line. After analyzing this alternative, the MTA concluded that the addition of the LRT would provide significant improvements, especially on the Lower East Side, related to transit mobility, transit accessibility, and auto and taxi trip reductions. On the other hand, this alternative would increase the vehicular traffic congestion. The resulting net customer and social benefits of the LRT, however, do not justify the $1.03 billion increase in initial capital cost. Although this light rail line may never be built, we are sure that our readers will be anxious to know what was planned.

The alignment of the proposed LRT would begin at Broad Street and proceed along Water and Pearl Streets to Frankfort Streets, where it would descend into a new tunnel leading to the BMT Chambers Street (J, M, Z) station. Cars would operate in the existing BMT tunnel to Allen Street, where they would ascend to the street. They would continue on Canal Street, East Broadway, Grand Street, Columbia Street, Avenue D, and E. 14th Street to Union Square.

Stations would be located at Broad Street, Pine Street, Fulton Street, Chambers Street (in the subway), Essex Street, Grand Street, Houston Street, 8th Street, 13th Street, Avenue B, First Avenue, Irving Place, and Union Square. Each station would have 200-foot-long platforms, accessible from the crosswalks at nearby intersections. Stations would be at grade, two side platforms or one island platform, in the center of the street or on the side.

With the tracks embedded in the pavement, rubber-tired vehicles could share the right-of-way with the Light Rail Vehicles. On Avenue D, the latter would operate on its own right-of-way located on the east side of the street. Avenue D, which is now a two-way street, would become one-way southbound. The tracks in the existing BMT subway tunnel would be realigned to accommodate the Light Rail Vehicles.

The cars would be stored and repaired at an underground shop located on the south side of Delancey Street from Essex Street to just east of Clinton Street on city-owned property used as a parking lot. To reach this shop, the cars would run on a single track on the south side of Delancey Street. The track would start to descend just east of Bialystoker Street and pass through the portal just before crossing Pitt Street.

After the engineers completed their estimate, they concluded that the cost was prohibitive. They estimated that construction of the light rail line would take 2 to 3 months per

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20 Pages to Start the Year 2000!

207th STREET CROSSTOWN LINE
by Bernard Linder

Owners:

STREET CARS

July 2, 1909	Third Avenue Railroad Company. This line was assigned to Third Avenue's subsidiary, Union Railway Company of New York City
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

January 25, 1948	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

Route:

July 2, 1909	Crimmins Construction Company started building the line on Pelham Avenue (Fordham Road) between Southern Boulevard and Third Avenue
August 12, 1909	Construction was completed
August 15, 1909	Bronx Park cars started running on above route
August 23, 1910	Crimmins Construction Company started building the line west of Third Avenue
November 29, 1910	Name changed to 207th Street Crosstown and extended to W. 207th Street and Broadway
January 25, 1948	Buses replaced street cars

BUSES

January 25, 1948	Bx-19 buses started operating over the same route as the street cars
March 2, 1969	Renumbered to Bx-12 and through-routed with Bx-12. Buses operated from W. 207th Street and Broadway to City Island and to Orchard Beach in the summer
September 10, 1989	Most buses operated via New England Thruway and Bartow Avenue to Edson Avenue (Gun Hill Depot)
June 17, 1990	Bx-29 buses replaced Bx-12 buses between Pelham Bay Park station and City Island
Late 1980s	Rerouted via Bailey Avenue, W. 225th Street and Broadway because the 207th Street Bridge was out of service
June 23, 1996	Resumed operating on regular route via 207th Street Bridge

TRANSFERS

Checking the transfers, we find that 207th Street Crosstown was designated as line #23. This number was never displayed on the trolley cars.

SIGNS

In 1936, a large metal sign with "207th St. Crosstown" on the bottom and a large letter "X" above it was hung on the dash. In 1940, the large "X" and the route name were printed on the dash of cars 205, 211, 213, 216, 217, 219, 224, 269, 270, 271, and 273-276. If these cars were operated elsewhere, another letter covering the "X" was hung on the dash.

ONE-MAN CARS

Effective September 10, 1918, night cars were operated by one man. Starting January 12, 1930, passengers entered through the front door and deposited their nickels in a fare box near the Motorman. The Conductor operated the rear exit door until a treadle was installed. On February 5, 1930, all cars operating on the line were equipped with treadles, and the Conductor was no longer needed.

CAR ASSIGNMENT

Cars 681-700 replaced the 200s when the line was converted to one man in 1930.

CAR ASSIGNMENT, 1933-1946

DATE	CARS
June, 1933	71-75, 681-700 (A)
November, 1933	681-700
November, 1934	11-23 (B), 201-233 (B), 681-700
January, 1935	11-23, 201-230, 691-700
February, 1937	11-23, 201-229, 689-700
December, 1937	11-23, 201-229, 274-295, 689-700
May, 1938	201-229 (B), 269-295
June, 1940	201-229, 269-295 (C)

(A) 451-501 occasionally, July and August, 1933
(B) Occasionally
(C) 66 starting May, 1944

During the last days of trolley operation, from May,

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207th Street Crosstown Line

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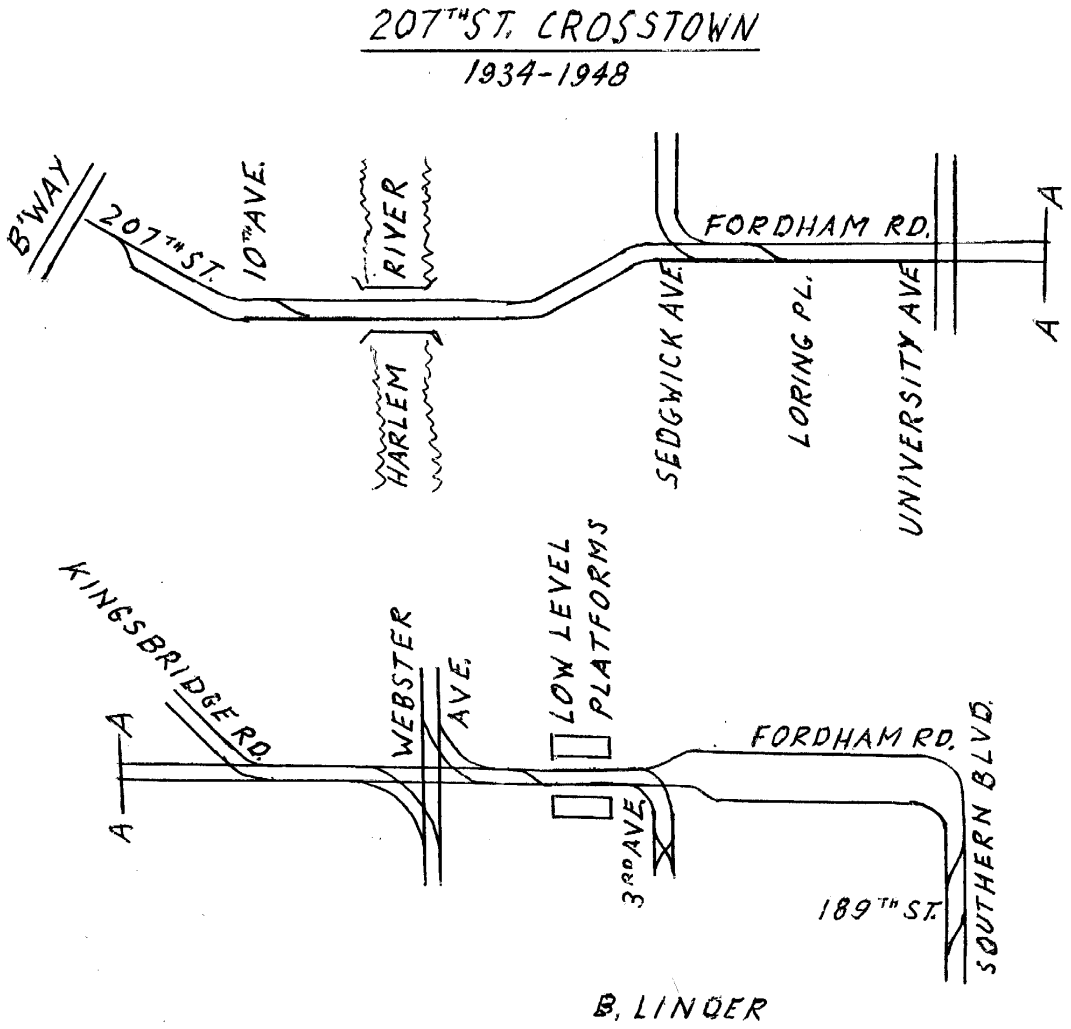
1947 to January, 1948, 100– and 1200-series cars no longer needed on other lines were operated on 207th Street.

TROLLEY WIRE ON BROADWAY

Many years ago, Walter Ench informed us that in the early 1920s the tracks on W. 207th Street curved north and switched together with the tracks on Broadway. There was trolley wire on Broadway between W. 207th Street and the Kingsbridge Car House.

The cars had a short run-off to the car house. When we checked the line in 1934, there was no trace of the track connection or the trolley wire on Broadway. Cars ran-off to the car house via Bailey Avenue, W. 225th Street, and Broadway.



Around New York's Transit System

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PC03-P7413-P7376-P7346-F139

The #1 end of the pump car (PC-series) must be on the open end and the locomotive must be coupled to the flat car (F-series). Trains are stored at 38th Street Yard, 207th Street Yard, and Westchester Yard (formerly Unionport Yard).

