

# The Bulletin



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

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## **The Bulletin**

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## **NEW YORK CITY TRANSIT'S CAPITAL BUDGET**

New York City Transit operates the most extensive public transportation system in this country, serving 1.3 billion subway passengers and 0.7 billion bus passengers annually. The subway system, which serves 468 stations, operates on 722 miles of track extending over 238 route miles in Manhattan, the Bronx, Brooklyn, and Queens. There are more than 4,300 buses operating on approximately 230 local and express routes in all five boroughs.

Since the Metropolitan Transportation Authority was established in 1968, NYC Transit has been an affiliate. The MTA is a New York State public authority responsible for coordinating and implementing a mass transportation program for New York City and the seven adjacent counties. The MTA Board also oversees NYC Transit's operating budget and coordinates its capital expenditures.

The Staten Island Railway, which serves approximately 5 million passengers per year, operates a 14-mile rapid transit line linking 22 communities on Staten Island. It provides a vital and convenient connection to the Staten Island Ferry.

The introduction of *MetroCards* with additional transfer privileges as well as increased employment and tourism helped boost subway and bus ridership 19 percent since July, 1997, the highest level in over 25 years. Also helping to boost ridership were the introduction of the following programs:

DATE	PROGRAM
July 4, 1997	Free intermodal transfers
January 1, 1998	Ten percent bonus program
March 1, 1998	Twenty-five percent reduction in express bus fares
July, 1998	Unlimited rides

### **BUDGET FOR CALENDAR YEAR (CY) 2000**

The CY 2000 budget reveals that the fare revenue is projected to be \$2,002.6 million because of the fare discounts listed above, which boosted ridership 7 percent in 1999. Tax revenues dedicated for NYC Transit are expected to total \$759.1 million, which includes \$372.9 million from the regional Metropolitan Mass Transportation Operating Assistance Account, \$230.0 million from the state "Locked Box" Petroleum Business Tax, and \$156.2 million from the Urban Mass Transportation Operating Assistance account.

The City's subsidies to NYC Transit are \$233.1 million for CY 2000.

\$ IN MILLIONS	SUBSIDY
\$13.8	Elderly and disabled reduced-fare program
\$45.0	School fare subsidy (one-third of the total estimated program costs)
\$158.0	Local match of state 18b operating assistance supports a portion of NYC Transit's operating costs
\$4.4	Police reimbursement
\$11.9	Paratransit program

*(Continued on page 3)*

## BROADWAY-AMSTERDAM AVENUE & 125TH STREET LINE by Bernard Linder

### KINGSBRIDGE RAILWAY COMPANY

This company was incorporated on January 25, 1898 by Henry Hart, Edward Lauterbach, and others identified with the Third Avenue Railroad Company. On December 30, 1899, the company obtained a franchise, approved by the Mayor on January 8, 1900. From the time of its incorporation, this company was a subsidiary of the Third Avenue Railroad Company and its successors. On April 13, 1900, Third Avenue leased all its lines and transferred the stock of its controlled companies to

the Metropolitan Street Railway Company. On July 8, 1901, the Metropolitan Street Railway Company, as lessee of the Third Avenue Railroad Company, agreed to construct the road for electric operation in return for the company's four percent promissory notes to cover the money advanced for construction, and on demand to redeem these notes with the balance of its capital stock amounting to 9,914 shares. The Third Avenue Railway Company continued to operate the road of this company for several years.

#### Owners:

#### STREET CARS

May 30, 1902	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

#### BUSES

June 29, 1947	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

#### Route:

#### STREET CARS

May 30, 1902	Electric cars started operating from W. 162 <sup>nd</sup> Street and Amsterdam Avenue to the south end of the Harlem River Bridge
July 27, 1902	Extended to E. 125 <sup>th</sup> Street and First Avenue
April 4, 1907	Extended to W. 225 <sup>th</sup> Street and Broadway
About 1908	Cars operated to W. 145 <sup>th</sup> Street and Eighth Avenue or E. 125 <sup>th</sup> Street and First Avenue
About 1914	Discontinued W. 145 <sup>th</sup> Street and Eighth Avenue service
May 4, 1930 (company records) or July, 1930 (Transit Commission)	Cut back to E. 125 <sup>th</sup> Street and Third Avenue
June 29, 1947	Buses replaced street cars

#### BUSES

June 29, 1947	M-100 buses started operating from E. 125 <sup>th</sup> Street and Third Avenue to W. 230 <sup>th</sup> Street and Broadway
February 14, 1965	Combined with Bx-10A and extended via W. 231 <sup>st</sup> Street, Irwin Avenue, Johnson Avenue, Kappock Street, and Spuyten Duyvil Parkway to W. 239 <sup>th</sup> Street
February 15, 1970	Extended to W. 246 <sup>th</sup> Street and Riverdale Avenue
January 10, 1971	Extended to City Line and Riverdale Avenue
March 5, 1989	Cut back to W. 207 <sup>th</sup> Street and Sherman Avenue
September 7, 1997	Extended to Ninth Avenue and Broadway (Harlem River)

### ROUTE DESIGNATION

This line was known by several names. Cars displayed Broadway-Amsterdam Avenue & 125<sup>th</sup> Street route signs, but the passengers received Kingsbridge Line transfers. Other street car lines' transfers referred to this line as Kingsbridge or Broadway-Kingsbridge. Checking the transfers, we find that this line was designated as line #5. This number was never displayed on the street cars.

In 1936, a large metal sign with "B'way-Amst. Av" on the bottom and a large letter "K" above it was hung on the dash. From 1940 to 1944-5 the large "K" and the route name were painted on the dash of cars 161-179, 393, 394, 395, and 399. If these cars were operated elsewhere, another letter covering the "K" was hung on the dash.

### SIGNS

*(Continued on page 3)*

**Broadway-Amsterdam Avenue & 125<sup>th</sup> Street Line**

*(Continued from page 2)*

**ONE-MAN CARS**

Effective January 8, 1925, night cars were operated by one man. Starting October 6, 1929, 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. The first treadle car was placed in service on October 24, 1929. On December 5, 1929, all cars operating on the line were equipped with treadles and the Conductor was no longer needed.

**CAR ASSIGNMENT, 1931-1936**

DATE	CARS
July, 1931; May, 1932; December, 1932; April, 1933	851-883 894-966, 995-1005
August, 1933	76-100 (A), 851-942, 943-966 (B), 967-994, 995-1125 (B)
February, 1934	76-100, 851-1125
August, 1934	71-100, 851-1125
November, 1935	71-100, 681-700, 851-1125

- (A) Occasionally
- (B) Rarely

New and rebuilt 100- and 300-series cars appeared in April, 1936. From April, 1936 to December, 1937 these cars gradually replaced the convertibles listed above.

In January, 1938, new or rebuilt cars 101-200 and 331-400 were in service. From April, 1938 to March, 1939, cars 331-392 and 400 were gradually transferred to Yonkers and the Bronx.

**CAR ASSIGNMENT, 1939-1946**

DATE	CARS
April, 1939	101-200, 393-399
May, 1943	101-183, 393-399
March, 1944	101-180, 183, 393-399
January, 1945	101-190, 393-399
March, 1946	101-181, 196-200, 393-399

From 1933 to 1935, cars 71-100, 884-893, and 967-994, which were usually operated on 149<sup>th</sup> Street Crosstown and Willis Avenue, appeared on this line with their poles hooked down.

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**NYC Transit's Capital Budget**

*(Continued from page 1)*

The City also provides over \$63.0 million directly to the MTA to maintain the Long Island Rail Road and Metro-North Rail Road stations within the city limits and for operating assistance for the commuter railroads.

Despite a \$39.1 million surplus in CY 1999, NYC Transit is predicting a possible deficit for CY 2000, and is also expecting a \$2.6 billion deficit for the 2001-2004 period.

