The Bulletin

New York Division, Electric Railroaders' Association

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The Bulletin

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NEW YORK CITY TRANSIT'S 63RD STREET CONNECTOR OPENS FOR SERVICE
by Subutay Musluoglu

On Saturday, January 13, 2001 at 0014 hours, the 2343 E out of World Trade Center became the first scheduled revenue train to carry passengers through New York City Transit's 63rd Street Connector between the 63rd Street Line and the Queens Boulevard Line. The 2343 E WTC/JAM, with consist R-32 N-3517-6, 3718-9, 3839-8, 3723-2, 3833-2-S, was the first scheduled train over the connection due to a General Order that took effect at 0001 hours on January 13.

After 6½ years of construction at a cost of $645 million, the approximately 1,800-foot-long connection achieved beneficial use on December 11, 2000. This was accomplished with the energizing of Track T-2's third rail on December 4 between 36th Street Interlocking and north of the 21st Street-Queensbridge station, followed by the energizing of the third rail on Track T-1 on December 11.

The start of revenue service over the 63rd Street Connector is the latest development in an effort spanning over 60 years to expand subway capacity between the boroughs of Manhattan and Queens. The connection, formally known as Route 131-E in the New York City subway route and general plan sequence, is a fraction of what was once a larger, more comprehensive program to increase subway service in Queens.

The original Queens Boulevard Line, a key trunk line in the IND system, opened in stages between 1933 and 1950. The line played a significant role in the postwar growth of Queens; its opening was followed by the building of hundreds of multi-story apartment buildings along the line's route. By the 1960s, Queens was the fastest-growing borough in New York City and as a result, the Queens Boulevard Line was competing with the IRT Lexington Avenue Line as one of the two most heavily used subway corridors in the city. The throughput of the 53rd Street Tunnel, the primary under-river link between the Queens Boulevard Line and the IND Sixth Avenue and Eighth Avenue Lines in Manhattan, was approaching its theoretical limit of 30 trains per hour. Loadings over 50,000 passengers per peak hour were frequent occurrences on the E and F services using the tunnel. Further growth of the population of Queens was forecast for the rest of the century, making it imperative that relief to the E and F services had to be a priority in any subway expansion plan. The building of an additional subway tunnel under the East River and a new trunk line across Queens was identified as the best solution.

In 1968 a program was established to build several new subway lines across New York City including the Second Avenue Line in Manhattan, the 63rd Street Line, a trunk line in Queens known as the Super Express By-pass, and additional branches to the borough's eastern reaches. The 63rd Street Tunnel under the East River was to be a joint-use facility: a bilevel, 4-track tunnel with 2 upper level tracks for use by subway services and 2 lower level tracks for use by the Long Island Rail Road (LIRR) to access a new east midtown terminal. The connections and station locations were modified several times, but essentially the subway was to be connected to the BMT Broadway Line and the IND Sixth Avenue Line, and interconnected with the new Second Avenue Line. Stations were to be located at Lexington Avenue, Roosevelt

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125th STREET CROSSTOWN LINE
by Bernard Linder

125th STREET RAILROAD

The 125th Street Railroad was incorporated on November 26, 1870. The franchise was originally purchased by Robert Squires on July 20, 1870 for $67,000. On December 10, 1870, the Company's property rights and franchise privileges were leased to the Third Avenue Railroad Company for ten years. The certificate of transfer of capital stock of this company to the Third Avenue Railroad Company was executed on March 7, 1881, but was not filed with the Secretary of State until April 23, 1886. On November 23, 1871, the company reported to the State Engineer that it was operating the road. The reports also reveal that in 1873 Third Avenue was operating 2.5 miles of road. Five years later, 2.75 miles of road had been laid and Third Avenue was operating and maintaining the road as lessee.

Owners:

STREET CARS

December 10, 1870	Third Avenue Railroad Company
April 13, 1900	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

Route:

STREET CARS

October 15, 1870	Horse cars started operating on 125th Street. We have no record of the terminals
December 1, 1886	Cable cars started operating on 125th Street between First Avenue and Twelfth Avenue
September 28, 1899	Electric cars started operating
March 25, 1936	Cut back to E. 125th Street and Third Avenue
November 18, 1945	Discontinued Sunday service
May 26, 1946	Resumed Sunday service
September 15, 1946	Discontinued Saturday service
June 29, 1947	Buses replaced street cars

BUSES

June 29, 1947	M-102 buses started operating over the same route as the street cars

EXPERIMENTAL CARS

Several experimental cars were operated on this line. A compressed air car was in service in the summer of 1896. On this 28-foot car, air which was stored at 2,000 pounds per square inch in 16 reservoirs drove reciprocating engines.

A gas-electric car, which was delivered on October 25, 1909, ran 15 hours a day on 125th Street. The round-trip running time was 30-33 minutes. The car was required to maintain scheduled speed of 8 miles per hour with 10 stops per mile and was able to operate for 1,000 feet on Amsterdam Avenue's 8 percent grade. The car, whose seating capacity was 26-28 passengers, was built by Wason. This gas-electric car was 28 feet long overall, 19 feet long over body end frames, 8 feet wide, and 12 feet high from rail to rooftop. The 4½-foot-long platform was equipped with Pitt folding gates. The empty car weighed 12 tons. The 21-horsepower, 4-cylinder gasoline engine was direct-connected to a 15-KW, 250-volt generator. When the car accelerated, the two motors mounted on the axles were first in series, then in parallel. The radiator with the cooling water was mounted on the roof near the center of the car and the exhaust pipes were located on the roof near one end of the car. Gasoline stored in tanks under the rattan seats furnished power to operate the car for 150 miles.