New IRT R-142A Cars Arrive in New York

The first ten IRT R-142A cars, built by Kawasaki in Japan, arrived at Port Newark early in December after a 30-day sea voyage. They were transferred to Kawasaki's shop in Yonkers, where final modifications will be performed. After the cars are delivered to NYC Transit, they will undergo six months of intensive tests that will examine clearance, acceleration, braking, and other performance indicators. The new cars conserve energy because they are equipped with a braking system that returns power to the third rail.

NYC Transit has ordered 1,080 new IRT cars — 400 from Kawasaki and 680 that are being manufactured by Bombardier in Plattsburgh, New York. These cars will replace many of the "Redbirds," the R-26, R-28, R-29, R-33, and R-36 car classes.

HUDSON-BERGEN LIGHT RAIL TRANSIT SYSTEM UPDATE
by James Mattina

Construction is progressing at a feverish pace on the Hudson-Bergen Light Rail System, with crews working six and sometimes seven days a week. The wire is up and completed from 34th Street in Bayonne to Exchange Place in Jersey City. This will be the first phase to open and is now set for March 29, 2000. On November 27, 1999 the first test car was pulled from Jersey Avenue to Exchange Place. Notices were up to alert the public that the wire on Essex and Hudson Streets was to be energized on or about December 1, 1999. Part of this route is on the only street-running portion of the initial operating segment, which operates for three blocks on Essex Street in the Paulus Hook section of Jersey City. Essex Street is oriented in a east-west direction. Trolley wire and not catenary is used in this section. One gets a spectacular view of the World Trade Center in lower Manhattan when standing by the tracks on Essex Street. This location will no doubt be a photographer's paradise, featuring the Light Rail Vehicles with the World Trade Center in the background.

(photographs by the author)

Hudson-Bergen LRV at Communipaw Maintenance Facility

Essex Street, facing the World Trade Center in lower Manhattan

Essex Street station under construction

Essex Street turning into Hudson Street northbound

Hudson Street facing Exchange Place station under construction

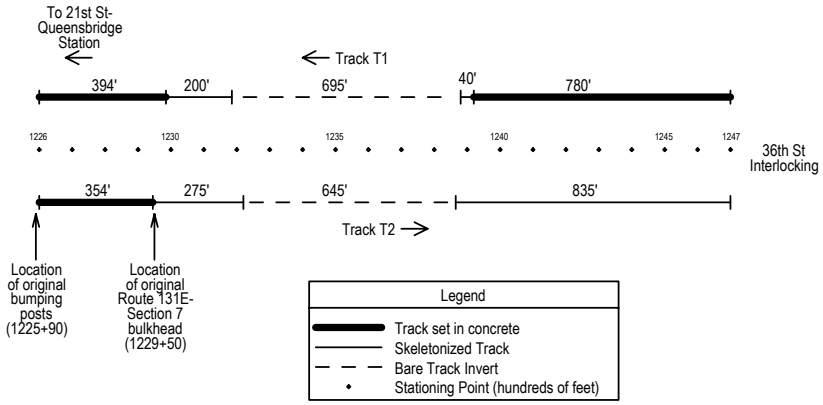
TECH TALK
by Jeffrey B. Erlitz

In new signal contract news, L.K. Comstock was the low bidder on contract S-32702 back in October. You will recall that this contract is Phase I of the Flushing Line signal rehabilitation. This work is budgeted at $106,733,203. Bids were opened on November 5 for contract S-80220-R, the signal system rehabilitation of the Staten Island Railway. Bids are to be opened on January 19 for contract S-32309 (White Plains Road signal job).

In new technology signal systems news, the joint venture of Matra Transport International/Siemens Transportation Systems/Union Switch & Signal was selected to install the Communication-Based Train Control (CBTC) system on the Canarsie Line in phase two of contract S-32701. Matra won out over both Alcatel and Alstom Transport, which will now make their competing signal technologies compatible with Matra's.

In 63rd Street Connector news, track construction work is accelerating. Over the weekends of November 6-7 and 13-14, switch #543 on Track D-4 was installed south of the 36th Street station (see December, 1999 ***Bulletin*** for track diagram). On Monday, November 22, switch #545A on Track T-1 was set in concrete along with several hundred feet of Track T-1 extending southward down the ramp. Switch #535A on Track T-2 was installed the week of November 15 and was set in concrete the weekend of December 11-12. Switch #537A on Track D-3 was installed over the weekend of December 4-5. It was set in concrete over the weekend of December 11-12 along with the installation of switch #537B on Track D-4. From Monday, November 29 to Monday, December 20 a speed restriction of 10 mph was in effect on both Tracks D-3 and D-4 through the work area, necessitating a reduction in the maximum number of E and F trains through the area to 26 trains per hour from 30. As of Thanksgiving weekend work had progressed to the point where 55.6% of Track T-1 was complete and 16.8% of Track T-2 was complete. In both of these cases, third rail had yet to be installed.

The diagram below shows the status of track work as of the Thanksgiving weekend. Each stationing point represents a distance of 100 feet. The diagram shows how much of each track has been completed as well as how much is installed but skeletonized and how much is still bare track invert.



It is 2,100 feet from where the bumping blocks used to be, north of the 21st Street-Queensbridge station, to the very top of the ramps on Tracks T-1 and T-2. As you can see from the diagram, less than one-third of the total distance on either trackway has yet to have track installed.

I forgot to mention last month that the last section of tunnel roof was installed a little while ago, just west of Northern Boulevard. This small section was visible from the overhead Astoria Line. One can no longer see any daylight from either trackway.

Out in the Rockaways, actually *between* the mainland and the Rockaways, a second test track is currently under construction. Track F-5 is being built just west of the southbound Track F-3 and extends from Broad Channel Interlocking north. The switch for this track was installed at Broad Channel Interlocking over the weekends of November 27-28 and December 11-12. It will end just before a circuit breaker house that is currently in the way.

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Tech Talk

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When this circuit breaker house is moved, the test track will eventually stretch north to a point where the grade of the line begins to ascend for the North Channel Bridge. Like the IRT test track on the Dyre Avenue Line (Track Y-3), bids were not solicited and a construction contract was not let for this work. It is being constructed with in-house Maintenance of Way forces.

Starting this month, in addition to the MVM opening dates, I will try to present the opening dates of an additional type of station fare control area apparatus, the High Entrance/Exit Turnstile, more popularly known as a HEET. These devices are a modern-day version of the old "iron maiden," allowing entry into a fare control area where the standard turnstiles are closed. This occurs where token booths have part-time hours or a fare control area had been made exit-only. Unlike the older "iron maidens," which accepted only tokens to gain entry, HEETs only accept *MetroCard*s. The main advantage to this is that there is no longer a monetary incentive to vandalize these turnstiles. In addition, unlike the older high-entrance turnstiles, which operated one-way only, HEETs also operate as exit wheels. Lastly, the new HEETs are a bit less intimidating to customers, with their more open style and stainless steel construction.

One of the frustrating aspects of subway travel is missing a train in the time it takes to walk from a street stair to a station's only fare control area. Probably the greatest convenience provided by the new HEETs is found in IND-style stations that were built with huge mezzanines, such as Seventh Avenue on the Prospect Park Line. Until they were installed in May of 1998 one had to walk from either the Seventh Avenue or Eighth Avenue entrance to the sole token booth located in the middle of the mezzanine to gain entry. Now, passengers with *MetroCard*s may enter at each end of the mezzanine, where the Board of Transportation had meant the fare control areas to be when this and other similarly designed stations were built.

HEET opening dates are as follows:

LINE	STATION	CONTROL AREA	HEETs	OPENING DATE
Queens Boulevard	Northern Boulevard	N319	1	6/20/97
	46th Street	N317	1	6/23/97
Nostrand Avenue	Church Avenue	R640	1	6/25/97
Seventh Avenue	Rector Street	R104	1	6/27/97
Crosstown	Flushing Avenue	N414A	1	6/30/97
Prospect Park	Bergen Street	N531	1	6/30/97
Seventh Avenue	Franklin Street	R118	1	6/30/97
	18th Street	R130	1	7/1/97
	28th Street	R134	1	7/1/97
Broadway-Seventh Avenue	225th Street	R191	1	7/1/97
	231st Street	R193	1	7/1/97
Queens Boulevard	36th Street	N311	1	7/2/97
Broadway-Seventh Avenue	207th Street	R187	1	7/2/97
	215th Street	R189	1	7/2/97
Eastern Parkway	Bergen Street	R618	1	7/2/97
White Plains Road	Jackson Avenue	R313	1	7/3/97
Nostrand Avenue	Winthrop Street	R638	1	7/14/97
	Beverly Road	R642	1	7/14/97
Rockaway	Aqueduct Racetrack	N181A	3	10/21/97