**CAPITAL PLAN FOR FY 2001-2004**

The City's four-year Capital Plan for FY (Fiscal Years) 2001-4 totals \$767.5 million for NYC Transit and \$4 million for the Staten Island Railway. The following are the most important projects:

- \$260.0 million — Infrastructure improvements including subway extensions to LaGuardia Airport

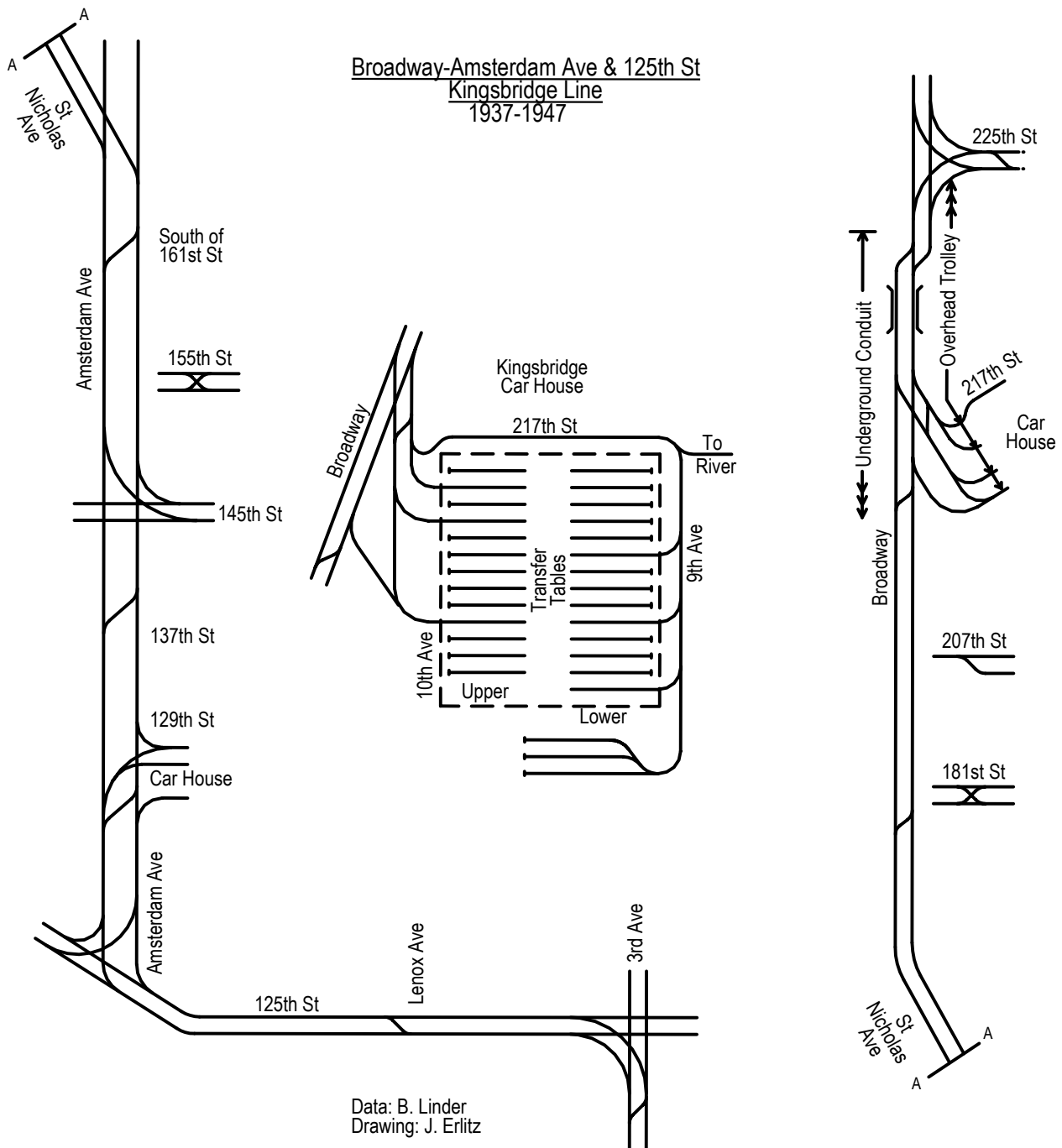
and the Javits Convention Center

- \$345.0 million — Funds from the sale of the New York Coliseum dedicated for infrastructure improvements
- \$140.0 million — Funds for NYC Transit track work
- \$2.0 million — Funds for the reconstruction of the Victor Moore Arcade Intermodal Transit Facility, in addition to \$5.0 million in 2000
- \$4.0 million — Funds for Staten Island Railway's track replacement and infrastructure programs

The 2001-2004 capital program appropriates \$1.05 billion for environmental studies, design, and start of construction of a full-length Second Avenue Subway. When we learned that the New York voters turned down a \$3.8 billion transportation bond issue, we wondered whether money would be available for subway construction.

**Broadway-Amsterdam Avenue & 125<sup>th</sup> Street Line**

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## TECH TALK

by Jeffrey B. Erlitz

With the completion of signal work on the 63<sup>rd</sup> Street Line on December 11, 2000, the interlockings at FDR Drive, Lexington Avenue (Upper and Lower Levels), and 21<sup>st</sup> Street-Queensbridge were made remote from Queensborough Plaza. The original control panel at 21<sup>st</sup> Street is now just an auxiliary control panel. Work is now being concentrated on the Queens Plaza Interlocking. It is this work that will necessitate running E, F and R trains through the 63<sup>rd</sup> Street Connector starting in January.

Between November 27 and December 20, 2000, several portions of the new 239<sup>th</sup> Street Interlocking were placed in service on the White Plains Road Line. This work necessitated the cessation of train service between either Nereid Avenue and 241<sup>st</sup> Street or Gun Hill

Road and 241<sup>st</sup> Street. Work was suspended over the holiday period and will resume this month.

Over at Atlantic Avenue on the Canarsie Line, old Tower 3 was scheduled to be demolished over the weekend of December 16-17, 2000. This interlocking had been made remote from East New York Yard back in the late 1980s and had become quite decrepit. Most recently it has been used as a pigeon coop, like many other abandoned towers around the system. There is now a Capital Program project to demolish most, if not all, of these outdoor towers no longer in use.

After many months (actually, it's been a year!), we finally continue with the opening dates of the High Entrance-Exit Turnstiles, otherwise known as HEETs:

LINE	STATION	CONTROL AREA	HEETs	OPENING DATE
Eighth Avenue	W. 4 <sup>th</sup> Street	N81X	2	10/23/99
	Chambers Street	N92X	2	10/23/99
Clark Street	Park Place	R115	2	10/23/99
Crosstown	Court Square	N400X	2	11/10/99
Lexington Avenue	Bowling Green	R202	2	11/18/99
Fulton Street	Clinton-Washington Avenues	N111A	1	11/24/99
Flushing	33 <sup>rd</sup> Street	R517	2	11/24/99
Crosstown	Bedford-Nostrand Avenues	N418	2	12/1/99
Crosstown	Myrtle-Willoughby Avenues	N416	2	12/9/99
BMT Broadway	City Hall	A47	3	12/22/99
Concourse	Tremont Avenue	N214X	3	12/29/99
Queens Boulevard	Parsons Boulevard	N339	2	1/19/00
IRT Broadway	59 <sup>th</sup> Street	R158X	2	1/25/00
BMT Broadway	Canal Street	A46X	3	2/16/00
Fourth Avenue	95 <sup>th</sup> Street	C28	2	2/17/00
Sea Beach	New Utrecht Avenue	D6	2	2/22/00
Fourth Avenue	86 <sup>th</sup> Street	C26	1	3/1/00
Queens Boulevard	63 <sup>rd</sup> Drive	N330C	2	3/8/00
Seventh Avenue	Houston Street	R122	2	3/8/00
BMT Broadway	49 <sup>th</sup> Street	A14	2	3/9/00
	8 <sup>th</sup> Street	A38X	1	3/9/00
		A39X	1	3/9/00

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**Tech Talk**

*(Continued from page 5)*

<b>LINE</b>	<b>STATION</b>	<b>CONTROL AREA</b>	<b>HEETS</b>	<b>OPENING DATE</b>
Lexington Avenue	23 <sup>rd</sup> Street	R226A	2	3/15/00
		R227A	2	3/15/00
Fourth Avenue	59 <sup>th</sup> Street	C22	2	3/16/00
Queens Boulevard	36 <sup>th</sup> Street	N312X	1	3/16/00
Sea Beach	Bay Parkway	D11	2	3/22/00
Sixth Avenue	57 <sup>th</sup> Street	N600N	2	3/23/00
		N600S	2	3/23/00
Seventh Avenue	Houston Street	R121	2	3/23/00
Concourse	Bedford Park Boulevard	N223	2	3/29/00
Sea Beach	Fort Hamilton Parkway	D4	2	3/30/00
14 <sup>th</sup> Street-Canarsie	Sixth Avenue	H3	2	3/30/00
Sixth Avenue	14 <sup>th</sup> Street	N510	2	3/30/00
		N511	2	3/30/00
Concourse	Kingsbridge Road	N220	2	4/5/00
Queens Boulevard	67 <sup>th</sup> Avenue	N332	2	4/5/00
Eighth Avenue	110 <sup>th</sup> Street	N34	2	4/6/00
Lexington Avenue	Canal Street	R214N	3	4/11/00
Fourth Avenue	Rector Street	A54X	1	4/12/00
Eighth Avenue	42 <sup>nd</sup> Street	N62A	1	4/12/00
Brighton	Ocean Parkway	B34	2	4/19/00
Queens Boulevard	Grand Avenue	N327S	2	4/21/00
Eighth Avenue	175 <sup>th</sup> Street	N11	2	5/4/00
	Canal Street	N89X	2	5/10/00
		N90	3	5/10/00
Nassau Street	Chambers Street	A69	2	5/11/00
Eastern Parkway	Hoyt Street	R605X	1	5/11/00
Eighth Avenue	96 <sup>th</sup> Street	N39	2	5/17/00
Liberty Avenue	Rockaway Boulevard	N135	3	5/17/00
Sixth Avenue	Second Avenue	N521	3	5/18/00
	Broadway-Lafayette Street	N519A	3	5/19/00
Flushing	Vernon-Jackson	R506	2	5/24/00
Liberty Avenue	111 <sup>th</sup> Street	N138	2	5/25/00
Sea Beach	Stillwell Avenue	G9	2	5/31/00