The car was in service from November, 1909 to September, 1910 with only one breakdown. It was out of service from December 10, 1909 to January 1, 1910 because of a broken shaft. Comparing gas-electrics with battery cars, we find that gas-electrics were built stronger because they had to absorb the shocks of the gas engine. They had higher acceleration than battery cars, but they were not needed on crosstown lines and were more suited for interurban lines. The company decided not to operate gas-electrics because their cost was twice the cost of battery cars and the company would have needed a separate shop to maintain them.

In 1910, a battery car built by Brill operated on this line. It was equipped with Exide batteries and two 4½-horsepower automobile-type motors. We do not know how long this car was in service.

After testing the experimental cars, the company de-

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125th Street Crosstown Line

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cided to operate the curved-side convertibles, which provided reliable service for many years.

TRANSFERS

Checking the transfers, we find that this line was designated as line #13. This number was never displayed on the street cars. Many years ago, Walter Ench informed us that Willis Avenue Motormen accepted transfers from Manhattan lines after the 125th Street Crosstown was cut back to E. 125th Street and Third Avenue in 1936. These transfers were only valid for a ride to E. 125th Street and First Avenue. Willis Avenue Motormen carried two sets of transfers — Willis Avenue transfers for passengers transferring to Bronx cars and 125th Street transfers for passengers transferring to Manhattan cars.

SIGNS

In 1936, a large metal sign with "125TH ST. CROSSTOWN" on the bottom and a large letter "X" above it was hung on the dash. In 1943, the large "X" and the route name were painted on the dash of 999, 1001, 1021, 1022, and 1071. Two years later, the same letters were painted on the dash of 1079. If these cars were operated elsewhere, another letter covering the "X" was hung on the dash.

ONE-MAN CARS

Effective January 8, 1925, night cars were operated by one man. Starting July 29, 1929, passengers entered through the front door and deposited their nickels in a farebox near the Motorman. The Conductor operated the rear exit door until a treadle was installed. On August 5, 1929, all cars operating on the line were equipped with treadles and the Conductor was no longer needed.

CAR ASSIGNMENT

On May 17, 1909, convertibles started operating on this line. Many years ago, Walter Ench informed us that 800-series box cars from the 59th Street Crosstown Line were in service for a brief period in the summer of 1930.

CAR ASSIGNMENT, 1931-1946

DATE	CARS	DATE	CARS
July, 1931; May, 1932; December, 1932; April, 1933	851-883, 894-966, 995-1005	December 31, 1937 to April, 1938	331-400, a few 100s
August, 1933 to May, 1934	76-100, 851-942, 967-994	May, 1938 to March, 1939	(A)
June, 1934 and July, 1934	76-100, 851-947, 967-994	April, 1939 to April, 1941	101-179, 180-200 (B), 393-399
August, 1934 to April, 1935	71-100, 851-947, 967-994	May, 1941 to June 15, 1941	101-183, 184-200 (B), 393-399
May, 1935 to May, 1936	851-883, 894-966, 995-1125	June 16, 1941 to July, 1941	71-100
June, 1936; July, 1936; August, 1936	851-883, 894-966, 995-1040	August, 1941 to October, 1942 and March, 1943	101-183, 184-200 (B), 393-399
September, 1936 to December 30, 1937	851-883, 894-966, 995-1022	June, 1943; September, 1943; October, 1944; May, 1945; November, 1945	999, 1001, 1021, 1022, 1071, 1079 (C)
		April, 1946	1079, 1100, 1107 (C)

(A) From May, 1938 to March, 1939, the 100s from Broadway replaced most of the 300s, which were transferred to Yonkers and the Bronx

(B) Occasionally

From 1933 to 1935 and a brief period in 1941, cars 71-100, 884-893, and 967-994, which were usually operated on 149th Street Crosstown and Willis Avenue, appeared on this line with their poles hooked down.

(C) With the exception of 1079, these cars were out of service since 1936 or 1937

BUS CONVERSION CEREMONIES

On Saturday, June 28, 1947, the last full day of street car operation on 125th Street, a ceremony was held at W. 125th Street and Seventh Avenue. The Borough President, Third Avenue Transit's President, an actress, and 1,200 people watched Joan Leslie break a bottle on the fender of a new bus. A horse car, a rebuilt 100-series streetcar, and new buses were displayed.

125th Street Crosstown and Broadway-Amsterdam Avenue & 125th Street were the last Manhattan lines whose power was supplied by underground conduit on the entire line. The 149th Street Crosstown, which operated on underground conduit and overhead trolley, continued operating until August 17, 1947.