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Tech Talk

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LINE	STATION	CONTROL AREA	HEETs	OPENING DATE
Eighth Avenue	Jay Street	N104	2	5/5/98
Prospect Park	Seventh Avenue	N539B	2	5/6/98
		N539C	2	5/6/98
Brighton	W. 8th Street	G15	1	5/7/98
Lexington Avenue	Bleecker Street	R218	2	5/8/98
Crosstown	Nassau Avenue	N406	1	5/11/98
Brighton	Sheepshead Bay	B28	2	5/12/98
Crosstown	Nassau Avenue	N407	1	5/14/98
Broadway	Court Street	C1	2	5/15/98
	Lawrence Street	C4	2	6/17/98
Fourth Avenue	DeKalb Avenue	C6	2	6/17/98
Sixth Avenue	47th-50th Streets	N501A	2	6/23/98
Seventh Avenue	Cortlandt Street	R106	2	6/24/98
Queens Boulevard	71st-Continental Avenue	N333B	3	7/9/98
	Union Turnpike	N335	4	7/9/98
	Sutphin Boulevard	N338B	1	7/9/98
Brighton	Brighton Beach	B31	4	7/14/98
Queens Boulevard	179th Street	N342	2	7/21/98
Seventh Avenue	Cortlandt Street	R108	1	7/21/98
Queens Boulevard	Sutphin Boulevard	N338	2	7/28/98
	169th Street	N340	2	7/28/98
Prospect Park	Church Avenue	N545	1	8/11/98
Culver	Kings Highway	N558	1	8/11/98
Liberty Avenue	Rockaway Boulevard	N135	1	8/18/98
	Lefferts Boulevard	N140	1	8/19/98
Queens Boulevard	Steinway Street	N314	1	8/19/98
Canarsie	Rockaway Parkway	H41	2	8/25/98
Eighth Avenue	81st Street	N45	1	8/26/98
Queens Boulevard	46th Street	N316A	1	9/1/98
Jamaica	Woodhaven Boulevard	J32	1	9/2/98
Prospect Park	Carroll Street	N534A	1	9/4/98
Crosstown	Clinton-Washington Avenues	N420A	1	9/8/98
		N420C	1	9/8/98
Queens Boulevard	Grand Avenue	N328	2	9/9/98

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Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

This year's edition of Thanksgiving timetables, for the weekend of November 25-28, 1999, featured a turkey and cornucopia. Service provided was as has been in recent years.

The timetables that went into effect on October 31, 1999 now include *shaded* areas for the weekend and holiday portion of the schedule. What makes this significant is that in the November, 1999 edition of ***Mileposts***, Metro-North reported that during normal winter weather, it will run its weekday schedule, but there may be fewer cars than usual. Should there be severe winter weather, a Sunday schedule, which can only accommodate 40-50% of the normal ridership, will be operated. If conditions improve, they will upgrade to a Saturday schedule, which can handle 50-60% of daily riders. 1999 editions of the ***MTA Winter Weather Travel Guide*** were published.

Beginning November 23, 1999, the ceiling of Grand Central Terminal was used to present a special holiday laser light show. I actually saw some of it prior to the Division's November, 1999 meeting when I stopped off at Grand Central Terminal.

To prepare for the Long Island Rail Road's arrival in Grand Central Terminal (East Side Access Project), Metro-North is issuing an RFP (request for proposals) to design and build a new storage yard and train servicing facility in the Highbridge section of the Bronx. ***Bulletin*** Editor Bernie Linder told me that around 1915 the IRT Company acquired some space in the Highbridge Yard to remove the Composite car trucks and replace them with new trucks with lighter motors. The cars were also rewired from high voltage to low voltage at the same time.

As of November, 1999, 41 of the 50 Bombardier push/pull coaches had been delivered and all were expected on the property by the end of December, 1999.

MTA Metro-North Railroad (West)

Having known for years that Rockland County was contributing more tax dollars to the MTA than it received in services, a consultant was hired to determine exactly what the shortfall was, and it is substantial and growing. The consultant reported that Rockland County paid $22 million in 1998 and got back $10 million in services. Translated another way, the County receives 35 cents in service for every dollar paid. The gap is growing by an estimated $800,000 each year. As a result of these latest findings, County Executive C. Scott Vanderhoef has asked Rockland's state legislators to introduce legislation that will permit the county to withdraw from the Metropolitan Transportation Authority. In 1988, Rockland, Orange, Dutchess, and Putnam Counties received such approval, and then-Governor Mario Cuomo signed the bill at a ceremony that was held at the Poughkeepsie rail station. (I was present at that bill signing, and remember that July 29 to be a very hot day.) A detailed plan was approved as part of the legislation, and only Rockland County started on the road to independence. At nearly the eleventh hour, the County Legislature voted to remain within the MTA after getting some financial support for local bus service and funding that led to the *Tappan Zeexpress*. Rockland County officials are looking for Orange County to join them in any secession move. Ideally, Rockland would like to cut a deal that would return more of this money to improve its own transportation. Another sore point is that Rockland, Orange, Putnam, and Dutchess Counties all share <u>one</u> vote on the MTA Board.

Effective 4:00 AM October 18, 1999, passengers began using the new Middletown station. This station is located 1,500 feet east of the former location, at MP 71.6. It is 730 feet long and is on the same (north) side of the single track. The former station at MP 71.9 was "retired."

During the fall of 1999, a meeting was held between Metro-North and officials from Norfolk Southern concerning Metro-North's proposal to purchase the Southern Tier Line east of Port Jervis. No decision was reached, until Norfolk Southern has a better sense of its operations over the line.

Renovation work at the Spring Valley station continued and was expected to have been completed by the end of last month. Bids for construction services for parking improvements were due in November, 1999. A contract for the construction of the first phase of sound walls was awarded on November 9, and the design of the yards was completed in November.

Bombardier trailer coaches 6173, 6178, and 6184 (built in 1986) arrived in Hoboken during November, to total eight cars that previously operated on the "other" side of the Hudson. The two F-40s that Metro-North purchased from Amtrak will be numbered 4191-4192.

Connecticut Department of Transportation

A public hearing was held in early December, 1999 to present proposals for the rebuilding of the Shore Line East station in Clinton. Clinton is one of five stations where commuters must cross over the tracks to reach the trains. The plans call for construction of 200-foot high-level platforms, which can be accessed via staircases. If approved, work should begin in January, 2001 in Clinton, Guilford, and Madison, with completion by July, 2002. Thanks to member David A. Cohen for the report.

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Commuter Notes

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MTA Long Island Rail Road

In a notice to passengers concerning the timetable changes which occurred on November 15, 1999, the LIRR wrote it was in the process if introducing dual-mode service on the Port Jefferson, Montauk, and Oyster Bay Branches. The dual mode engines were undergoing "rigorous testing" prior to their being placed into service, and during the first phase of their introduction, some trains will still require a change at Jamaica. There was no great publicity over the direct service from Speonk, but ***Newsday*** had a reporter aboard the train, and Members Russ Avvocato, Joe Gagne, and Bob Kingman sent copies of that article. While all of the passengers who were bound for Penn Station loved the train, there were a few who now had to change at Jamaica for Long Island City. LIRR President Tom Prendergast reported that by spring, there would be nine dual-mode trains in operation, which is the maximum number planned for this time. When that happens, there will be "substantial" changes to the schedules.

Member Larry Kiss wrote that during weekends in November, 1999, the Greenport shuttle was running with two of the old cars, usually bracketed by a GP-38 and an MP-15. For reasons unknown, weekday service is provided with trainsets of the new cars. As of November 21, 1999, there was still one old trainset operating on the Montauk Branch.

Once again, the LIRR published a timetable listing all trains departing from Penn Station between the hours of 10:30 AM and 2:30 PM. Following the Thanksgiving parade, 13 extra trains were operated. The format was as has been used over the years.

Member George Chiasson e-mailed that the five LIRR GP38-2s (254, 255, 262, 263, and 265) that were sent to Norfolk Southern's Juniata Locomotive Shop in Altoona, Pennsylvania will wind up in EMD's lease fleet. They will retain their road numbers but will carry EMDX reporting marks.

In an e-mail dated December 9, 1999, member Glenn Rowe forwarded a report that a second batch of GP38-2s left the property. 251, 252, 256, 257, 273, 275, and 277 were dropped off in Fresh Pond at about 12:30 PM, and were transferred by the New York & Atlantic Railway to the New York Cross Harbor in Bay Ridge at 3 PM. They were originally not going to pick them up, but did so to prevent them from being vandalized.

NJ Transit

Ridership continues to grow on the *Midtown Direct* service. Since June 10, 1996, it has nearly doubled from 5,100 per day to 10,050. NJ Transit attributes this 22% increase in rail ridership to nine years of stable fares, and with a number of new services planned to come on-line in the next few years, total ridership is expected to grow from 94,000 per day to 128,500 (+36%), by 2005. Fueling this increase will be the Montclair Connection, Secaucus Transfer Station, and Newark International Airport Station on the North East Corridor Line.

Additional details concerning the award of the contract to Alstom for push/pull cars (December, 1999 ***Bulletin***) are now available. Initially, 130 cars are to be ordered, as follows: 50 control cars and 80 trailer coaches. 24 electric and 33 diesel locomotives are also to be ordered, although the manufacturer has not yet been determined. NJ Transit also plans to purchase 200 bi-level coaches by 2004. LTK Engineering was awarded a contract to provide the engineering assistance to support the purchase of this rolling stock.

A contract was awarded to Terminal Construction Company to demolish and rebuild three bridges that span the Main and Bergen County Lines and Norfolk Southern's Croxton Yard. Terminal Construction will also be responsible for completing the interior and exterior areas of the Secaucus Transfer Station and all building systems. Additional steelwork on the superstructure was evident as I drove past the site in November.