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**NEW YORK DIVISION BULLETIN - JANUARY, 2001**

**Tech Talk**

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<b>LINE</b>	<b>STATION</b>	<b>CONTROL AREA</b>	<b>HEETs</b>	<b>OPENING DATE</b>
Sixth Avenue	East Broadway	N528	2	5/31/00
Concourse	170 <sup>th</sup> Street	N208	2	6/1/00
	174 <sup>th</sup> -175 <sup>th</sup> Streets	N212	2	6/1/00
Queens Boulevard	Woodhaven Boulevard	N329A	2	6/7/00
Sixth Avenue	Delancey Street	N526	2	6/7/00
Prospect Park	Carroll Street	N534	2	6/7/00
Culver	Ditmas Avenue	N547	2	6/7/00
BMT Broadway	23 <sup>rd</sup> Street	A30X	2	6/8/00
	Whitehall Street	A58	3	6/8/00
Culver	Avenue U	N560X	1	6/14/00
Jamaica	Woodhaven Boulevard	J32	2	6/21/00
Queens Boulevard	46 <sup>th</sup> Street	N317	2	6/21/00
	Northern Boulevard	N319	3	6/21/00
Eighth Avenue	34 <sup>th</sup> Street	N69	1	6/28/00
	Broadway-Nassau Street	N98X	3	6/28/00
Culver	Kings Highway	N558	2	6/28/00
West End	62 <sup>nd</sup> Street	E6	1	7/6/00
White Plains Road	Jackson Avenue	R313X	2	7/6/00
Prospect Park	Bergen Street	N531	2	7/26/00
Seventh Avenue	Franklin Street	R118	2	7/26/00
Lexington Avenue	Grand Central	R233X	2	8/9/00
Seventh Avenue	18 <sup>th</sup> Street	R130	2	8/16/00
	28 <sup>th</sup> Street	R134	3	8/16/00
Eastern Parkway	Bergen Street	R618	2	8/17/00
Lexington Avenue	110 <sup>th</sup> Street	R253	1	8/24/00
Eighth Avenue	81 <sup>st</sup> Street	N45	2	9/8/00
Queens Boulevard	Roosevelt Avenue	N324X	1	9/14/00
Jamaica	121 <sup>st</sup> Street	J37X	1	9/20/00
Queens Boulevard	Queens Plaza	N310	2	9/20/00
Eighth Avenue	50 <sup>th</sup> Street	N56X	1	9/20/00
Queens Boulevard	46 <sup>th</sup> Street	N316A	2	9/27/00
Seventh Avenue	34 <sup>th</sup> Street	R142	2	9/27/00

*(Continued on page 14)*

## Commuter Notes

by Randy Glucksman

### MTA Metro-North Railroad (East)

Thanksgiving Weekend schedules were issued, as has been done since 1987, for November 23-26, 2000. During the busiest time of the day, 10 AM–2 PM, tickets were collected at the gate to ensure that all fares were paid. In 1999 over 29,000 riders departed from Grand Central during that period. Metro-North anticipated that over 100,000 riders would ride on Thanksgiving Day.

Continuing its holiday tradition, Metro-North published special timetables for December 22-25, 2000 and December 29, 2000-January 1, 2001.

Although the official starting date was November 20, 2000, commuters got a preview of the laser show the preceding week. The five-to-six-minute show was presented every half-hour between 11 AM and 9 PM through the end of the year, but one had to look up to the ceiling to see it. Metro-North introduced this last year and again it was spectacular, and to hear the musical accompaniment through the new speaker system only enhanced the experience. This may become an annual event. A colorful brochure was produced for the holidays describing all of the activities that were taking place and special shopping that was available in Grand Central.

Work appears to be nearly complete on enclosing the first of the two passageways that connect Grand Central Terminal with Grand Central North. The "Northeast Passage" is the first to be done, and by November, 2000, it had been framed and sheet-rocked. Adjacent tracks #21 and 23 were out of service and flat cars were placed on those tracks to provide a platform from which to perform this work. Generally during the midday hours when work was going on, passengers are prevented from using it. By early December the wall tiles and lighting had been installed, and the passageway was open during middays.

Renewal of the Grand Central Loop is underway. Tracks, third rails, and signals leading to the loop were removed from Tracks #38, 39, 41, and 42 during November.

The *New York Times* (November 21, 2000) had a photo showing Metro-North FL-9 2021 being transported by truck to a new children's hospital that is under construction at Westchester Medical Center in Valhalla, New York. It will be incorporated into the building. This unit was reported as "active" on the roster that appeared in the December, 2000 *Bulletin*.

Member David A. Cohen found the following M-2/M-4 cars out of service at New Haven: 8833, 8535, 8813, 8529, 8967, 8742, 8426, and 8450. Some have been there for a long time.

Metro-North's "M" fleet is generally configured with

the odd-numbered car facing south, and the even car north, and it is rare to find cars that are not correctly mated. On December 11, I found 8033 operating with 8106. Their mates were damaged in accidents at Stamford (November, 1993) and Marble Hill (December, 1994).

You can forget about the proposed 25-mile extension from Poughkeepsie to Tivoli in Dutchess County. According to a report forwarded by member Glenn Rowe, County Executive William Steinhaus reported that three Dutchess towns and two villages passed resolutions against the plan. These municipalities, as well as Scenic Hudson, called for a comprehensive land use/transportation plan before consideration of an extension. While Scenic Hudson generally favoring increased transit, it urged caution, citing "a likely influx of development into the largely rural northern portion of the county. Further, the needed railroad yard along the Hudson would have created unacceptable visual and environmental impacts." (*Editor's Note: read "NIMBY."*)

According to member George Chiasson, P-32-DM-ACs 205 and 213 (the latter was observed back in service during December) passed through New Orleans Union Passenger Terminal during October following a visit to a contract shop to have their trucks modified and rebuilt. Both had been recently out of service following fires, and were being returned to Metro-North. All eighteen will be following suit through 2001.

Free ferry service was provided on the Haverstraw-Ossining route for the month of December to purchasers of monthly tickets. Metro-North officials were quick to point out that this was not done because of low ridership, but to promote ridership. For the month of October, the first full month of operation, 71 UniTickets (combined ferry and Metro-North tickets) were sold.

### MTA Long Island Rail Road

Construction Special timetables were issued for the Babylon, Far Rockaway, Long Beach, and West Hempstead Branches for the weekend of November 18-19, 2000, to allow for the installation of a new signal system. Thanks to Gregory Campolo for sending copies.

The 2000 edition of the Station-by-Station listing of trains departing from Penn Station between 10:30 AM and 2:30 PM was issued for Thanksgiving Day. This has been done since 1992.

The Port Jefferson Branch got a revised timetable with a (\*) next to the Long Island Rail Road, because there was no room next to the November 13, 2000 through March 18, 2001.

George Chiasson filled in the blanks on some more of the Long Island's GP-38s now owned by LLPX. 2241-43

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

are ex-256, 257, and 260, while 2252 and 2254 are ex-273 and 277. Please refer to previous **Bulletins** for other renumberings. George also learned that one of the retired Alco power-packs, 605 (ex-L&N 310), which is currently in Nashville at the Tennessee Central Museum/Nashville & Eastern yard, could see a return to commuter service in the Nashville area. The report concluded with news that ex-New York Central E-8s 4068 and 4080 can also be found in Nashville.

**NJ Transit**

At its October meeting, the Board of Directors awarded a 49-year lease of three acres at the Morristown station as a "Transit Village." The concept of a Transit Village is to limit sprawl by encouraging development around mass transit stations. NJ Transit will receive a minimum of \$230,000 per year from Woodmont Properties, which will construct a mixed-use development with 226 residential units, 8,000 square feet of retail space, and 780 parking spaces. Morristown is now the fifth such Transit Village, having been preceded by Rutherford, South Orange, South Amboy, and Pleasantville.

Having made several trips near the end of the year on the NJ Turnpike, it was evident that some Secaucus Transfer completion work had occurred, as beige cement/stone facing was being installed on the south side of the building. NJ Transit reported that through August, that portion of the work was 20% complete, while overall, the project was at 74%. Work on the Main-Bergen Connector remains on hold, and work has been resumed on designing a temporary platform for Bergen and Pascack Valley Lines commuters to access the station.

The Raritan Valley Line's Dunellen Station will receive a \$350,000 upgrade, according to a report in the **Star-Ledger**. It was expected that by the end of this month, work crews will have completed the application of a washable anti-graffiti surface. Also, the westbound waiting room, which has been closed for many years, will be reopened. Thanks to subscriber Alan Kramer for the report.