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125th Street Crosstown Line

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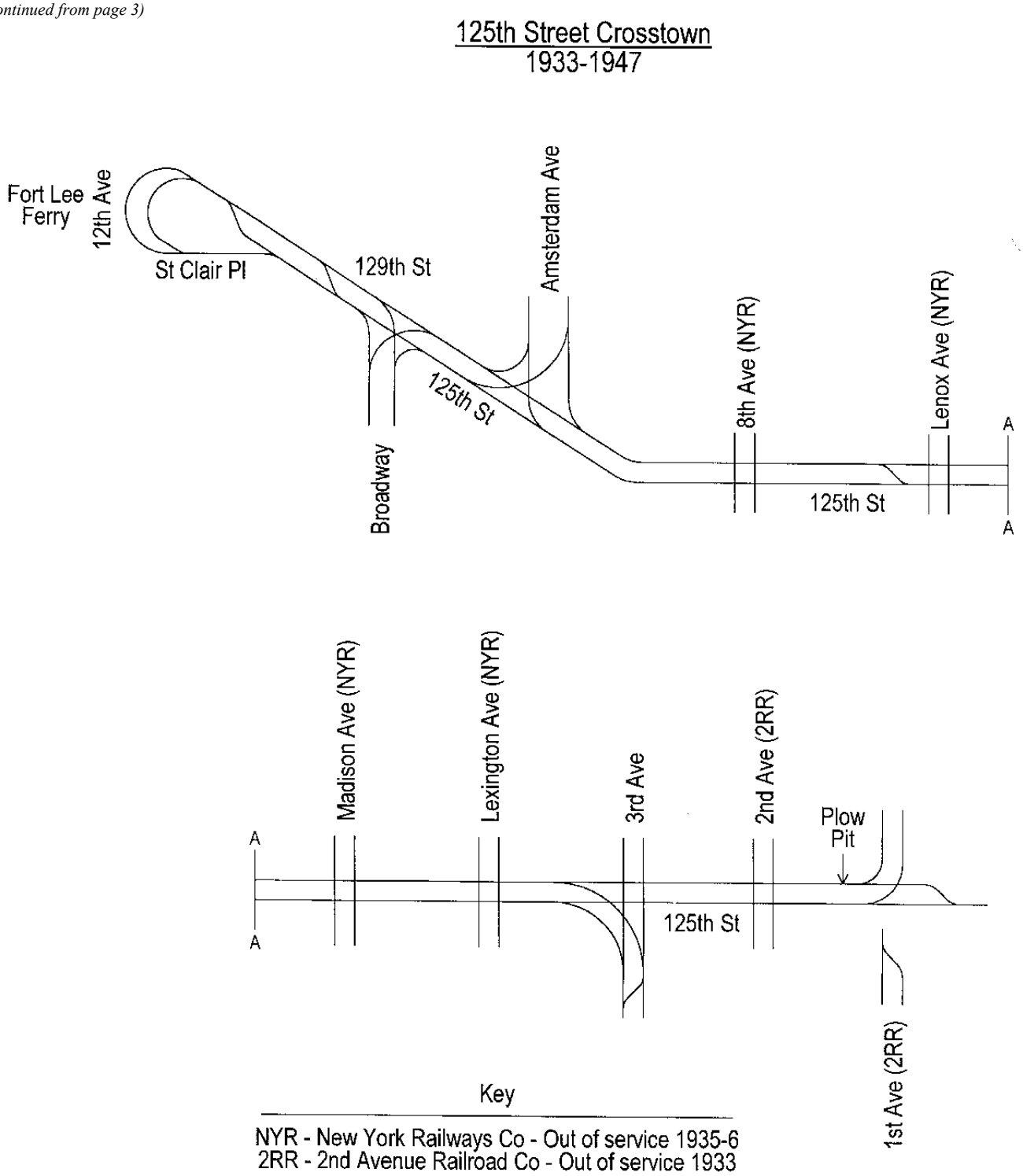

Data: B. Linder
Drawing: J. Erlitz

TECH TALK
by Jeffrey Erlitz

Starting on Tuesday, January 2 and continuing 24 hours a day until Sunday, March 18, the northbound platforms at Prince Street, 8th Street, 23rd Street, and 28th Street on the BMT Broadway Line are removed from service to enable station rehabilitation work to proceed unimpeded. This contract, A-35876, was originally going to close alternate northbound and southbound platforms at alternate stations. In other words, the northbound platforms at Prince and 23rd Streets were to be closed while the southbound platforms at 8th and 28th Streets were closed. Plans were changed just before work actually commenced towards the end of December. By the end of December, all of the advertising panels had been removed from the station walls. The 1970 tile blocks will be removed, similar to Fifth Avenue and Cortlandt Street, and the original tile work and mosaics will be restored. Not only does this return these stations to their original design, but it also widens the platforms a good six inches or more to their original width.

Over at 38th Street Yard, the new master control panel for the West End Line signal job (S-32344) still has not been delivered from Mauell. Though the existing GRS NX machine is not quite 12 years old it will be replaced, similar to what happened at Queensborough Plaza. It was placed into service on May 19, 1989 during the Fourth Avenue Line signal job, S-32300. Mauell modified it in December, 1998 during the Sea Beach Line signal job (S-32342) when Sixth Avenue Interlocking was placed in service.

I mentioned the demolition of old Tower 3 at Atlantic Avenue on the BMT Canarsie Line last month. The contractor was scheduled to continue working there over the weekend of January 20-21. This is part of contract C-33676, the demolition of ten abandoned structures all over the subway system. All of these "structures" are former interlocking towers that have been out of service for some time. 240th Street has been out of service the longest, for about 37 years if I'm not mistaken. These ten towers are:

TOWER	LINE
New Lots Avenue	New Lots
Atlantic Avenue (Tower 3)	Canarsie
Ocean Parkway	Brighton
Junius Street	New Lots
Kings Highway	Brighton
Beebe Avenue (39th Avenue)	Astoria
Broadway Junction (Tower 1)	Canarsie
Westchester Avenue	Pelham
Jerome Avenue	Jerome Avenue
240th Street	IRT Broadway

Volmar Construction is the contractor on this $3.1 million project. Work is scheduled to be completed by the end of June.