On December 3, 1999, I had the opportunity to actually visit the Secaucus Transfer Station. Our tour included a visit to the site where new trackage was built, east of the existing "high line." Our guide explained that NJ Transit had hoped to add "fill" adjacent to the existing line, but environmentalists objected due to the proximity of a small stream, which is next to an abandoned landfill. This structure with its caissons cost in the neighborhood of $100 million to construct. The group climbed up several flights of stairs to the uppermost level, where there will be a large hall, where passengers will be required to transfer between the various lines. (Passengers will have 30 escalators at their disposal.) A bank of turnstiles will be placed in this hall, and an ample number of ticket vending machines will be placed there to enable those without the correct tickets to purchase them. Both the type of fare media to be used and the cost of transferring/riding into Penn Station, New York has not been determined. Also not resolved is the question of whether or not the tracks for the Bergen County Line will be diverted over to the Main Line. Diverting the tracks and expanding that portion of the station from two to four tracks would cost $75-85 million, while constructing platforms to serve the Bergen County and Pascack Valley Line trains would cost $8-10 million. Design work began in September, 1989. The project remains on schedule to open before June 30, 2002.

NJ Transit has conveyed a portion of the Ocean City branch to the City of Ocean City. This line has not seen passenger service since 1981, and the railroad infrastructure had deteriorated in the intervening years. In 1992, the Crook Horn Creek Bridge was demolished, which precluded restoration of rail service, and to rebuild would have been costly. Ocean City will use this

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Commuter Notes

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property as part of Haven Avenue, which will improve access to the area. Under the terms of the agreement, Ocean City is prohibited from re-selling the property or using it for non-public use.

The New York Division ran a very successful trip to the Hudson-Bergen Light Rail Line on Saturday, November 20, 1999. LRV 2012 was put on display for all to view, photograph, and sit inside. Also included were visits to many stations, including portions of the line where construction activities were still ongoing. With this project, the surrounding area is seeing lots of new construction. After a lunch stop in Bayonne, the buses proceeded to Newark to the site on which the new maintenance facility for Newark's LRVs is being built. From a distance we could see a handful of their new LRVs, which for the most part are identical to those of the HBLRT. Enroute to Franklin Avenue, we saw that the extension was nearly complete, especially where the tracks cross the public streets. The Franklin Avenue station is being completely rebuilt and will be renamed Branch Brook. Work has yet to begin on the outbound platform. The loop is still there for the PCCs to use, but a switch has been installed which will extend the route in the near future. Because it was Saturday, replacement bus service was running.

A 1999 edition of NJ Transit's model trainset is out. Produced by Atlas Model Railroad, if features an ALP-44 electric locomotive with a set of Comet II cars. Numerous details have been added, including a sound system (the sounds were recorded at the Meadows Maintenance Facility), an operating pantograph, headlights, maker lights, and flashing warning lights. All coaches feature interior overhead lighting, seating, and operating taillights, and the last (or first) car is a cab car. The painting and lettering are said to be accurate.

At its December meeting, the NJ Transit Board of Directors was to vote on a proposal to develop a master plan for the New Jersey Railroad and Transportation Museum Commission's Transportation and Heritage Center. Details will be published when known.

Approximately 30 of the out-of-service Arrow II cars are stored west of the Boonton station. A number of them have been the target of graffitiists.

An English-Spanish edition of ***NJ Transit's Winter Fun Guide*** has been published.

Amtrak

Timetables (Form T-5) were issued in the same format as been done in recent years, for the period November 22-28, 1999. There are sections for *Metroliner/ Northeast Direct/Clocker*, *Keystone,* and *Empire Services*. Amtrak reported that it would be running up to 44 extra trains.

The week of Thanksgiving is Amtrak's busiest period and once again, commuter agencies in the northeast were called upon to lease equipment so that those who opted for the railways over the highways or airways could get to their family holiday celebrations. Glenn Rowe reported the following: "Shot train #143 at Wallingford, Connecticut. Didn't count the cars, but it had Amtrak F-40 243 with all MARC equipment except for an Amfleet car on the rear. Train #471, at Windsor Locks, had F-40 301 with 3 Amfleet coaches. Switchers 530 & 531 were in Springfield MA, where we shot train #412 (*Fast Mail*), which had F-40 316 on the point with 4 coaches and a mail car. After unloading, it was backed out the station to make room for train #145 (*Bay State*), which had F-40s 228 and 323 pulling 11 Amfleet coaches. The first coach had the new Acela paint around the windows. It looked ugly! Train #172, at Old Saybrook, had F-40s 245 and 260 and about 10 or so Amfleet coaches. Then train #173 came in with F-40s 291 & 274 pulling about 10 or so Amfleet coaches. Train #475 had an Amtrak F-40 along with an MBTA F-40 pulling a solid MBTA consist. It made an across-the-platform transfer with a solid MARC consist (train #2175). The MBTA consist, minus the Amtrak F-40, went back to Boston on Holiday Special #2074. A spare train was taken out of the yard (consist unknown) to make an unscheduled Extra #2054 to Boston, as there were numerous passengers who were unable to get on the previous train due to severe overcrowding. We left before #2054 came into the station, as we were losing daylight. By the way, almost all of the Shore Line East fleet was laid up on the wye at Old Saybrook. Shot 5 out of their 6 Geeps! Train #175 came down with Amtrak F-40s 216 and 411, and the first 3 cars in the consist were de-motorized SPVs, and the balance of the train was Amfleet coaches. On November 28, Amtrak F-40 287 was paired up with MBTA F-40 1030 on train #2163 with a solid train of MBTA coaches. It went back NB minus the Amtrak F-40."

On December 6, 1999, another section (27 miles) of the new electrification of the North East Corridor was placed into service between New London and Old Lyme, Connecticut.

There is another improvement in intercity Amtrak service. For the first time in just over 20 years, the Louisville, Kentucky area has rail passenger service, as of December 17, 1999, with the *Kentucky Cardinal* (#850/851). Why it is the "Louisville area," is because the station is in Jeffersonville, Indiana, just across the Ohio River from Louisville. Amtrak would like to run the train into Louisville, when an "adequate station facility" is built. On the three days per week that the *Cardinal* (#50/51) operates, it will operate as a section of that train, joining/separating in Indianapolis, Indiana. On the other days, the train operates independently. Southbound departures from Chicago are at 8:10 PM, arriving in Jeffersonville, Indiana at 8:40 AM. Northbound, a 10:25 PM departure is scheduled, with

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arrival in Chicago at 10:05 AM. As in the case of the *Heartland Flyer* (August 1999 ***Bulletin***), the train that formerly served Louisville was eliminated when new timetables went into effect on October 1, 1979. At the time, that train was the Chicago-Miami *Floridian* (#56/57).

The first option of a contract to supply six additional double-deck coaches has been awarded to Alstom. This option is worth more than $14 million and is part of an order awarded in February, 1998 that called for eight five-car double-deck trainsets. These trains will be used in service on the *San Diegan* Corridor and will replace rolling stock that is nearly 30 years old. The six option cars include one each of the Coach, Custom, and Cafe/Coach Cars, plus three additional Cab/Baggage/Coach cars. Car body shells are being constructed in Alstom's plant in São Paulo, Brazil, with final assembly in Hornell, New York. Thanks to member David Ross for the e-mail.

Amtrak's new electric locomotives (660-664), which have variously been described as HHP or HHL, are actually Bombardier model BB8000. Thanks to Bob Kingman for the information.

Port Authority Trans-Hudson Corporation

A new timetable and Map and Guide were issued effective October 31, 1999. There was a slight increase in Newark-World Trade Center service, with the addition of one extra trip in the afternoon.

Recent graduates of the architecture school of the New Jersey Institute of Technology in Newark voted on what "buildings" in the state are worthy of special recognition. Some students selected a definition of "building" which was not one that had four walls and a foundation. According to an article in the ***New York Times*** of November 14, 1999 (New Jersey Section), the PATH Bridge spanning the Passaic River between Newark and Harrison was worthy of selection. The student wrote that the reason this bridge was selected was "for its complexity and simplicity. Complex – because of the way that the hundreds of parts work together to accomplish a task, yet simple – because there are no added parts or ornaments that would destroy the clarity of their function." Among the other selections were the Pulaski Skyway, Newark's Sacred Heart Cathedral, an old factory, and an old barn.

Miscellaneous

Metro Magazine, in its 2000 Fact Book, reports that as of April, 1999, the railcar backlog was as follows: new cars - 2,897; remanufactured cars - 1,507; option cars - 842. The number of back-ordered cars was up 45% compared to the previous year, which at the time was double that of 1997.

During 1999, the United States rail fleet's composition was:

CATEGORY	PERCENTAGE	NUMBER OF VEHICLES	PERCENTAGE AIR-CONDITIONED
Heavy Rail	61	10,242	98
Commuter Rail	25	4,943	100
Light Rail	7	1,229	72
Locomotive	4	N/A	--
Other Rail	3	--	--

These figures vary only slightly (± 1%) from last year's numbers.

You can scratch one rail manufacturing plant from the number of such facilities located in New York State. DaimlerChrysler has announced that the Adtranz plant in Elmira, New York will be one of six that are slated to be closed within the next year. The other plants are in Europe. Elmira had been on the endangered list for about a year, and had just completed delivery of SEPTA's M-4 cars; Baltimore's light rail cars were also manufactured there. 150 workers will lose their jobs. Thanks to member Phil Hom for the news.