NJ Transit has extended its fare initiatives for the Hudson-Bergen LRT and free parking at 34<sup>th</sup> Street, 45<sup>th</sup> Street, Liberty State Park, and West Side Avenue stations until the end of January.

Work is progressing on the Southern New Jersey Light Rail Line, with property acquisition (100 parcels are to be acquired), and utility relocation is underway in Camden. In Riverside, a station and LRV mockup, have been completed. Also advancing is a study to extend the rail line beyond the Trenton North East Corridor station to the State House.

**Port Authority of New York and New Jersey**

The monorail at Newark Airport monorail has been

shut down for major repairs since Labor Day. I was at the airport on December 8, 2000 and observed that cars were being test-operated over the new section, which will connect to the North East Corridor station.

It hit like a bombshell – a warning that automobile tolls on the Lincoln and Holland Tunnels, George Washington, Bayonne and Goethals Bridges, and the Outerbridge Crossing, could rise by \$3 per trip to \$7. PATH riders were not spared either, it was proposed that the fare be doubled to \$2, although it was hinted that with discounts for those who purchase QuickCards the fare would probably be \$1.50, putting it on par with what NYC Transit charges. In defense, Port Authority officials cited the need to finance about \$9 billion in capital improvements over the next few years, including replacement of the PA-1 through PA-3 cars. Tolls have remained stable since 1991, while PATH fares have been unchanged since 1987. At its December 14, 2000 Board meeting, the Commissioners approved January 16, 2001 as the first date for public hearings to "discuss" these proposed increases.

**Amtrak**

On November 16, 2000, Amtrak operated a "VIP" run of its *Acela* train, which was very well covered by the media. I received copies of articles from various parts of the country where my contributors reside. Member Todd Glickman was able to secure press credentials and was on hand at South Station in Boston for its arrival. He emailed: "The train arrived amidst trumpets, thundering applause, and fireworks. First off was Michael Dukakis, Amtrak Vice Chair. I was able to get on-board with my press pass, and I must say that the interior is magnificent. First class (2x1 seating) is very generous; Business Class, with 2x2 seating and conference tables is also quite ample, and the amenities look great. The train arrived six minutes early, at 5:04 PM, and it was reported to have reached 150 mph for nineteen minutes." Todd also did a live on-air report on WCBS-880. For the record, 2020 (east) and 2009 (west) powered the train.

Tickets for the December 11, 2000 inaugural run went on sale November 29, but at the same time Amtrak notified members of its "insiders list" that "in the meantime, we'll be making limited 'test' trips to make sure everything runs like clockwork." Ticket prices for Business Class from New York are \$143 to Washington, D.C. and \$120 to Boston. First Class will set you back \$217 and \$248, respectively. These fares are said to be lower than the cost of airline tickets. Running times are 2 hours 44 minutes, and 3 hours 23 minutes, respectively. This summer, Amtrak expects to have the full complement of 20 trainsets in service and the schedule calls for 19 daily round trips between New York and Washington, D.C. and 10 to Boston. The next round of service introduction will feature an *Acela* Super Express roundtrip that runs non-stop between New York and

*(Continued on page 10)*

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

Washington in under two-and-a-half hours each way, and a third train that will just do a roundtrip between New York and Boston. All 20 trainsets are expected to be in service by mid-year.

The timetables that went into effect on December 11 used the same cover as the October 29, 2000 edition, and probably set a record for the lowest number of days that it was in use. After deducting seven days due to being superseded by the special Thanksgiving Weekend edition, that timetable was used for just 36 days. At the present time, there is just one *Acela Express* scheduled in each direction. Train #2150 departs from Washington, D.C. at 5 AM, stopping at BWI Airport, Baltimore, Wilmington, Trenton, Newark, New York (for 16 minutes), and Providence, before arriving in Boston at 12:45 PM. Train #2175 leaves Boston at 5:12 PM. In addition to the stations called at by its morning counterpart, it also stops at Back Bay, Route 128 and 30<sup>th</sup> Street (Philadelphia). These two trains only operate weekdays.

*Acela's* first run garnered lots of press attention, and in the *New York Times* of December 11, Amtrak sponsored a full-page ad, and Alstom, a member of the consortium that built *Acela* also had an ad. On the editorial page, the editors hoped that the trains' launch would restore train travel to its former glory, and also reminded readers of the congressional mandate to be self-sustaining by the year 2003. 403 passengers rode the first trip. Problems continued to plague Amtrak, as the train failed to operate the following day. Todd Glickman got a report that there were problems with the café car of the spare set. Repairs were made, and later in the day the train was sent to Boston for its evening trip south.

The new P-42s will be numbered on top of the existing units, as 121-205. This will require the renumbering of the remaining F-40s and ex-GO Transit GP40-TCs.

Five surplus F-40s (unidentified at this time) plus out-of-service coaches 4632, 7002, 7003, 7006, 7601, 7607, 7610, 7612, and 7618, as well as a former SP dome car (3603), are headed south of the border to operate on the Panama Railway. A contractor was hired to perform work on the cars in the leased former Kansas City Southern diesel shop in New Orleans. As of October 22, 2000, none of the PCRC cars had arrived; but there were three of the contractor's passenger cars in and around the shop -- one T&P coach and two NYC cars. The current plan is to send the first two F-40s and three cars to Panama this month. Trains will ultimately run with two F-40s on each end, with the fifth unit serving as a spare. Thanks to George Chiasson for these two reports.

Amtrak has initiated a program to be known as Guest Rewards, to reward its frequent riders by awarding them

points (not miles), for every trip they take. These points can be used for free rail tickets, flights, hotels or gifts. Airlines have been doing this for many years. This initiative is being done to increase ridership ahead of the 2003 deadline when Federal subsidies are supposed to end.

Using forfeited money that was obtained from drug dealers, Amtrak has resurrected an aerial surveillance program. Using a leased helicopter with a police sergeant aboard, patrols will be made above the North East Corridor. Originally started in the 1970s, the program operated for 15 years until federal funding ended. Amtrak Thanksgiving Service

As you already know, the week of Thanksgiving is Amtrak's busiest. In past years, idle commuter equipment has been leased from MARC, SEPTA, CDOT, and MBTA, and this year was no exception. As has been done for many years, a timetable for the period November 20-26, 2000, superseding the regular one, was issued. In its travel tips section, Amtrak reported that it would be scheduling approximately 40 extra trains to handle the crowds. The 1999 and 1998 editions reported 44 and 70, respectively, so this would appear to be a slight reduction in service.

On Thanksgiving Day enroute to picking up my sister-in-law at Newark Airport, I spent part of the ten o'clock hour at PATH's Harrison station, hoping to see some leased equipment. My efforts were rewarded when Train #1043 led by MARC AEM-7 4902 and a complete set of MARC push/pull cars (plus one Amtrak food service car directly behind the engine) came through at 10:25 AM. Glenn Rowe reported that the following agencies had committed equipment:

Connecticut DOT - New Haven to Springfield Shuttle trains

MARC - Washington to Philadelphia/New York

MBTA - Boston to New Haven

NJ Transit - New York to Washington

**Metropolitan Area**

During mid-November it was announced that a federal study had recommended creation of regional fare card that could be used on all mass transit lines. Not surprisingly, the technology that would be used is known as Smart Card, which is already in use in Washington, D. C. Officials from the MTA, the Port Authority, and NJ Transit have been meeting on this. With EZ-Pass, it has been possible for several years for motorists to travel over highways operated and maintained by various tolling authorities. If the transit agencies involved can agree on a plan, the Port Authority and NJ Transit could have a joint fare card by 2003, with the MTA joining by 2005.

**Miscellaneous**

Two state-of-the-art Track Geometry Vehicles were placed into service during November by the United States Department of Transportation. Cars T-2000 and

*(Continued on page 11)*

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

T-16 will enable inspection of tracks to be performed much faster and more accurately. T-2000 can operate at speeds of 90 mph and may be towed at 110 mph, while continuously surveying the rails. T-16 can be towed at 150 mph. T-2000 replaces the over 20-year-old T-10.

**Scheduled for 2001**

At the end of 2000, the following openings/extensions, etc. were scheduled to take place this year. This is as complete a list, as I have information.

*January 19* – Washington, D.C.: WMATA's planned 103-mile system is complete with the opening of the last five Green Line stations, Anacostia to Branch Avenue.

*April* – Florida: MTA Dade service is extended from Okeechobee to Palmetto, a distance of 1.5 miles

New Jersey: LRVs almost identical to those operating on Hudson-Bergen LRT replace the over-50-year old PCCs on the Newark City Subway. There will be two new stations and about ¾-mile of new track

*April 13* – Northeastern United States: Amtrak inaugurates service from Boston (North Station) to Portland, Maine

*Spring* – California: Valley Transit Authority (Santa Clara County) extends service east of the recently opened Baypointe station to I-880/Milpitas on the Tasman East Line.