I uncovered a bit of subway archeology back in January. I believe the design of the signal system for the Chrystie Street Connection was completed sometime in 1963. The contract drawings for this project, S-110, are dated August 5 of that year. As part of this project, a new tower was built at the Essex Street station on the BMT Nassau Street Line in the space of the abandoned, underground Williamsburg Bridge trolley terminal. This tower was designed to control Essex Street as well as Broadway-Lafayette Street, Second Avenue, and Delancey Street Interlockings on the IND. In later years, Chambers Street and Broad Street Interlockings were added to this control panel.

Apparently, they intended to completely abandon Tracks H-1 and H-2 from the west end of the Manhattan Bridge to where they turn south into the Nassau Street Line south of the Canal Street station. Keep in mind that pre-Chrystie Street, Tracks H-1 and H-2 went to the south side of the Manhattan Bridge from Chambers Street on the Nassau Street Line rather than from Broadway-Canal Street on the Broadway Line. If you look closely at the area immediately south of Canal Street on the US&S Style UR control panel in this Master Tower, you will notice that the area is covered in rather old black electrical tape but shows the current track configuration. However, if you look up at the Third Rail Indication Panel hanging from the ceiling, you will see that all four Nassau Street Line tracks go straight from Canal Street to Chambers Street. Had they done this work, Queens-bound Jamaica trains would have been able to travel straight up Track J-1 from Chambers Street to Canal Street rather than the convoluted operation crossing from Track J-1 to J-3 to J-4 north of Chambers Street and back to J-1 south of Canal Street. There is, however, a Capital Program project to simplify the track arrangement on this line. I will come back to this topic in a future column.

Going back further in history, starting in the mid-1940s the Board of Transportation and, later, the New York City Transit Authority, began letting construction contracts to lengthen platforms at many stations around the subway system that were not already full-length. Full-length platforms are at least 510 feet long on the IRT and 600 feet long on the BMT and IND. Whenever platforms were lengthened on the subway, changes to the signal system almost always occurred, sometimes quite extensively. In conducting research on the subway's signal system I have now seen ten of the first eleven contracts. The Board of Transportation (and Transit Au-

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Tech Talk

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thority), for whatever reason, did not issue typical contract numbers for the first eleven groups of stations where work was to be done. The table below shows the group number, stations, line, and date of the contract drawings:

GROUP	STATIONS	LINE	DATE OF DRAWINGS
1	Elevated stations from 125th Street to 238th Street	IRT Broadway	3/22/46
2	103rd Street to Dyckman Street, except 125th Street	IRT Broadway	5/18/46
3	Hoyt Street	Eastern Parkway	7/10/46
4	23rd Street, 28th Street, 33rd Street	Lexington Avenue	9/6/46
5	Astor Place, Bleecker Street, Spring Street (southbound only)	Lexington Avenue	10/25/46
6	?	?	?
7	Canal Street, Worth Street (southbound only)	Lexington Avenue	1/23/47
8	39th Avenue to Ditmars Blvd	Astoria	3/25/50
9	45th Road to Willets Point Boulevard	Flushing	11/5/53
10	Times Square to Hunters Point Avenue	Flushing	12/4/51
11	Spring Street, Canal Street, Ralph Avenue, Broadway-East New York, 75th Avenue, and Sutphin Boulevard	Eighth Avenue/Fulton Street/Queens Boulevard	12/8/50

You may be wondering why Group 11 dealt with IND stations when everybody *knows* that all IND stations were built at least 600 feet long. I suspect that these stations could not handle *eleven*-car trains and that is why work was performed there. You IND historians, feel free to jump in here! (*Note: Fast, aren't we? See the sidebar to Subutay Musluoglu's story on the 63rd Street Connector in this issue!*) In each of these stations, the extensions were quite small, less than 50 feet. You can see the results of at least one of these extensions to this day at Broadway-East New York at the north (west) end of the platforms. Look across the express tracks to the other platform and you can plainly see where the platform was extended over the original staircase to track level. These staircases, by the way, *may* no longer be visible due to the station rehabilitation work done being done there. Groups 3 and 9 had no signal work done in conjunction with the platform extensions and Group 9 was already into the Authority era. I do not know why Group 3 had no signal work involved (any IRT experts out there?) but the Flushing Line had a separate signal contract, S-60, in the early to mid-1950s. Starting with Group 12, standard contract numbers were issued.

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

On March 4, 1995, workers had not yet gotten to the southbound platform at Fifth Avenue-60th Street...

but they had exposed the original tile and mosaics on the northbound side. The tile would subsequently be replaced with similar (but cleaner) tile, and the mosaics would be refurbished.

Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

Due to the first major snowstorm to hit the metropolitan area since the winter of 1996, Metro-North posted this advisory on its website: "Metro-North will operate on a Sunday schedule Saturday, December 30 through Monday, January 1, in anticipation of the winter storm headed for the New York and Connecticut areas.

- Customers should not use the special Christmas/ New Years Holiday schedule that would have been in effect.
- Customers must use our regular Sunday schedule available in the timetable in effect from October 29, 2000 through March 31, 2001."