Other Transit Systems

Boston, Massachusetts

On Monday, October 18, 1999, the Green Line entrance/exit at the Haymarket station busway re-opened. This entrance/exit is located at New Chardon and New Sudbury Streets. Passengers can now access either the Green Line or Orange Line via this newly remodeled Green Line entrance/exit at the Haymarket busway.

Member Todd Glickman e-mailed that on December 6, 1999, at North Station, he was treated to a ride on the two-car "Type 7½" train. At least that's his designation for the two Type 7s (3682 and 3622) that have been modified to run with the Type 8s. Since there are no Type 8s in service for them to run with, they can only run by themselves or together in a two-car train. These cars can no longer be trainlined with other Type 7s. As has been previously noted, the front-end route designation signs are much harder to read (these are black-on-yellow LCD s). Inside the cars are LED signs attached to the ceiling midway between the articulation and the car ends. These are easier to read (no audio played, however).

Regarding the Type 8s, a source told me that the MBTA ordered production stopped and that it is refusing to send any more Type 7s to be modified until the problems are corrected.

Todd also e-mailed the service that the MBTA planned to run at the end of 1999:

December 31 - Regular Saturday schedule until 1 AM January 1, then extended service as follows:

RED LINE - every 18 minutes until 6 AM (each branch,

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thus 9-minute headway Alewife to JFK)

BLUE LINE - every 16 minutes until 6 AM

ORANGE LINE - every 20 minutes until 6 AM

GREEN LINE - every 10 minutes until 6 AM on B/Boston College, C/Cleveland Circle, and D/Riverside. Every 15 minutes on E/Heath. Every 15 minutes on M/Mattapan. Todd found it interesting that the "T" lists the M/Mattapan on the Green Line section. True, it is run by the Light Rail Division. PCCs run here, but the public knows the Mattapan-Ashmont line as part of the Red Line - that's how it is displayed on public maps

January 1 - Regular Sunday schedule until 1:30 AM January 2

January 2 - Regular Sunday schedule

Todd wrote that he saw a rather "cute" ACELA ad poster in an MBTA commuter rail coach in November: Picture a building with a wind vane on top. A flying rooster has plucked off the directional arrow, which has landed on overhead wire adjacent to the building. Electric "shock" arrows extend out from around the rooster. The only official printed word on the poster is "ACELA." But someone scrawled with magic marker, "Watch the wire!"

Another mystery has been solved. For years, the MBTA Blue Line did the pantograph-to-third rail changeover at the Maverick station. A few years ago, the third rail was extended to the Airport station, and the changeover point was moved to Airport. But recently, the changeover point was returned to Maverick. Todd asked a fellow Seashore Trolley Museum member, who is also a Blue Line Operator, and he answered the question. "Two reasons, both relating to the new Airport Station construction. Safety - no third rail for the contractors to contend with and they won't be trying to hook up their Skil saws to the third rail 'cause it's closer than the plug. Operations - They removed the Airport x-over over the weekend of December 4-6 and moved the inbound track towards Route 1-A for construction of the temporary station. If there was a problem getting the pantographs to lock down, the train was crossed over just east of airport and run back to the Heights for repair. Without the cross-over, it can't be done and the potential for stopping the line cold increases, as the next x-over is just east of Maverick."

George Chiasson e-mailed that the Mattapan-Ashmont line finally resumed operations on November 18, 1999, after a closure of almost two weeks. Reportedly, OSHA would not allow the demolition site to be released until all hazardous materials were removed, and the area still had a strong "cooked" odor. Power was turned on through the Milton station the previous Friday temporarily, to permit 3087 to be returned to Mattapan Yard. Rebuilt 3265 was on the ready track and is doing just fine.

George also e-mailed a few notes concerning the MBTA's commuter operations. On October 26, 1999, Train #571 arrived at Worcester with one of its bi-levels brightly wrapped in red plastic advertising sheath. Since mid-October, three such coaches (712, 721 and 734) have been making the rounds on the South Side, and it's likely a trend that will continue to grow. F40PH-2C 1050 finally left for Boise by early November, followed immediately by 1051 and 1053, which traveled west with "MPEX" stenciled near the cowl-side number. This brings the total number of units outsourced for overhaul up to the maximum of five, and the first two should be returning within a few months. On October 22, Kawasaki control cab 1722 was taken out to the Devens Industrial Park, evidently for some type of retrofit work, or possibly fire response training, but details were scarce. The eight outbound F10s were still waiting to leave Boston as of November 28. With the MBTA strapped for commuter rail equipment, the Virginia Railway Express will be retiring the former fleet of "Boise Budd" cars as it receives new Kawasaki-built bi-levels to replace them. The new cars should be running by spring, with the surplus cars available for sale immediately thereafter. These former RDCs, heavily rebuilt by Morrison-Knudsen in Boise during the early 1980s, were removed from MBTA service in 1990 and procured by VRE for use as start-up rolling stock. Some have already made their way to Vermont for the planned Shelburne-Burlington commuter service.

Philadelphia, Pennsylvania

SEPTA operated "Santa Express" trains on the Friday after Thanksgiving, on Regional Rail Routes R-5/Paoli and R-8/Chestnut Hill West, and on the Market-Frankford and Broad Street Lines. For the day, a special family fare, which allowed two children age 11 and under to ride free with a fare-paying adult, was in effect. With the 24-Hour Philadelphia Millennium Celebration expected to draw large crowds, SEPTA offered a $2 commemorative Millennium Pass valid for travel anywhere on all SEPTA buses, trains, or trolleys from 5 PM on December 31 to 5 AM on New Year's Day. These passes went on sale in early November, 1999. There was extra service for the January 1 Mummer's Parade. Regular weekday schedules were operated on Christmas Eve and New Year's Eve, but Sunday schedules were in effect on Christmas Day and New Year's Day. Thanks to Phil Hom for the news.

From ***Cinders*** we learn that SEPTA has awarded a contract worth $299,000 to purchase and install red, white, and blue decals on its fleet of 304 Silverliners. Last fall, 299 had this scheme applied experimentally (November, 1998 ***Bulletin***). New timetables went into effect on all Regional Rail Lines on November 21, to coincide with the opening of the Thorndale station (R-5 Line), west of Downingtown. SEPTA had hoped to open the station at the end of October. This April, the Dela-

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ware DOT plans to open a new station at Churchman's Crossing, five miles north of Newark, Delaware, on the R-2 Line. The new owner of The Station in Wilkes-Barre has turned the restaurant into a nightclub, and the former Reading green MUs that were used as motel units have been junked. Member Larry Kiss and his family visited the area and provided information for a report that appeared in the August, 1999 ***Bulletin.*** It has finally happened: the final two M-4 cars, 1219-1220, arrived in mid-November, 1999, and a special ceremony was planned to mark the event. Due to the removal of some overhead trolley wire in Center City for building construction, there was no holiday trolley service for the holiday season just gone by. When I rode the R-6/ Cynwyd Line this summer, the Conductor was required to get off the train at Jeff Interlocking and sign in (and later out) in a Train Register Book, which was stored in a locked (which it was not) cabinet, before the train could proceed. That practice has been eliminated with the installation of two-way signaling. Finally, a sad note: One of the transportation field's pre-eminent members has died. Louis T. Klauder was 91. He ran the engineering firm of the same name in Philadelphia, and was actively involved in getting the Lindenwold Line built. Thanks to members Glenn Smith for the report and Gregory Campolo for copies of the new timetables.

Washington, D.C. area

Member Steve Erlitz reports that since there were no MARC schedule changes for the fall, the May, 1999 timetables are still being used. There is now a ***Riders Guide to MARC Train Service***. Inside are telephone numbers, fares, several maps, and general information. He also found an interesting note on the MTA web page. On New Year's Eve, Baltimore Metro and light rail were to operate until 2 AM (vs. midnight), but both were to stop wherever they were at 11:50 PM and remain there for 20 minutes until 12:10 AM, in case of any Y2K problems.

During the first week of December, 1999, my son Marc and I visited a storage yard north of Croton-Harmon to get a look at the 30-plus MARC bi-level cars that are being kept there. Car numbers noted ranged from 7807-95. There were only three cab cars (7851-53), the balance being trailers.

The Virginia Railway Express has issued a four-panel brochure which lists the fares for each of its zones on the cover and the train schedules on the inside. In very small print, the effective date is May 16, 1999.

For the third year, Virginia Railway Express operated "Santa Trains." These trains ran on Saturday, December 11 between Woodbridge and Leeland/ Fredericksburg on the Fredericksburg line, or Burke Centre and Manassas on the Manassas line. Tickets were sold at a cost of $1, with proceeds going to Operation Lifesaver, a non-profit organization promoting railroad safety. VRE tickets were not honored. Almost immediately due to overwhelming response, VRE reported that all tickets for all trains had been sold out.

Ten gallery cars have been purchased from Chicago's Metra. After an overhaul, they are expected to be in service by next October. VRE is still awaiting delivery of its 13 bi-level cars from Kawasaki. This order was piggybacked on the MARC order.

Steve Erlitz reports that he spotted the first of VRE's new bi-levels, V602, in the back of Ivy City Yard on December 11, 1999.

South Florida

Member Joe Gagne sent an article from a local Sunday magazine that was making some predictions about how life in Florida would be in the next millennium. Under the section headed "2025," the author wrote that South Florida's counties would complete their quarter-century, multi-billion-dollar public transportation project from Florida City to Jupiter. This line would run parallel to the very heavily trafficked I-95. There were also to be east-west Metrorail feeders on every major crosstown street, which would provide access to the suburbs, stadiums, arenas, cultural and governmental centers, and entertainment venues. Well, at least someone is thinking public transit. Joe also wrote that he enjoyed his Amtrak trip to New York (the train arrived a half-hour early).