*Mid-2001* – Oregon: Portland's Central City Line, a 2-mile loop, opens

*Summer* – Missouri/Illinois: First phase of Bi-State Transit's St. Clair Extension from 5<sup>th</sup> Street in East St. Louis, Illinois to Southwestern Illinois College, a distance of 17.4 miles. In phase 2, another 8.6 miles will be constructed to Mid-America Airport and Scott Air Force Base

New Jersey: NJ Transit Montclair Connection opens

Colorado: 1.8-mile Platte Valley Spur opens in Denver

Canada: Ottawa inaugurates DMU service on five-mile line over Canadian Pacific trackage

*September 21* – Canada: New commuter service between Montréal and Delson begins running

*Fall* – Puerto Rico: Tren Urbano begins operation (a very complete article appeared in the January-June issue of *Headlights*)

Dallas, Texas: DART Blue Line extended to White Rock Station

New Jersey: NJ Transit opens Newark International Airport station on the North East Corridor Line

*October* – Texas: Trinity Railway Express reaches Ft. Worth (T&P Station). Included is one other station in Ft. Worth at 9<sup>th</sup> and Jones

*End 2001* – Florida: Ybor City, a vintage streetcar line using newly constructed cars, begins operation in Tampa

Canada: BC Transit in Vancouver, British Columbia

extends its SkyTrain Line from New Westminster to Broadway

**Other Transit Systems**

*Albany, New York*

Member Bob Kingman sent an article which reported yet another delay for the opening of the new \$48 million Albany-Rensselaer station. Originally scheduled to be in use by the end of 2000, the new date is "late 2001." Blame, if that is the proper word, was placed on the defeat of the \$3.8 billion Transportation Bond Act last November, as CDTA officials were relying on an appropriation of \$10 million from that source to pay for the track relocation.

*Burlington, Vermont*

After several delays, commuter rail service, dubbed *Champlain Flyer* service, began in the Green Mountain State on December 4, 2000. For the present, trainsets comprised of former Virginia Railway Express cars, which started their life as RDCs for the Boston & Maine Railroad before the MBTA had them rebuilt into "Boise Budds," are being used for two trips each way. Vermont Railway operates the service, which makes stops in Burlington, Shelburne, and Charlotte. An increase in service to ten trains per day is expected on April 1. Reportedly, for the first few months, no fares will be charged. Total mileage is 12.5 miles. Plans are underway to extend the service to South Burlington. About 250 passengers rode the inaugural train. Thanks to member Karl Stricker for the report from *Passenger Transport*.

*Boston, Massachusetts*

At the end of November Todd Glickman reported that it was rumored that in January, 2001, the D/Riverside branch of the Green Line would see three-car trains, "assuming" the problems with the Breda cars are resolved.

*Philadelphia, Pennsylvania*

*Cinders* reports former Long Island Rail Road 615 has been painted into SEPTA's blue work train scheme and was used to power the nightly "gel train."

*Washington, D.C. area*

Automated train operations returned to Metrorail Thanksgiving Day, for the first time in 21 months. All problems have all been fixed and the four days of light riding were good for a shakedown of the system. Thanks to member Steve Erlitz for the report.

With the opening of the last segment of the Green Line (see above), WMATA has several rail projects in the pipeline, including a Red Line station at New York Avenue, extension of the Blue Line to Largo Town Center (Maryland), and the Dulles Corridor project in northern Virginia.

"Early Out" trains were operated by Virginia Railway Express on December 22 and 29, 2000.

*Cleveland, Ohio*

The first snow of the season preceded our arrival, and

*(Continued on page 12)*

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

while there was practically none to be seen in the downtown area, an inch or two fell out to the east, which made for some interesting photo opportunities. This was my first visit since March, 1970, and RTA has replaced the former Cleveland Transit System. RTA celebrated its 25<sup>th</sup> anniversary in 2000, and all transit vehicles have decals honoring this milestone. Daylong celebrations were held on October 9. As in many cities, the transit lines are referred to by colors. Red is assigned to the "Rapid" (Route 66X) or subway line that runs from Cleveland's international airport to Windermere, Blue to Van Aken—Route 67A, and Green to Green Road—Route 67AX. The latter two are former Shaker Heights Rapid Transit routes, which were combined into RTA on September 5, 1975.

Downtown Cleveland is just a 26-minute ride from Hopkins International Airport. All-day (non-peak) passes are sold for \$4 and can be purchased from vending machines in stations, including the airport. The latest timetables are dated August 20, 2000, but the Red Line's was reissued on October 13 due to closure of the E. 34<sup>th</sup> Street high-level platform for renovation work. When it will be reopened was not publicized. Meanwhile, announcements are made on-board Red Line trains that passengers must change for the trolleys in order to access that station.

None of the original 1951 or 1967/70 *Airporter* cars are in service, although several are visible from trains while passing the storage yards near Brookpark and at the Central Rail yard adjacent to the E. 55<sup>th</sup> Street station. (Seen were 105, 113, 161, 163, 165). Single unit cars from the 181-200 series are used on weekends, while the married pairs, 301-340, see service during the week. Tokyu Car Company delivered them between 1984-86. Train operators collect fares via a fare box.

Service on the former Shaker Lines is provided by a fleet of 48 (1981) Breda articulated cars. Interestingly, cars are freely mixed on the storage tracks. The series actually runs 801-849, with the last car being composed of 840A and 815B. A number of cars have been repainted blue and white with *Waterfront Line* painted near the top, and some of these cars have additional theme to honor Clevelanders who were known for Leadership, Entertainment and Immigration, to name a few. Portraits of these individuals appear on the sides of the cars. Fares are collected from passengers entering cars eastbound, and upon exiting for westbound cars. Full fare is \$1.50, exact change, and the fare boxes do accept dollar bills.

A few PCCs can still be seen in the Central Rail Yard. Rapid and Shaker cars operate over the same trackage from East of Tower City to west of E. 55<sup>th</sup> Street. Due to the differences in the heights of the cars, there are high and low-level platforms at three stations, an arrange-

ment similar to what Pittsburgh used when it was operating PCCs and LRVs. E. 34<sup>th</sup> Street is the other station. During the days of PCC operation, left-hand doors were required to serve the island platforms and the remains of this abandoned platform can still be seen at E. 55<sup>th</sup> Street.

*Atlanta, Georgia*

On December 16, the North Springs and Sandy Springs stations were opened on MARTA's North Line. North Springs is located adjacent to Georgia Highway 400, and its parking lots can accommodate 2,180 cars, while Sandy Springs has parking for 1,075 cars. Also on that date, the first of 100 new Breda subway cars entered service.

*South Florida*

Although the project to double-track Tri-Rail is about seven months behind schedule, officials expect to hire a contractor this June and to complete the project by October, 2004. The remaining work includes adding a second track to 44 miles and upgrading 10 stations. Upon completion, Tri-Rail plans to offer 20-minute headways during rush hours. Thanks to member Karl Groh for the news.

*Chicago, Illinois*

METRA approved a \$2 billion Capital Improvement plan under which up to 300 coaches and 26 locomotives will be purchased at a cost of \$459 million. Of the 300 new cars, 258 will replace 208 non-stainless steel coaches and 50 of the oldest stainless steel ones, while the balance will be used for service expansion. Sumitomo will deliver the first cars in 2003, and there is an option to buy 50 more. Assembly will be by Super Steel of Milwaukee. An additional \$404 million will be used to expand service on the North Central and to extend Union Pacific West Service from Geneva, Illinois to Elburn, Illinois and also South West Service from Orland Park to Manhattan, Illinois. Thanks to member Neil Carlson for the report.

*Denver, Colorado*

The Regional Transportation District voted to begin condemnation proceedings on Denver's Union Station, which will be developed as a new transit hub for the city, serving rail, buses and taxis. Union Station had been proposed as a terminus for a proposed new rail line to Denver's new international airport.

*Dallas, Texas*

Trinity Railway Express issued its second timetable this fall, on November 13. An additional evening round-trip between Dallas and Richland Hills was added to total six. Train numbers have been assigned as follows:

#2500 – South Irving #2700 – Centreport  
#2900 – Richland Hills

Eastbound trains – even numbers, Westbound – odd numbers: 00 – 49 weekdays, #2760-2793 – Saturday service. Thanks to member Phil Hom for sending copies.

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

The City Place station on DART's light rail system was opened December 18, 2000. During my 1997 visit to Dallas, construction was visible as the cars passed through the 3.25-mile tunnel which connects Pearl Station to the south and Mockingbird Lane to the north. Located 120 feet underground, the three-level station is ten stories below street level or actually beneath the North Central Expressway. A number of shopping and entertainment sites are within walking distance of the City Place station. Built at a cost of \$50 million, there is access from City Place Tower. By 2002, the McKinney Avenue Trolley Line is to be extended to this location. Six pairs of escalators are available to serve Dallas' first "subway" station.