That evening, an updated "Emergency Notice" reported that extra trains would operate from Grand Central Terminal until 4 AM on all lines in addition to the railroad's regular post-midnight service. For the record, 13.2 inches of snow fell in Central Park, while other parts of the metropolitan area received up to 25 inches.

An apology to customers in the form of a seat notice appeared on January 5, explaining that the railroad had been experiencing problems due to the (snowstorm and cold) weather, and that out-of-service cars, resulted in train cancellations and shorter consists.

It may have been anticipated that it could happen, though maybe not as early as it occurred, but a freezing-over of the dock area, first in Ossining and later in Haverstraw, caused suspension of the Haverstraw-Ossining Ferry on December 27, 2000. That evening aboard the train that I ride (one of the trains connecting with the ferry), public address announcements were made by the train crew advising passengers to detrain at Tarrytown where buses would pick them up and return them to Haverstraw. (The ferry's initial replacements were yellow school buses operated by West Point Tours. They were soon after replaced by Coach USA motor coaches.) Service remained suspended until January 10, when it was suspended once again until January 15. Subsequently I picked up a copy of a notice that was dated December 11, 2000 from New York Waterway advising that should occurrences such as this take place; replacement bus service would be provided. There was another cold weather-related incident involving a ferry when during the homeward-bound trip of January 4, a ferry operated by New York Fast Ferry ran aground off the coast of Sandy Hook, en route to Atlantic Highlands, New Jersey. Its 257 passengers were stuck for about five hours until the tide was high enough to free the ferry. One of the passengers, who was interviewed on News Radio 880 by cell phone from the boat, reported that the crew kept the bar open and offered free drinks.

Since the reopening of Harlem-125th Street on December 15, 1999, dramatic increases in ridership have taken place at that station. Compared to fall, 1999 levels, there has been a 25% increase in daily weekday ridership from 38,000 to 47,000 boardings/deboardings. This compares favorably to a system-wide increase of 6%. Surveys will be conducted to determine if this is new ridership or passengers diverting from Grand Central Terminal. Construction began in April, 1996.

A significant step towards the Mid-Harlem Third Track project occurred on November 22, 2000, when the Federal Transit Administration released its "Record of Decision." The FTA determined that there was no feasible alternative to constructing the 3.5 miles of track between Crestwood and Fleetwood, and that Metro-North had "considered all reasonable avoidance alternatives to minimize harm to parkland, archaeological and historic resources within the study area." With this approval, the following will be done:

- A center track span will be added to the existing Pondfield Road Bridge at MP 15.32
- New spans on the stone arch bridge (MP 14.93) and west side of the steel truss bridge (MP 14.57)
- Lengthening of the Midland Avenue Bridge (MP 14.86) over the Metro-North right-of-way to span all three tracks
- A new third mainline track between the existing Metro-North tracks between Crestwood and Bronxville - approximately 1.5 miles
- A new third mainline track between Bronxville and Fleetwood (1.0 mile) between the existing tracks
- Upgrading of the existing 1.0-mile stub track on the west side of the tracks between Fleetwood and Mt. Vernon West for mainline use

Finally, retaining walls will be built within Metro-North's right-of-way near residential properties along Parkway Road in the Village of Bronxville. On December 4, 2000, Metro-North commenced Force Account work. When completed (in 2005), Metro-North expects to add service to the lower Harlem Line, but north of Crestwood, the line is double-tracked as far as Brewster North. Of the three lines operated, only the Harlem has this restriction – the Hudson and New Haven have four tracks for at least a good portion of their service areas.

With expansion of its service territory now limited (please see January ***Bulletin*** item about the Upper Hudson Line), Metro-North, as part of the Penn Station Access Major Investment Study (MIS), is exploring the possibilities of routing some service into (an already at capacity) Penn Station. In order to proceed further, a

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Commuter Notes

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Draft Environmental Impact Study (DEIS) is also being conducted. Both studies are expected to be complete early next year. Under consideration are:

- Hudson Line from Poughkeepsie via Empire Connection (former West Side Freight Line), weekdays and off-peak
- New Haven Line from New Haven via Hell Gate Bridge, weekdays and off-peak
- Harlem Line from Wassaic via Mott Haven, Spuyten Duyvil and Empire Connection, weekdays

At present there is no direct track connection from the south (geographically west) from Spuyten Duyvil (former DV) to the Empire Connection. Viewed from a train, the right-of-way shows that at one time there was a track connection, and so it should not be too difficult or expensive to reinstall this third leg of the wye. I have an undated Track Chart from the Penn-Central days showing this connection with a note: "To 30th Street." Signals, switches, etc. would of course also have to be added, although it sure seems like a long routing.

Member George Chiasson updated his report about the Metro-North 205 and 213 being sighted in New Orleans (January ***Bulletin***). He has since learned that the whole dual-mode fleet will eventually make the same trip, as a contractor down south outbid GE-Erie and Amtrak's Rensselaer Shops for the work. Similar modifications will also be made to Amtrak's fleet of 700-series DM's. Finally, the repairs of both 205 and 213 were not associated with their 1996 mishaps; they had been alive and healthy for some time since then.

The prices of liquors and beer rose by 25 cents on January 15 to $4.50 and $4.00, respectively. After remaining unchanged since 1992, prices were last increased in March, 1999, with minimal impact on sales. Metro-North expects the new rates to generate an additional $50,000 annually.