Florida Governor Jeb Bush is considering about two-dozen transportation projects covering the air, marine, and rail sectors. In the rail category, funding is being requested to study the possibility of building a monorail in Clearwater, expansion of railroad trackage in Manatee County, and a cross-Florida train service to connect St. Petersburg, Lakeland, Orlando, and Cape Canaveral. This coast-to-coast trip is envisioned as taking two hours, with trains traveling at 125 mph. Thanks to member Dennis Zaccardi for the report from the St. Petersburg ***Times***.

Tri-Rail issued a new timetable on October 31, with a new, aerial view of one of its trains. Changes were reported in the November, 1999 ***Bulletin***.

Chicago, Illinois

On October 4, the Metra/Heritage Corridor Line to Joliet got a new timetable. Thanks to member Jim Beeler for sending it.

St. Louis, Missouri

As was first reported in the June, 1999 ***Bulletin***, St. Louis is inching closer to getting its downtown transportation center. This new 22,000-square-foot station, to be called the St. Louis Gateway Transportation Center, would also serve as terminals for Greyhound (and other?) buses, and have a concourse to connect with Metrolink. The City of St. Louis will spend $28 million in local, state and federal funds, while Amtrak will make a $2 million contribution, plus pay the city rent. According

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to the report in the ***St. Louis Post Dispatch***, no timetable has been set for constructing the station, but work should begin a few months to build a new maintenance facility west of Union Station, where Amtrak wyes its trains.

Denver, Colorado

By a ratio of two to one, Denver voters approved a $2.3 billion bond issue for transportation and widening of I-25. However, transportation bond issues in Aspen, Colorado; Kansas City, Missouri; Columbus, Ohio; and Virginia Beach, Virginia were rejected.

San Francisco, California

Up until a few months ago, the extension of the F/ Market Line to the Fisherman's Wharf had been scheduled for this month, January 22. However, due to a change order that was initiated to add a canopy to both platforms in front of the Ferry Terminal, the date has slipped by two months, to early March. Muni's new General Manager Michael Burns, has directed his staff to accelerate the modifications to the Milan cars acquired for the F Line. Muni is preparing to operate an F Line schedule calling for six-minute headways in the non-tourist season. This service plan requires 18 cars plus six spares. As there are only 17 PCCs in the fleet, the balance must be composed of the Milan cars. According to ***Inside Track***, the newsletter of the Market Street Railway, former Milan Peter Witt car 1793, was the first of the cars to be overhauled. A year ago, my son Marc and I saw nine of the eleven cars. Two additional cars were later purchased for parts. Thanks to member Jimmy Mattina for the news.

I received a copy of an N/Judah timetable, with a photo of one of the new Breda cars on the cover, from member Paul Hilzen. Its format resembles NYCT subway and bus maps. Paul wrote that he had spent Veteran's Day weekend in San Francisco, "roaming the cable and trolley systems" and got a 45-minute tour of the normally off-limits cable car barn courtesy of a friendly employee.

Stockton, California

The equipment-starved Altamont Commuter Express recently purchased three bi-level cars from GO Transit. ACE is already leasing similar cars from Tri-Rail and is awaiting delivery of five new cars from Bombardier.

Los Angeles, California

Metrolink Train #602, 7:44 AM Union Station/ Oceanside, was involved in a collision with a BNSF freight train in Fullerton, California. The incident occurred at about 8:15 AM on November 18, 1999. 15 of the approximately 65 passengers aboard the train received injuries. Engine 865, a model F-59PH, was damaged. Orange County Transit Authority buses were called in to provide service between Los Angeles and Commerce and Norwalk. Commuters were told to expect an additional hour and 45 minutes of travel time, as trains were routed via the Inland Empire Route.

On Saturday night, November 27, a taxicab carrying six people swerved around the lowering railroad gates and was struck by a Blue Line train that was bound for Long Beach. As a result of the collision, the cab was split in two and all aboard were killed. It was reported that at the time, the Blue Line car was travelling at 55 mph, which was permitted for the area, and the operator was the sole person on the car. The accident occurred in on Greenleaf Boulevard at Willowbrook Avenue in Compton. This is one of many intersections that has not yet been equipped with photographic surveillance cameras, but may receive one when the next project to install 10 begins. Drivers who are charged with crossing-gate violations face fines of $103. This month, as a result of recently passed legislation, the fine has been increased to $271. According to a report in the ***Los Angeles Times***, since the opening of the Blue Line in 1990, there have been 53 fatalities, 22 with victims in cars, the remainder, pedestrians. In 1998 and 1999, ten were killed each year. Thanks to member David Ross for the e-mail.

Those who used public transportation on New Year's Eve as they celebrated the new Millennium were given free rides. This program was offered from 11 AM on New Year's Eve, through 5 AM New Year's Day. Free rides were given on both the Metro Bus and the Metro Rail systems. There were five Millennium sites, located at the Baldwin Hills/Crenshaw Plaza, the California Plaza at Grand Avenue in downtown Los Angeles, Olvera Street, San Pedro/Los Angeles Harbor, and at the Van Nuys Airport. Metro Rail service on all three lines was extended until to 2 AM. MTA's Metro Rail system encompasses three lines.

Free rides were also provided on Christmas Eve from 9 PM to 5 AM, but Metro Rail service hours were not extended past their normal operating time.

Ottawa, Ontario, Canada

I am happy to report that there will be another light rail system in North America. According to a report in ***Passenger Transport***, the Ottawa-Carleton Regional Council has approved construction of an eight-kilometer (5-mile)-long line which will utilize existing Canadian Pacific freight trackage between Greenboro in South Keys and Bayview on LeBreton Flats. Five stations (Greenboro, Confederation, Carleton, Carling (University), and Bayview) are to be constructed. Classified as a "pilot project," Bombardier will supply three of its "Talent" three-car trains, with a buy-back option, should it be determined that the service is not warranted. Environmental approvals are expected to be in place by the end of April, with construction of the stations beginning soon afterwards. Service could begin as soon as the summer of 2001. Thanks to member Karl Stricker for the news.

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London, United Kingdom

London Underground and London Buses operated extended services on their lines on what they have termed "Millennium Eve" and "Millennium Day" (which was celebrated December 31, 1999–January 1, 2000). Free rides were also provided from 11:50 PM December 31 until the following morning at 9 AM. During the aforementioned hours, 25 underground stations were also closed.

Tel Aviv, Israel

Member David Klepper wrote that Israel Railways has adjusted its schedule on the Tel Aviv-Haifa route by reducing service to one train every two hours during the midday period. It seems that patronage did not warrant hourly service. He also enclosed a photo of one of the new double-ended streamlined locomotives next to the cab end of a push/pull car.

From the History Files

30 Years Ago: On January 29, 1970, SEPTA took over the operations of the Philadelphia Suburban Transportation Company, known more familiarly as Red Arrow Lines.

25 Years Ago: On January 6, 1975, the last ex-New Haven MU cars, pulled by GG-1s, were removed from service on New Jersey commuter lines. Their replacements were St. Louis Car Company-built Arrow I and General Electric-built Arrow II cars. The former were converted into push/pull coaches (Comet IBs) during a 1987-88 rebuilding by Morrison-Knudsen, while the Arrow IIs were removed from service during March, 1998, when estimates for rebuilding them came in too high. They were replaced by deliveries of Comet IV push/pull cars and ALP-44 electrics.

Please send commuter news items to NYDnewseditor@aol.com.

Tech Talk

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LINE	STATION	CONTROL AREA	HEETs	OPENING DATE
Sea Beach	Stillwell Avenue-Coney Island	G9	1	9/14/98
Seventh Avenue	14th Street	R127	1	9/18/98
Eighth Avenue	23rd Street	N74	2	9/22/98
	Spring Street	N87	1	9/22/98
Sixth Avenue	34th Street	N505	2	10/5/98
Broadway-Seventh Avenue	66th Street	R159	2	10/5/98
Concourse	167th Street	N206	2	10/12/98
Lexington Avenue	Grand Central	R238	2	10/12/98
Queens Boulevard	36th Street	N313	1	10/20/98
Sixth Avenue	47th-50th Streets	N501	2	10/20/98
Broadway	Canal Street	A44	3	10/26/98
Eighth Avenue	59th Street	N51	1	11/3/98
	Chambers Street	N91	2	11/17/98
Queens Boulevard	71st-Continental Avenue	N333A	1	11/17/98
Canarsie	Lorimer Street	H12	3	11/24/98
Eighth Avenue	42nd Street	N63	2	11/24/98
Flushing	74th Street	R525	1	12/8/98
Broadway	Union Square	A36	3	12/22/98
Astoria	Lexington Avenue	A4	1	12/24/98
Eighth Avenue	23rd Street	N75	2	1/5/99

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LINE	STATION	CONTROL AREA	HEETs	OPENING DATE
Lexington Avenue	Bowling Green	R200A	1	1/20/99
Fulton Street	Lafayette Avenue	N110A	1	1/22/99
		N110B	1	1/22/99
Lexington Avenue	59th Street	R244A	2	2/3/99
Broadway-Seventh Avenue	Cathedral Parkway	R171	3	2/12/99
Queens Boulevard	23rd Street	N308	1	2/16/99
	Elmhurst Avenue	N325B	2	2/17/99
		N325C	2	2/17/99
Fourth Avenue	9th Street	C13	1	3/9/99
Queens Boulevard	75th Avenue	N334A	1	3/9/99
Astoria	Fifth Avenue	A7	2	3/18/99
Queens Boulevard	75th Avenue	N334C	1	3/18/99
Eighth Avenue	Jay Street	N102	2	3/25/99
Crosstown	Nassau Avenue	N408	1	3/26/99
Nostrand Avenue	Newkirk Avenue	R644	2	3/31/99
Crosstown	Greenpoint Avenue	N404	1	4/1/99
Archer Avenue	Parsons Boulevard	N607	3	4/1/99
Flushing	61st Street	R523	2	4/15/99
Sea Beach	18th Avenue	D7	1	5/5/99

(To be continued next issue)

Jeff Erlitz is an Associate City Planner with MTA New York City Transit and has been interested in the subway all his life. He may be contacted via e-mail at jerlitz@pipeline.com.