**Seattle, Washington**

On February 5, 2001, the three remaining Sounder stations in Puyallup, Kent, and Tukwila will open, completing the route between Tacoma and Seattle. It had been planned to open these stations on a staggered schedule with Kent opening in November, Puyallup in February, and Tukwila next fall. However, it was decided to open all three stations together rather than adjust Sounder schedules as each station opened. As planned, ST Express, King County Metro, and Pierce Transit bus systems will all implement new schedules on February 3, which allows for coordinating schedules and connections with Sounder. The Kent station is opening a few months behind schedule, while Puyallup and Tukwila will open ahead of schedule. Workers are completing a temporary platform for the Tukwila station. Discussions are underway with Amtrak and the Burlington Northern Santa Fe Railway to make some slight changes to the evening train schedule to meet customer requests and attract more riders. Still to come are a southern extension to Lakewood and a northern extension to Everett. Upon completion, the Puget Sound area will have an 82-mile commuter service and 21 miles of light rail connecting Seattle, Tukwila and SeaTac Airport and a 1.6-mile system in Tacoma.

**Los Angeles, California**

Member Sid Keyles visited Los Angeles and sent a report. The latest rail timetables are dated June 24, 2000 for the Green and Red Lines, and June 25 for the Blue Line (the cover of which announces the tenth anniversary of the Blue Line and the 100<sup>th</sup> anniversary of the Long Beach Line). LACMTA also thoughtfully placed the Pacific Electric logo on the cover. Sid wrote that he saw that most (but not all) of the LRVs on the Blue Line had been painted into the current Metro white and gold stripe scheme, and all of the Green Line cars are in the older blue and red scheme. He found the Red Line (Studio City to Downtown) was not crowded and the busiest was the Green Line from Rosa Parks to Aviation/I-105. Now if that line only went *into* the Airport, rid-

ership could even be higher. Base fares \$1.35, but tokens, when five or more are purchased, cost \$.90. Thanks also to Sid for sending copies of Metrolink timetables.

*Western Transit* reports that last summer Metrolink added some midday trains on portions of the Antelope Valley and Ventura County Lines.

**Québec City, Québec, Canada**

My wife and I visited Québec City in early December. The unusually, extremely cold weather did not deter us from visiting the sights. I also stopped at the VIA Station and just as I arrived, Train #25, the 1:10 PM, was boarding passengers for its three-hour run to Montréal. The station building covers the platform and track areas. Although VIA is phasing out its 1973 Bombardier LRC engines, the consist for Train #25 was 6903-First Class Car, 3467, and coaches 3346 and 3348. The train's Engineer told me that there were still about five active LRC locomotives, and that his preference was for those units over the F-40s.

**Toronto, Ontario, Canada**

George Chiasson reported from Toronto that the new T-1s are slowly taking over subway service. He made these observations during a late November trip: Yongue-University-Spadina, T-1s 5080-5305 and H-5s 5670-5807 and Bloor-Danforth, H-2s 5550-5575 (5552/3, 5556/7, 5558/9 missing); H-4s 5576-5663 (a broad sample of cars running, was advised none have yet been stored); H-6s 5810-5935; and T-1s 5000-5077 (5078/5079 were said to be at Greenwood and it wasn't clear if they've actually been transferred). Word was that two more "sets" of T-1s were being transferred to Bloor-Danforth by the first week of December, 2000 and that may be enough to finish off the H-2s. There were no H-2s below 5550 in revenue service, and a number appeared to be stored off-line at Wilson. As newly-arrived T-1s come onto the Y-U-S, "older" T-1s have been slowly transferred to B-D, and the H-2s (later the H-4s) are being withdrawn. The present order of T-1s (186 cars added to the original 216) will be numbered through 5401. According to Toronto Transportation Society's publication **Transfer Points**, the last H-1 cars were removed from service on November 11, 1999, and the final M-1 type cars on May 3, 1999. Both series were last used on the Bloor-Danforth line, the H-1s departing their long-time home on Yonge-University-Spadina as of June 22, 1999.

**Korea**

As was reported in the November, 2000 **Bulletin**, work is underway to restore rail service between the two Koreas. Before actual construction takes place, thousands of landmines, which were placed in the 2.5-mile demilitarized zone, must be removed.

**From the History Files**

*100 Years Ago:* In January, 1901, the Central Railroad of New Jersey opened the Elizabethport Shops.

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**Commuter Notes**

*(Continued from page 13)*

They remained in service until the opening of the Meadows Maintenance Complex in July, 1987.

**30 Years Ago:** In January, 1971, the first Pullman-Standard built cars to be known as *Comets* entered service on the diesel lines of the Hoboken Division. Purchased by NJ DOT, the cars were notable for their long doors, which made them viable for the lines that they operated on, where there were no high-level platforms

and in the early years, no platforms at all. 1500-1523 (cab cars), 1600-1609 (bar cars), and 1700-1770 (coaches) were supplemented in 1973 by cab cars 1524-1534 and coaches 1771-1809. In the intervening years, several were scrapped due to accidents, and the remainder were rebuilt between 1987-89 by Morrison-Knudsen. NJ Transit has plans to scrap the Comet-Is as soon as the Comet-Vs are delivered.

*News items and comments concerning commuter operations may be emailed to NYDnewseditor@aol.com.*

**Around New York's Transit System**

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(borrowed from line #2 and subsequently returned to that line).

In addition, a train of R-62 cars was also outfitted with Mets and Yankees logos. We do not have the numbers from one of the units, but the other consisted of 1415-4-3-2-1.

The MTA announced after the World Series that the "wraps" would remain on the trains until they wear out, which is expected to take almost a year.

**Correction**

In last month's issue, we reported that R-62 1369 was cut up at the scene of the Fordham Road collision. One of our members saw the badly damaged car in Mosholu Yard. In fact, here is a picture.



**Tech Talk**

*(Continued from page 7)*

LINE	STATION	CONTROL AREA	HEETs	DATE
Sixth Avenue	47 <sup>th</sup> -50 <sup>th</sup> Streets	N500X	2	9/28/00
		N501A	4	9/28/00
Lexington Avenue	Wall Street	R204A	1	10/4/00
Culver	Avenue I	N552	1	10/11/00
Lenox Avenue	110 <sup>th</sup> Street	R301X	1	10/11/00
Eighth Avenue	86 <sup>th</sup> Street	N42X	2	10/18/00
Seventh Avenue	34 <sup>th</sup> Street	R140	1	10/18/00
Flushing	52 <sup>nd</sup> Street	R522	1	10/25/00

The Long Island Rail Road is in the news again this month. Over the weekend of November 18-19, 2000 the new signal system was cut in on the Montauk Branch between Hall Interlocking east of Jamaica Station and Valley Interlocking west of the Valley Stream station. All

of the existing position light automatic block signals on Tracks #1 and #2 were removed from service within this territory. Cab signals with automatic speed control are now in effect in both directions on both tracks.

*Jeff may be contacted via e-mail at jerlitz@pipeline.com.*

## Around New York's Transit System

*(Continued from page 18)*

Continental Avenue or 21<sup>st</sup> Street. Trains ran from 10 AM to 2 PM and 7 PM to 5 AM Monday through Friday, and 24 hours a day on Saturday and Sunday.

### Proposed Service Changes

The Department of Transportation's contractors have been repairing the Manhattan Bridge since the 1980s and the north and south tracks have been alternately out of service. The newspapers revealed that the northerly (A/B) tracks will be out of service and the southerly (H) tracks will be placed in service in the summer of 2001. Trains will be rerouted again in accordance with the following schedule, which must be approved by the MTA after public hearings are held. B and D trains from the Concourse Line will terminate at 34<sup>th</sup> Street-Sixth Avenue. There will be two Q trains — locals from Coney Island and expresses from Brighton Beach — operating via bridge and BMT Broadway Subway to 57<sup>th</sup> Street-Seventh Avenue. B trains from Coney Island will be redesignated as W trains and will operate via bridge and BMT Broadway Subway to Astoria. One shuttle will operate between 21<sup>st</sup> Street-Queensbridge and Broadway-Lafayette Street and another will be single-tracked between Broadway-Lafayette and Grand Street.

### First Air-Conditioned NYC Transit Subway Station

The platforms at Grand Central on the Lexington Avenue Line have always been hot in the summer. As soon as air-conditioned trains started running, platforms became unbearable. Passengers finally found relief during the summer of 2000, when the air-conditioning was turned on. Grand Central is the first and only NYC Transit subway station to be air-conditioned.

### New Door Enable System on R-44 Cars

Because Conductors occasionally open the doors on the wrong side of the train, NYC Transit is modifying the door system of R-44 cars to ensure that the Conductor opens the correct doors. Modified cars have a yellow circle directly under the outside car number. These cars must not be coupled to non-modified cars. The door enable system is located in a small cabinet between the Train Operator's console and the windshield. On the panel are two lighted pushbuttons, one for each side of the train. After making a proper station stop, the Train Operator must press the lighted pushbutton that corresponds to the side of the train where the doors are to be opened. When the light goes out, the Train Operator releases the button and the Conductor can open the doors on the same side of the train for which the button has been pressed. If the doors are to be opened on both sides of the train, the crew must agree on which side will be opened first. The Conductor must inform the Train Operator which doors will be opened first. After the doors on one side have been opened, the crew repeats the same procedure for the doors on the

other side.