With the completion of work on the Northeast Passage, work began in mid-December to enclose the Northwest Passage.

MTA Metro-North Railroad (West)

Phase I, construction of sound walls around Woodbine Yard, has been completed, and the project is now into Phase II. Work to be done under this phase includes storm drainage, sub-ballast, ballast, oil/water separator slab and a track liner for the new East Yard. NJ Transit forces had completed installation of rail and ties on the new South Lead, and rail installation continues in the East Yard and as of December 16, 2000, the South Lead has temporarily replaced the Main Track to access Woodbine Yard. Two protective rail crossings at Church Street and Myrtle Avenue have been completed.

Connecticut Department of Transportation

On December 19, 2000, a groundbreaking ceremony was held in New Haven to mark the beginning of construction of the new Shore Line East station at State Street, between Court and Olive Streets. Located east of the existing Union (New Haven) Station, when completed, this station, which is set to open next January, will be a timesaver for commuters as they will no longer have to board shuttle buses to reach downtown New Haven. The $5 million station is part of a $680 million major highway project.

A bill to institute commuter rail service between Hartford and New Haven was introduced in the Connecticut Legislature during the second week of January. It already had 50 co-sponsors and calls for three round-trips in both the AM and PM. Under the proposal, stops would also be made in New Britain, Newington, Berlin, Meriden, Wallingford and North Haven. CDOT is studying a plan to extend service to Springfield, Massachusetts. Under the current timetables, Amtrak trains depart from Springfield roughly every three hours with southbound morning service beginning at 5:55 AM. The next departure that could be considered in the realm of one used for commuting leaves at 8:10 AM. Northbound service is similar, with what could be considered "rush hour" trains departing from New Haven at 4:25 and 5:20 PM. Running time is about 1¼ hours. As most of the line is single-tracked, schedules would have to be worked around that constraint, and consideration must also be made to stations and parking. Only Hartford, Berlin, Meriden, Wallingford, and New Haven currently have active rail stations. Thanks to member David A. Cohen for the reports from the ***New Haven Register***.

Governor John G. Rowland, in his State of the State address, called for more spending to improve transit. His speech however, did not go into any specifics.

MTA Long Island Rail Road

Under a project recently undertaken, the door controls of the MU fleet are being "enhanced." The new panel covers that are being installed have three options: Off; (counterclockwise) controls for the Doors, Radio, and PA; and (clockwise) Radio and PA. 9527-28 was the first pair to be completed.

Veteran MTA employee Kenneth Bauer was named to the position of President of the Long Island Rail Road in mid-December, 2000. He had been the interim president since May 5, 2000.

Early departure schedules that operated on December 22 and 29, 2000 added trains on the Babylon (6), Port Jefferson (3), Ronkonkoma (3), and Port Washington and Far Rockaway (1 each).

Newly-elected New York Division Chairman Bill Erland wrote about his experience riding on New Year's Eve. Train #8799, an extra, departing Speonk at 7:20 PM and arriving at Penn Station at 9:17 PM, was powered by dual-modes 504 (west) and 519 (east) with eight coaches. Extra Train #8798 departed Penn Sta-

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Commuter Notes

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tion at 1:24 AM for Speonk using the same equipment. Other than last April's Ronkonkoma Specials because of track work, this is the first time that he was aware of dual-modes being utilized in direct service to Penn Station outside of the rush hours. On Wednesday morning, January 3, Train #2737 that departs Speonk at 6:11 AM with direct service to Penn Station was unable to convert to electric power. This was not discovered until after the train left Jamaica (where it is scheduled to change power). After about a five-minute delay on the express track near Forest Hills, the train proceeded. An announcement was then made that "for today only, this train will terminate at Hunterspoint. Your tickets will be honored on the #7 subway." Passenger gridlock occurred as this train with eight packed cars and a diesel train that arrived only minutes later unloaded passengers at Hunterspoint. In addition, the sidewalks had not been shoveled at street level, making passage to the #7 very slow. Needless to say, there was much grumbling.

"Option 1" for bringing the Long Island's trains into Grand Central has a separate terminal to the west of and adjacent to the lower level. I recently picked up a fact sheet produced by the MTA East Side Access Project that describes "Option 2". Under this scenario there would still be 10 tracks served by five center-island platforms, but they would now be located about 65 feet below the existing lower level. High-speed escalators would bring passengers to a new LIRR concourse that would be constructed above these platforms. Leaving Grand Central Terminal, these 10 tracks would join together into a two-track tunnel which would continue under Park Avenue between E. 48th and E. 55th Streets, where the tunnel would curve gradually eastward to the lower level of the already-built 63rd Street Tunnel and continue into Queens. In yet another proposal, there would be two lower levels of four tracks each with island platforms.

The ***New York Times*** Metro Section of December 17, 2000 reported on yet another proposal to build a 75,000-seat football stadium for the Jets atop the Long Island's Caemmerer (West Side) Yard.

Apparently five trains arriving in Long Island City each morning have not generated enough traffic for the ferry to Manhattan, so in early January New York Waterway announced that it would end service on the route after March 2. New York Waterway reported that it operates 23 boats on 10 routes, which collectively carry 32,000 passengers per day; however, this route only carried 135 each day with an average of 10 per trip. The Port Authority is seeking another operator.