JOHN ERLITZ: FEBRUARY 22, 1920 - DECEMBER 20, 1999

It is with deep regret that we announce the passing of longtime member and friend John Erlitz. John joined the ERA in February, 1972 but was a lifelong fan of trains and railroading. From the start of his membership and almost to the end John was active in the Electric Railroaders' Association. He received the Herman Rinke Award in 1985 for the outstanding hard work he had done for both the ERA and the New York Division, and he continued to act as a greeter and goodwill ambassador at New York Division meetings for many years.

In 1976, John began to volunteer at the New York Transit Museum. Along with his twin brother, Arthur, he gave tours and travel information and told many stories from their many years of riding the subway. Neither John nor Arthur worked for NYC Transit, but they knew just about as much as, if not more than, most people working for the system. For this they both received an award from the city for their volunteer efforts, and numerous articles were written about them in various periodicals. Added to his knowledge of trains were his love of the United States space program and of telling as well as hearing a good joke.

John leaves behind a wife, Shirley, a son, ERA member Jeff (and wife Marie), a daughter, Gail (and husband Dave), and two grandchildren, Ethan and Jonathan. Fellow ERA members, brother Arthur and nephews Steve and David, also survive him. With all the Erlitzes in the club, it is no wonder the ERA has been referred to as the "Erlitz Railroaders' Association." John passed away in his sleep Monday morning, December 20, 1999, after a battle with cancer. Our hearts and our prayers go out to the Erlitz family. John will be sorely missed.

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

by David Erlitz

Hello, everyone. I trust we all had a New Year to remember (or can't, or don't want to). I have a lot of exciting new projects coming up for the year. Throughout the year I will be giving you bits of information regarding major projects for the year and later, including Stillwell Terminal rehabilitation, Atlantic Avenue (Canarsie Line) reconfiguration, 72nd Street-Broadway station rehabilitation, the Manhattan Bridge "flip," and many others. The plans listed here have been approved, but that does not mean that they cannot be canceled or changed for any number of reasons. Also, depending on when you get this ***Bulletin*** in the mail, some of the plans could have been finished. I am sorry if this happens, but the deadline for this issue and the plans I submit do not always work out together. I still believe you can use and enjoy the information I am giving. Once again, any questions, comments, or suggestions may be sent to me through the New York Division, or you may e-mail me at tderlitz@mindless.com.

DATE	TIME	LINE	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
1/3 to 12/31	Daily 7 days	#2	Track WM N/O E. 180th Street to S/O E. 214th Street	No effect on service	Dynamic Brake stopping distance testing
1/7	12:01AM-5:00 AM	#7	Track C-1 N/O Grand Central to N/O Times Square	S/B single track via C-2 Grand Central to Times Square	Vacuum Train
1/8	12:01AM-5:00 AM	#7	Track C-2 N/O Times Square to N/O Grand Central	N/B single track via C-1 Times Square to Grand Central	Vacuum Train
1/3 to 2/10	Nights	#2	Track V-3 S/E Times Square to N/E Times Square	N/B #2 via Track #4 Times Square to 72nd Street	Reconstruct platform support walls and electrical duct banks
1/8 to 1/10	Wkend	A/C/E	Track A-3/A-4 S/O 34tth Street to N/E 42nd Street	Major service changes due to following Jay Street switch concrete pour	Asbestos on Track A-4 at 34th Street
1/8 to 1/11	Wkend	A/C/E F/G/R	Switches N/O Jay Street	Major service diversions	Concrete pour for switches
1/3 to 1/11	Daily	A/S/H	Track F-3 N/E Aqueduct to S/E Broad Channel	A-Main: 207th Street to Lefferts Boulevard S-Shuttle: Rockaway Boulevard to Far Rockaway	Acceleration testing of new cars
1/3 to 1/31	Nights	B/D/F	Track B-3 N/E 34th Street to N/O W. 4th Street	S/B via B-1 34th Street to W. 4th Street	Rail and plate renewal
1/3 to 1/28	Daily	F	Track B-3/4 N/O Kings Highway to S/O Ditmas Avenue	No effect on service	Brake stopping distance test for revenue and work trains
1/7 to 1/10	Wkend	D	Track C-2 S/O 161st Street to N/E 167th Street	N/B via Track C-3/4 from 145th Street to Tremont Avenue	Asbestos removal from 161st Street ejector room
1/ 4 to 1/21	24/7	E/F	Track D4 S/O 36 Street	Normal service	Slow speed order
1/ 4 to 1/24	24/7	M/N/R	Track B-1 Lawrence Street station	Normal service. Bypass Lawrence Street station S/B	Escalator replacement
1/3 to 1/14	Daily	N	Track E-1 N/O Eighth Avenue to N/O Kings Highway	S/B via Track E-4 N/O Eighth Avenue to N/O Kings Hwy then to E-3/E-1 and normal	Reconstruction of 11th Avenue Bridge
1/8 to 1/9	Wkndys	B	Tracks D-2/C-2 S/O Bay Parkway to S/O 36th Street	N/B B via Track E-4 on N line	Install signal cable and related track work
1/7 to 1/17	Wkend	L	Track Q-1 Eighth Avenue station	Single pocket operation on Track Q-2 at Eighth Avenue	Station rehabilitation
1/3 to 1/14	Nights	J/J Shuttle	Tracks J-1/R-3/R-4 N/O Chambers Street to N/E Bowery	J-Main: Jamaica Center to Canal Street J-Shuttle: Canal Street to Broad Street	Tunnel lighting
1/8 to 1/10	Wkend	R	Track F-1 S/O 59th Street to S/O 86th Street	Exclusive use shuttle via Tracks F-2/F-4 59th Street to 95th Street (Suspended N/O 59th Street for Jay Street)	Electric Con Ed feeder cables

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

Proposed Lower East Side Light Rail Line

(Continued from page 1)

block and many blocks could be constructed simultaneously. Construction of the tunnels on Canal and Frankfort Streets could take up to two years and the entire system could be built in three or four years.

It looks like light rail will not return to New York City in the foreseeable future. However, New York City residents who are interested in light rail can take a short ride to New Jersey, where they can enjoy riding the Newark City Subway and the Hudson-Bergen light rail line that is scheduled to open in March, 2000.

CONSULTANT'S CORNER
by Subutay Musluoglu

Hello, my name is Subutay Musluoglu and I have been an ERA member since 1995. I am currently employed at a New York City-based transportation planning firm and have the pleasure of working on some important rail projects in the NYC metropolitan region. From time to time I will write this column to give fellow members additional detail and status on projects that they read about in the ***Bulletin***.

This month and next, I will talk about the MTA Long Island Rail Road East Side Access project (ESA), which will bring LIRR service into Grand Central Terminal (GCT) by 2012. This project has been talked about and studied for many years now, and is currently proceeding ever closer to reality. This month, in Part I, I will give an overview of the conditions that have motivated the need for this project as well as some background history. Next month, in Part II, I will talk about its current status.

The LIRR is the largest and busiest commuter railroad in the United States. On an average weekday it carries over 269,000 passengers, of which over 200,000 pass through Pennsylvania Station, New York (PSNY), the LIRR's only Manhattan terminal. The LIRR shares PSNY with Amtrak, the station's owner, and New Jersey Transit (NJT). The station, built by the Pennsylvania Railroad and opened in 1910, is a 21-track through station located under the block bounded by W. 31st and 33rd Streets and Seventh and Eighth Avenues. From the west it is accessed via two single-track tunnels under the Hudson River from New Jersey, and from the east via four single-track tunnels under the East River from Queens. The Hudson River Tunnels connect to Amtrak's North East Corridor Main Line to Washington D.C. The East River Tunnels connect to the LIRR's Main Line and to Amtrak's Hell Gate Line, providing service through Connecticut to Boston. Just east of the portals to the East River Tunnels lies the vast Sunnyside Yard complex, providing servicing and storage facilities for Amtrak trains as well as daytime storage for NJT trains.

Although the station's prestigious headhouse was demolished in 1962, all subterranean works were left in place. In addition to the 12kV AC overhead catenary installation from New Jersey through the station to Connecticut, there is a third rail system energized at 750 volts DC, from Queens through the East River Tunnels, for use by the LIRR's EMU fleet.

Combined, the three railroads provide service to over 300,000 daily passengers through PSNY. Several capacity-increasing initiatives and the continuing improvement of the service provided by all three railroads are resulting in dramatic increases in ridership, approaching levels not witnessed in decades. Pressures on the station will increase, as Amtrak will soon be launching the new Acela high-speed North East Corridor service, as well as increased service to Boston, which will benefit from the newly completed 25kV AC electrification.