### Employees' Uniforms

The replacement cycle for Conductors' and Train Operators' uniforms is every three years from the date of the original order with the exception of the cardigan sweater and winter coat, which are replaced every five years.

The following rules are in effect from October 1, 2000 to May 31, 2001: Whether in road service or on platform duty, Conductors must wear the regulation hat and badge. The hat may be removed when observing the platform, crossing between cars, or operating in a transverse cab or R-62/62A cab. Train Operators may wear the trooper cap or visor (or brim) over the forehead with the MTA logo facing forward. Although long-sleeved shirts are provided for winter wear, short-sleeved shirts may be worn. Train Operators may leave their top collar button open except when wearing their dress uniform with a tie. Conductors must wear the uniform tie except when wearing the turtleneck shirt. Shirts must be tucked into the uniform trousers. Only black or dark brown shoes may be worn. Unsafe shoes, such as platform or high-heeled shoes, sandals, sneakers, or shoes with uneven heels, must not be worn.

### Cold Weather Regulations

Light passenger trains used to keep tracks and contact rails free of ice during snowstorms must stop before entering each station along the train's route. If the train has difficulty making a stop, the crew must notify the Control Center immediately.

When the temperature is 30 degrees or lower, all diesel and electric locomotives not operating on work trains must be stored in maintenance or inspection facilities or under cover. If the locomotive cannot be stored under conditions described above, it must be kept running in the yard at idle speed. Yard Dispatchers must ensure that the locomotive has enough fuel to keep running during the idle period, especially a weekend.

During and after a snowfall, Train Operators moving trains in yards must be certain that the tracks are free of all obstructions. They must operate carefully at grade crossings and crosswalks, or any place where ice and snow can become packed in the flangeways. If they cannot proceed safely, they must stop and notify the Yard Dispatcher.

### Consists of World Series Decorated Trains

In the November, 2000 issue, we mentioned that a 10-car train of R-142 cars and an 11-car train of R-33S/R-36 cars were "wrapped" with Mets and Yankees logos in honor of the 2000 (baseball) World Series. Unfortunately, we did not have space to provide the car numbers. They are: 9394-5 (R-36), 9327 (R-33S), 9357-6 (R-36), 9412-3 (R-36), 9360-1 (R-36), 9712-3 on line #7, and R-142s 6315-4-3-2-1-6316-7-8-9-20 on line #4

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# TRACK CONSTRUCTION FORECAST FOR JANUARY, 2001 IN THE NYC TRANSIT SYSTEM

by David Erlitz

Greetings, and welcome to the *real* new millennium. I hope you all had a wonderful holiday season. Now on to a new year, a new millennium, and a new beginning, one that I hope will see New York City Transit taken to new and better heights. Throughout the system, many new things will be happening. Each division has a whole host of work being done, or planned for the near and far-off future. On the IRT we have the station rehabilitation of Times Square and 72<sup>nd</sup> and 96<sup>th</sup> Streets. On the BMT we have station rehabilitation at the four local stations between Prince St. and 34<sup>th</sup> Street on the Broadway Line and the Atlantic Avenue and Nassau Street Loop reconfigurations. Also on the agenda for 2001 will be the Manhattan Bridge flip from the AB tracks leading to Sixth Avenue to the H tracks leading to the Broadway express. As many of you may know this operation was done from April, 1986 to December, 1988. Also coming up on the BMT with the age of new technology will be the installation of the Communication-Based Train Control (CBTC) and a new diamond crossover at Broadway Junction on the Canarsie Line. Something coming up towards the end of the year which will affect both the BMT and the IND will be the total demolition and reconstruction of the Stillwell Avenue terminal. You may want

to get as many photos of the old terminal now as you can, because I can assure you it will not look like it does now forever. Unfortunately I cannot say much more on that except, "stay tuned." But the biggest thing of all to happen in 2001 will be the long awaited opening of the 63<sup>rd</sup> Street Connector. As mentioned elsewhere in this issue, the connector will start being used in early January at night and for weekend GO work. Subject to public hearings, the F train will be the main line to run through the connection. In conjunction with the opening of the connection will be the replacement of the switches around the Queens Plaza station.

You will notice that I have put the BMT before the IND this month. That is because of the size of the last diversions out in the Rockaways and along Queens Boulevard. There is just so much more I would like to tell you but if I tell you everything now I will not have anything to write in the future months. Also, lack of space would prevent me. Anyway, I look forward to a very productive year at New York City Transit, personally as well as professionally. I also would like to wish you all much health and happiness for this New Year to come. Until next month, take care.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
12/26 to 3/18	Nights 7dy/wk	#4	Track MM-3 N/O Brooklyn Bridge to S/O 14 <sup>th</sup> Street	N/B via Track #4 from Brooklyn Bridge to S/O 14 <sup>th</sup> Street, then normal	Chipout
12/26 to 3/18	Nights 7dy/wk	#4/#6	Track MM1 N/O 14 <sup>th</sup> Street to N/O Brooklyn Bridge	S/B service operates express via Track #2 from 14 <sup>th</sup> Street to Brooklyn Bridge	Chipout
12/26 to 3/18	Nights 7dy/wk	#6	Track P-3 from N/O 125 <sup>th</sup> Street to S/O Third Avenue-138 <sup>th</sup> Street	#6 relay from N/O 125 Street upper level to 125 Street lower level and then single-track via Track P-2 to 138 <sup>th</sup> Street	Chipout
1/3 to 1/10	Nights	#1/Bus	Track BB-1 from S/O 125 <sup>th</sup> Street to N/O 96 <sup>th</sup> Street	#1 North - 242 <sup>nd</sup> Street to 137 <sup>th</sup> Street #1 South - South Ferry to 96 <sup>th</sup> Street Bus - 137 <sup>th</sup> Street to 96 <sup>th</sup> Street	Remove old tunnel lighting, conduits, fixtures, and wiring
1/6 to 1/15	Wkend	#1/#1 Sh. Bus	Tracks #1/#4/M S/O 103 <sup>rd</sup> Street to N/E Dyckman Street	#1 - South Ferry to 137 <sup>th</sup> Street #1 Shuttle - 242 <sup>nd</sup> Street to Dyckman Street Bus #1 - 137 <sup>th</sup> Street to Dyckman Street Local Bus #2 - 137 <sup>th</sup> Street to Dyckman Street Express	Correct height deficiency on new tunnel lighting
1/3 to 3/2	Daily	#4	Track J-1 from S/O Woodlawn to N/O Bedford Park Boulevard	Turn every other N/B #4 at 149 <sup>th</sup> Street-Grand Concourse	Type III panels
1/1 to 12/31	Daily	#2	Track WM from N/O E. 180 <sup>th</sup> Street to S/O 219 <sup>th</sup> Street	No effect on service	Brake stopping distance testing for revenue cars
1/1 to 12/31	24/7	#5	Track Y-3 N/O Morris Park to S/O Baychester Avenue	No effect on service	R-142/R-142A testing
1/13 to 1/29	Wkend	#4/#5	Track MM-3 N/O Canal Street to S/O Bleecker Street	N/B trains operate local via Track #4 from N/O Brooklyn Bridge to S/O 14 <sup>th</sup> Street	Dig out and pour
1/10 to 1/16	Nights	#4	Track L-3 N/O Grand Central to S/O 125 <sup>th</sup> Street	N/B via Track #4 from N/O Grand Central to N/O 125 <sup>th</sup> Street	Production tamping

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### Track Construction Forecast for January, 2001