NJ Transit

Customers were notified by a seat notice that NJ Transit management was unhappy with what it termed the "unacceptable service" that was experienced during early January. NJ Transit reported the steps that had been taken to improve service. Included were: the dispatch of NJ Transit management when trains are disabled for more than 15 minutes and a correction, solution, or rescue has not been identified, so that they can assist train crews and passengers. Portable devices that can be used to remove snow and ice buildup from equipment used at outlying locations were being procured. Crews were being re-instructed to make timely and informative announcements to passengers when delays occur. Personnel were to be dispatched to clear railroad crossings that were plowed over by local towns. Coupling mechanisms were inspected on all trains, and all trainsets were cycled through their indoor maintenance facility for inspection and to enable the ice and snow that had accumulated on the equipment to melt.

FY 2000 produced the ninth consecutive year of ridership (and no fare) increases, with an average of 366,350 weekday riders. This total includes 12 commuter and 2 light rail lines, plus 240 bus routes. Surveys conducted by NJ Transit have found that they are carrying an average of 6,000 standees on AM and PM peak trains, and to provide much needed capacity, NJ Transit is purchasing:

- 200 single-level push/pull cars being constructed by Alstom
- 24 ALP-46 electric locomotives from Adtranz
- Awarding a contract for 33 new diesel-electric locomotives this spring
- Overhauling 116 Comet IIs

Specifications were to be completed by the end of December, 2000 for 200 bi-level cars, with the award of a contract dependent on available funding.

Delivery of the first of the push/pull cars is expected this summer, with the electric locomotives starting in November.

A contract valued at $31,889,145 was awarded to a joint venture of M-Track Enterprises and L.K. Comstock, Incorporated to construct the new train storage yard in Morrisville, Pennsylvania. This yard will accommodate 120 cars and there is capacity for future increases to support rail service on the North East Corridor Line from Trenton. Use of this yard will eliminate up to 12 deadhead moves to northern rail yards each day.

Capital Projects Update (October 2000):

- Secaucus Transfer – overall, 75% complete, Station & Interior Bridges – 22% complete
- Montclair Connection – Great Notch Yard, 85% complete; hanging of wire on catenary poles, 15% completion; new Montclair Station and 1,500-foot rail link, 30% complete. The entire project is to be in service by mid-year

Despite an approximate 10% decline in ridership (the second consecutive year of ridership losses) and a $9.9 million operating deficit in the year 2000, NJ Transit offi-

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cials have stated that they would continue to operate the Atlantic City Line. This contrasts with 10% increases on other NJ Transit rail lines. Completion of midday track work between Philadelphia and Lindenwold caused a reissue of the Atlantic City Line timetable in December, 2000.

General Order No. 501 went into effect at 12:01 AM January 1. There were no timetables associated with this.

More details about the "abandoned" tunnels under Newark have been made known. In 1914, when Public Service President Thomas McCarter (a street in Newark honors him) designed the company's new headquarters, the ground and basement levels were created into a state-of-the-art transportation terminal. Trolleys used the lower level and trolleys and buses utilized the ground level. A spur added in 1935 off the newly built City Subway was abandoned within a year as buses replaced the other streetcar lines. When PSE&G (formerly Public Service) constructed a new headquarters in 1978, the new foundation sealed off the PSE&G end of the spur, but the 1,000-foot tunnel remains accessible from the City Subway. It is this portion that will once again serve streetcars as part of the Newark-Elizabeth Rail Link.

When the new LRVs are placed into service in the Newark City Subway sometime this spring, the following stations will be added: Franklin Street and Grove Street. Grove Street is approximately three-quarters of a mile beyond the current terminus.

Jersey Central News reports that San Francisco Muni has expressed interest in obtaining Newark's PCCs when they are replaced by the LRVs.

The Federal Transit Administration has given a $500 million commitment for the next construction phase of HBLRT to extend service north from Hoboken to North Bergen and south from 34th Street to 22nd Street in Bayonne. At present, the following opening dates are planned: Hoboken Terminal – spring 2002, Port Imperiale (Weehawken) – 2003, and Tonnelle Avenue (North Bergen) and 22nd Street – 2005.

HBLRT's November 18, 2000 timetable was reissued with a "Revised January 2001" date. It retains the banner proclaiming "Quicker Trips" and "More Direct Service." As of January 5, NJ Transit discontinued its Bayonne-HBLR shuttle due to low ridership. Riders can take the Broadway bus in Bayonne, the 34th Street station, or the 81 and 120 Lines, which will honor NJ Transit monthly rail passes.

Port Authority Trans-Hudson Corporation

On October 30, 2000, the date of the New York Yankees World Series Victory Parade, a new ridership record was set when PATH carried 302,000 riders. That number exceeded the typical daily ridership by 50,000.

It was reported last month that PATH implemented new timetables on November 5, 2000; however, the timetables were published with October 29 dates. There is now an edition dated November 5, 2000.

Public hearings were held beginning January 16 on a possible fare increase. The ***New York Times*** of January 5 published an announcement from the Port Authority showing the proposed pricing structure that is under consideration as well as the locations and dates of the public hearings that would also discuss toll hikes on the bridges and tunnels.