NJT is having great success with the *Midtown Direct* service over the Kearny Connection between the North East Corridor and the Morris & Essex Lines. The agency will open the Secaucus Transfer station in 2001, located on the North East Corridor west of the portals to the Hudson River Tunnels. The station is built at the intersection with the Main and Bergen Lines, further integrating the rail network and enabling access to PSNY from every rail line in northern NJ. In addition, NJT has started work on the Montclair Connection with associated electrification work west to Great Notch, and is proposing further expansion of the state rail network.

To meet the demand from the west, Amtrak and NJT are collaborating on upgrades to the signals in the Hudson River Tunnels to open additional train slots.

On the other side of the station, the LIRR finished a significant rehabilitation of its passenger areas in 1995, and previously built the West Side Yard to free up slots in the East River Tunnels by providing daytime storage space. This has been in conjunction with an upgrade of Harold Interlocking in 1992, an ongoing tinkering of the tunnels' signal system, and the building of the Penn Station Control Center in partnership with Amtrak.

The railroad is now deploying its new bi-level coaches, providing direct one-seat service from its diesel branches with the use of dual-mode locomotives, which switch to third rail power as they enter the East River Tunnels. By 2020, the LIRR alone is projecting over 275,000 riders to and from PSNY.

These ongoing and proposed expansion projects will place a greater strain on PSNY and the tunnels. Furthermore, almost half of the morning inbound ridership is actually destined for the east midtown area, reflecting the postwar shift of the core of midtown Manhattan. These passengers are backtracking to the east side via subway, bus, or walking. These conditions have led the LIRR to study ways of accommodating the ever-growing traffic and to provide its customers with a choice of midtown destinations.

This is not the first time that the LIRR has sought an east midtown terminal. The MTA, following its takeover of the LIRR in 1966, proposed such a project as part of its "Grand Design" rail expansion program, which was initiated in 1968. In the same program, NYC Transit was seeking a new East River Tunnel to interconnect a new Queens trunk line and Second Avenue Subway, as well as the existing Sixth Avenue and Broadway Subways.

Construction on what we now call the 63rd Street Line started in 1969, and working in conjunction with the LIRR, the river crossing was designed and built as a 4-

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RANDALL AVENUE LINE
by Bernard Linder

Owner:

STREET CARS

March 17, 1912	Third Avenue Railway Company. This line was assigned to Third Avenue's subsidiary, New York City Interborough Railway Company
Route:	
March 17, 1912	Cars started operating from E. 149th Street and Southern Boulevard via Southern Boulevard, Leggett Avenue, and Randall Avenue to Hunts Point Avenue. One car provided service on this line
July, 1912	Construction started on the Randall Avenue extension from Hunts Point Avenue probably to the Bronx River
July 15, 1921 (Transit Commission Report) or July 16, 1921 (company report)	Service discontinued

The company's 1922 annual report states, "The Union Railway also operated a line along Leggett and Randall Avenue. That portion of the line east of Hunts Point Avenue was under several feet of fill and had never been operated. The travel on the remaining portion of the line was very light and could readily be taken care of by other lines."

The tracks were removed in 1922 and the switches at Southern Boulevard and Leggett Avenue were removed in 1923.

Y2K BUG AFFECTS BULLETIN COVER

Since the ***Bulletin*** went to its current format in 1996, we have featured a train of slant R-40 cars at Stillwell Avenue on the cover. Imagine our surprise when, upon opening the ***Bulletin*** desktop publishing document on January 1, we found that the picture had turned into one of a Third Avenue "L" train outside the 99th Street Shops! We think this happened because the R-40s are still running in the year 2000.

We are working on the situation and hope to have a Y2K-compliant photograph on the cover soon.

Happy new year (and thanks to David Klepper for the 1947-vintage photograph)!

Consultant's Corner

(Continued from page 18)

track, 2-level tunnel, using the immersed tube method. Four steel and concrete sections were built in a Maryland shipyard and towed to NYC, where they were placed in prepared trenches in both channels of the East River, on opposite sides of Roosevelt Island. The upper level was to be used by new subway services, while the lower level was for the LIRR. As construction progressed, the location for the new terminal had not been fixed; choices alternated between a vast terminal deep under Third Avenue stretching from E. 42nd to 52nd Streets, or a reconfigured lower level at GCT.

Unfortunately, by the time GCT was selected by the MTA Board in 1977 to be the location of the LIRR's new terminal, the city's fiscal crisis forced a dramatic scaling back of the MTA's plans. Work continued on the tunnel through the 1970s with cut-and-cover sections built in Long Island City, Queens and drill and blast sections deep under W. and E. 63rd Street in Manhattan. In addition, for the first time in NYC subway building, a hard rock Tunnel Boring Machine was used for the section of line between the FDR Drive and Third Avenue. But the remainder of the subway and LIRR plans was deferred. The subway level was built as far as 29th Street and 41st Avenue in Queens, and in Manhattan it was connected to the Sixth Avenue and Broadway Subways. Stations were built at Lexington Avenue, Roosevelt Island, and 21st Street-Queensbridge. The lower level for the LIRR was also built as far as 29th Street in Queens, but in Manhattan the TBMs stopped mining just southwest of the intersection of E. 63rd Street and Second Avenue, 160 feet below the street. The subway portion of the line entered service on Sunday, October 29, 1989. The lower level waits.

We will pick up the story next month.

Subutay Musluoglu is a planner with a New York City-based transportation consulting firm and can be reached at subutay@surfree.com.

Around New York's Transit System

NYC Transit is Prepared for Snowstorms

Winter is here and NYC Transit will try to provide uninterrupted service during snowstorms. Standard operating procedures for snow-fighting equipment, which were published in the January, 1997 and December, 1998 ***Bulletin***s, are similar to the current procedures. The following equipment is available:

SNOW EMERGENCY TRAINS (SETS)

Two SETs at Pitkin Yard for Rockaway service, composed of (cab out)-diesel-4 R-68s from D service-diesel (cab out)

One SET at Coney Island Yard for Brighton, Sea Beach, and West End service, whose consist is (cab out) diesel-4 R-68As-diesel (cab out)

One SET at Westchester Yard for Dyre Avenue serfvice with the following consist: (cab out)-diesel-5 R-62As-diesel (cab out)

SNOW BLOWERS

When the snow accumulation reaches 5 inches and additional snow is expected, NYC Transit will place its five jet snow blowers in service. They are stored in Unionport Yard, 36th Street Yard, Pitkin Yard, and Rockaway Park Yard.

BALLAST REGULATORS

Ballast regulators are used during track reconstruction where new ballast is needed to replace old ballast. A ballast regulator may be used to sweep mainline tracks during snow emergencies and can operate in either direction without a protection train. It operates at maximum efficiency for snow-fighting when the broom box is facing the direction of travel. Third rail power can remain on while this unit operates at 10 to 12 miles per hour. NYC Transit owns two ballast regulators, which are stored at Pitkin Yard and Coney Island Yard during the winter season.

LOCOMOTIVE STORAGE IN COLD WEATHER

When the temperature falls to 30 degrees or lower, all diesel-electric and electric locomotives must be stored indoors. If the locomotive is stored outdoors, it must be kept running at idle speed. Yard Dispatchers must ensure that sufficient fuel is available to keep the engines running during the storage period.

DE-ICER CARS

NYC Transit has modified two rider cars, which will be used to de-ice third rails. It expects to modify several more in the near future. If possible, the car should be operated as a transition unit between two diesel locomotives. There are no traction motors on the car and the 8 shoes do not conduct 600-volt direct current to the car. Attached to the shoe beam are one spray shoe on the outboard side of the shoe beam and one scraper shoe on the inboard side of the shoe beam. A diesel-powered generator under the carbody supplies power to the pumps, lights, and heaters in the car. Whenever the car is transferred, except for moves between Pitkin Yard and Rockaway Park Yard, the spray shoes must be removed to prevent the steel dust from accumulating in the spray shoe apertures. It is not necessary to remove the scraper shoes.

Reduced-Fare *MetroCard*s

Senior Citizens and people with qualifying disabilities can receive photo ID *MetroCard*s that are encoded to deduct half-fare when they are used. To receive this *MetroCard*, a passenger may submit a notarized application with the proper size photo or visit one of the Reduced-Fare Service Centers where the application will be filled out and the photo will be taken free of charge. A new center opened recently at 370 Jay Street. Another center, open from 9 AM to 3 PM on weekdays, was opened at the St. George Ferry Terminal at a ribbon-cutting ceremony on October 28, 1999.

Pump Cars

The following pump trains are available when tracks are flooded:

PC01-P7571-P6899-P6835-F114

PC02-P7432-P7629-P7121-F115

(Continued on page 3)

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM
by Bill Zucker

DATE	LINE	TYPE OF CARS
September, 1999	#1	Train of R-62A cars from line #6 (1821-1830) Train of R-62A cars from line #6 (not unitized) These two trains were not running at the same time This statement is a correction of the item regarding the R-62As published in the December, 1999 ***Bulletin***
November 24, 1999	A	Train consisting of 4 Morrison-Knudsen R-32s and 6 R-38s
November 24, 1999	A	Train consisting of 2 Morrison-Knudsen R-32s and 8 R-38s