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DATE	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
1/6 to 1/8	Wkend	N/R/E/ F/B shuttle	Tracks G-1/G-2 N/O 57 <sup>th</sup> Street to S/O Queensborough Plaza	N North – Ditmars Boulevard to Queensborough Plaza N South – Stillwell Avenue to 57 <sup>th</sup> Street-Seventh Avenue R – 95 <sup>th</sup> Street to 57 <sup>th</sup> Street-Seventh Avenue E/F – Local in Queens B Shuttle – 21 <sup>st</sup> Street-Queensbridge to Second Avenue	Replace fire discharge lines
1/2 to 3/18	24/7	N/R	Track A-2 S/O Prince Street to N/O 34 <sup>th</sup> Street	All service operates express via Track A-4 from S/O Prince Street to N/O 34 <sup>th</sup> Street	Station rehabilitation at Prince, 8 <sup>th</sup> , 23 <sup>rd</sup> , and 28 <sup>th</sup> Streets
1/6 to 2/4	Wkend	L/Bus	Tracks Q-1 & Q-2 from S/O Myrtle Avenue to S/O Broadway Junction	L main – Eighth Avenue to Myrtle Avenue L Shuttle – Rockaway Parkway to Eastern Parkway (J) Bus – Broadway Junction to Myrtle Avenue	CBTC work
1/2 to 1/12	Daily	L/L shuttle	Track P-2 N/O Rockaway Parkway to N/E Atlantic Avenue	L Main – Eighth Avenue to Atlantic Avenue L Shuttle – Exclusive use via Track P-1 from Rockaway Parkway to Atlantic Avenue	Replace rocker pins and seat brackets
1/9 to 1/12	Nights	N	Track G-1 S/O Queensborough Plaza to S/E Lexington Avenue	Single track via Track G-2 from S/O Queensborough Plaza to Lexington Avenue	Fire lines
1/8 to 1/12	Nights	N/R/S	Track A-1 S/O 57 <sup>th</sup> Street to S/O Times Square	All S/B service operates express via Track A-3 from 57 <sup>th</sup> Street to 34 <sup>th</sup> Street	Lead paint removal
1/12 to 1/15	Wkend	N/R/S	Track A-1 S/O 57 <sup>th</sup> Street to S/O Times Square	All S/B service operates express via Track A-3 from 57 <sup>th</sup> Street to 34 <sup>th</sup> Street	Lead paint removal
1/12 to 1/15	Wkend	B/B shuttle	Tracks D-1/D-3/DC-1/F-4 from S/O 36 <sup>th</sup> Street to Bay Parkway and S/O 36 <sup>th</sup> Street to S/O 45 <sup>th</sup> Street	S/B B/B shuttle operates via Sea Beach Line from 36 <sup>th</sup> Street to Stillwell Avenue	In-service signal testing
1/8 to 1/20	Nights	L	Track Q-1 from N/E Third Avenue to N/O Bedford Avenue	Single-track via Track Q-2 from Third Avenue to Bedford Avenue	Asbestos abatement
1/7 to 1/8	Night	L	Track Q-1 from N/E Eighth Avenue to N/O Third Avenue	Single track via Track Q-2 from Eighth Avenue to Third Avenue	Vacuum train
1/18 to 6/30	24/7	F/G	Tracks B-3/B-4 from N/O Fourth Avenue to S/O Bergen Street	No effect on service	Repair steel trusses
1/2 to 1/12	Nights	A	Track A-4 from N/O Jay Street to N/E Chambers Street	N/B A via Sixth Avenue Line from Jay Street to W. 4 <sup>th</sup> Street, then normal	Replace fire lines
1/2 to 2/14	Daily Mn/Wd	F	Track B-3/4 N/O Kings Highway to S/O Ditmas Avenue	No effect on service	Brake stopping distance test
1/4 to 2/16	Daily Thu/Fri	F/F Short	Track B-3/4 from S/O Ditmas Avenue to S/O Avenue X	Turn every other F at Church Avenue	Type III panels
1/6 to 1/7	Wkend	F/Bus	Track B-2 S/O W. 8 <sup>th</sup> Street to S/O Avenue X	F – 179 <sup>th</sup> Street to Kings Highway Bus – Kings Highway to Stillwell Avenue	Install cables alongside track
1/6 to 1/7	Wkend	F/Bus	Track B-3/4 S/E Avenue X to S/O Kings Highway	F – 179 <sup>th</sup> Street to Kings Highway Bus – Kings Highway to Stillwell Avenue	Type III panels
1/2 to 1/21	Nights	B/D	Track C-2 S/E 145 <sup>th</sup> Street to S/O 161 <sup>st</sup> Street	B – relays light to 168 <sup>th</sup> Street D – express via Track C-3/4	Tie block renewal
1/8 to 4/7	Nights	D	Track C-3/4 S/O Bedford Park Boulevard to S/E Fordham Road	No effect on service	Plate renewal
1/13 to 1/28	Wkend	A/S/H Bus	Tracks F-3/F-4 S/O Broad Channel to N/O Broad Channel	A – All service to Lefferts Boulevard H – Suspended S – Rockaway Park to Far Rockaway Bus #1 – Rockaway Boulevard To Howard Beach Bus #2 – Rockaway Boulevard To B. 98 <sup>th</sup> Street	Install temporary scaffolding for upcoming steel work and painting of South Channel Bridge
1/8 to 2/20	24/7	E/F/R/G	Switches #29, #30, #31, #32 N/O Queens Plaza	Slow Speed in effect	Switch replacement
1/16 to 3/19	24/7	E/F/R/G	Switches #19, #20, #21, #22 S/O Queens Plaza	Slow Speed in effect	Switch replacement
1/13 to 1/15	Wkend	B shuttle/ E/ F/R/G Bus	Tracks D-2/D-4 S/E Queens Plaza to N/O Queens Plaza and N/O 47 <sup>th</sup> /50 <sup>th</sup> Streets to S/E 36 <sup>th</sup> Street	E/F N/B via Sixth Avenue and 63 <sup>rd</sup> Street to Track D-2 at 36 <sup>th</sup> Street R N/B via 63 <sup>rd</sup> Street N/O 57 <sup>th</sup> Street to Track D-2 at 36 <sup>th</sup> Street B Shuttle – exclusive use via Tracks T-1/G-3/G-1 from 21 <sup>st</sup> Street-Queensbridge to 57 <sup>th</sup> Street-Seventh Avenue G – Normal Bus – Court Square to 21 <sup>st</sup> Street-Queensbridge	Remove switches #29, #30, #31, #32

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

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## Around New York's Transit System

### Instruction Trains in 63rd Street Connector

In his December, 2000 *Tech Talk* column, Jeff Erlitz informed us that the 63<sup>rd</sup> Street Connector tracks would be placed in service on December 11, 2000 and instruction trains were scheduled to operate immediately.

At 5 AM December 11, 2000, Tracks T-1 and T-2 were placed in service from the turnouts south of the

36<sup>th</sup> Street station to the south end of the 21st Street-Queensbridge station. Route familiarization trains, two four-car R-46 trains, operated between Continental Avenue and 21<sup>st</sup> Street-Queensbridge via local or express tracks from December 11, 2000 to January 11, 2001. Attendance was mandatory for all Train Operators, who were allowed to board the train at

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## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
November 20-24, 2000	A	R-32 3928-9, R-32 3435-4, R-32 3872-3, R-38 3961-0, R-32 3610-1
November 21-22, 2000	C	Train composed of 6 R-38s and 2 Morrison-Knudsen R-32s (The November 22 train did not have the same cars as the November 21 train)
November 22, 2000	F	R-32
November 24, 2000	A	R-32: 3452-3, 3461-6, 3477-6, 3538-9, 3464-5
November 27, 2000	Q	R-32: S-3378-9, 3542-3, 3421-0, 3563-2, 3848-9-N
November 28, 2000	A	R-32: S-3822-3, 3818-9, 3698-9, 3449-8, 3416-7-N
November 22-28, 2000	C	S-R-32 3426-7, R-38 4052-3, R-38 4031-0, R-38 3978-9-N
December 1, 2000	A	Train whose consist was 8 R-38s and 2 General Electric R-32s
December 2, 2000	C	Train composed of 6 R-38s and 2 Morrison-Knudsen R-32s
December 4 and 5, 2000	C	R-32 3619-8, R-38 4022-3, R-38 4123-2, R-38 4129-8
December 6, 2000	A	S-R-38 3995-4, R-32 3452-3, R-32 3461-0, R-32 3477-6, R-32 3929-8-N
December 8, 2000	C	Train composed of 4 Morrison-Knudsen R-32s and 4 R-38s
December 11, 2000	C	Train composed of 4 Morrison-Knudsen R-32s, 2 General Electric R-32s, and 2 Morrison-Knudsen R-32s
December 13, 2000	A	Train composed of 6 R-38s, 2 General Electric R-32s, and 2 R-38s

On or about December 8, 2000, slant R-40 cars 4370-79 were transferred from the L line to the N and Q lines.

On or about December 15, 2000, R-33 cars 8836-45 were transferred from lines #2 and #5 to line #4.

Amplifying information he provided for last month's issue, member Edward McKernan reports that the following cars were at 39<sup>th</sup> Street and First Avenue in Brooklyn as of November 13, 2000:

Track #3 — 37349 (ex-R-22 7349), 1R142 and 0R142 (R-142 mockups, original numbers unknown), and 8483 (R-30) (*Editor's notes:* 8483 has been there since at least November, 1999; we reported in the December issue that 8483 had recently been transferred to 38<sup>th</sup>

Street Yard for scrapping. In addition, we reported that an unidentified R-33 had been transferred to 38<sup>th</sup> Street Yard for scrapping; there are no damaged R-33s waiting to be scrapped)

Track #4—Rail welding cars W301 and W302 (for asbestos removal prior to being shipped out for overhaul), crane C259, diesel D11, 8528 (R-30), and flatcar F137

Track #5—4685 (R-42), 4427 (slant R-40), and 4664 and 4726 (R-42) (Correction from the December issue: 4664 is not mated to 4685)

Track #6—4260 and 4228 (slant R-40)

The Q-type pump cars are also at this facility.