	PROPOSED COST PER TRIP	PROPOSED FARE	CURRENT FARE
One Trip (Cash)	$ 2.00	$ 2.00	$ 1.00
Round Trip	$ 1.50	$ 3.00	$ 2.00
Ten Trip *QuickCard*	$ 1.50	$15.00	$10.00
Twenty Trip *QuickCard*	$ 1.50	$30.00	$20.00
Forty Trips	Eliminated	N/A	$40.00
Monthly (46 Trips)	$ 1.30	$60.00	$40.00

In the days prior to these hearings, State Senate President Donald DiFrancesco, who will become the Acting Governor upon U.S. Senate confirmation of Christine Todd Whitman to head the Environmental Protection Agency, announced that he could not support such a large increase in the PATH fare.

With the aim of improving air conditions at the Hoboken station, a new ventilation system is being installed. A pair of 10' x 4' ventilation shafts is expected to cool the station by removing heat that is generated by train motors and air-conditioners. Riders were told that the first construction they will notice would be an enclosure near Track #1 and later cutouts with protective enclosures near Track #3. These cutouts will be used to install the under-platform ventilation system. Because Hoboken Terminal is listed as a historic site, approvals were sought and granted from the State Historic Preservation Office to place two vents atop the terminal.

Did you know that are 180 Engineers and 130 Conductors to run PATH's trains?

PATH's new website is www.pathrail.com.

Port Authority of New York and New Jersey

Monorail repairs which were to be completed by the end of December, 2000, were not, and the completion date was pushed back to mid-January.

Metropolitan Area

The Real Estate Section of the ***New York Times*** of December 31, 2000 had an extensive article complete with a detailed map showing the route and former sidings of the High Line, or former New York Central West Side Freight Line, and proposals that have been made

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concerning its future. Interestingly, there is no mention of using it for transit purposes. CSX, successor to Conrail, would like to shed its responsibility for the 1.45-mile viaduct because of its deteriorating condition and the potential for parts of it falling to the street as well as the $400,000 annual cost. Property taxes account for 75% of that amount; maintenance and inspection, the balance.

Amtrak

In response to the Nor'Easter on New Year's weekend, Amtrak added 24 cars to the North East Corridor to help accommodate riders who were displaced from the airlines. Thanks to member Phil Hom for the report.

Previous editions of recent timetables had a note that the *Skyline Connection* (#45/46) would commence on a date to be announced. The timetable, which was issued on December 11, no longer carries this note. This train would have provided service between New York and Chicago, via Pittsburgh.

Federal transportation inspectors have found that there are serious fire and safety deficiencies in the tunnels that lead into and out of New York's Penn Station. The report in The ***New York Times*** reported that unless $898 million can be found to speed up repairs, it would be 30 years until these defects are corrected. Some of the concerns involve better ventilation, installation of permanent standpipes to provide water for fire lines, replacement of narrow spiral staircases which would be used to evacuate passengers from trains, and improved communications systems. Amtrak anticipates repairs being complete by 2014.

Member Glenn Rowe reported that on December 5, 2000, five Amtrak F-40s were used to tow three Amtrak Turbo sets from Rensselaer to Super Steel's plant in Glenville. Included in this transfer were an unnumbered fire damaged power car along with 160, 154, 175, 177, 157, 186, 187, 178, 190, 185, 171, 153 and 156. Currently Super Steel is beginning to work on the third trainset, which had been brought to its facility this past summer.

P-32AC-DM 700 arrived in New Orleans on the southbound *Crescent* on December 20, 2000 behind P-42DCs 26 and 49. On November 28, the last operational pair of Amtrak FL-9s (485 & 486) was placed in storage at Rensselaer following more than two years of MOW duty. Thanks to George Chiasson for the report. (Please see news item above in the Metro-North (East) section.)

HST (High Speed Trainset) cars, a k a *Acela Express* equipment, have a maximum speed of 150 mph. Amtrak has placed a 90 mph restriction on these cars if the air springs on one or more cars are deflated. In cases of over-inflated springs, trains may not exceed 30 mph on non-diverting routes, and 15 mph on diverting routes. HST trainsets are only permitted to stop at stations with high-level platforms, and special Station Stop Markers (a black sign with a white reflectorized "E") have been installed at stations served by these trains. The numbers for each type of car that comprise the 8-car sets are: 2000-2039 - Locomotive/Power Cars (one on each end of train); 3200-3219, First Class Cars; 3300-3319, Bistro Cars; 3400-3419; End Coaches; and 3500-3599, Middle Coaches.

One of my colleagues drove past the Bombardier plant in South Barre, Vermont during the final weekend of 2000, and reported that he observed a large number of *Acela* coaches outside on various sidings. Some were already painted with the *Acela* "splotch" paint job (stainless steel with aqua and blue splotches that appear to be in a random pattern). Power unit 2016 was also outside, with its "nose cone" removed. More *Acela* coaches were on the switchback bypass and were covered with snow (not from Saturday's storm but from before that). This suggested that the cars were shells from another plant and were inbound to Barre for, perhaps, interior appointments. There was also a Metrolink bi-level car outside that appeared to be complete or nearly so.

GPU Telecom Services, a subsidiary of GPU Incorporated, a New Jersey utility company, has entered in a 15-year agreement with Amtrak to build a 375-mile fiber-optic network along the North East Corridor and Keystone Lines. The financial arrangements were not disclosed.

Y2K

This category appeared last year when "the big rollover" occurred; however, few problems were encountered. There is news from Oslo, Norway this year that such a problem cropped up on December 31, 2000, when all 16 of the new airport express *Signatur* trains failed to start. The problem was resolved temporarily by resetting the computers to December 1, 2000, thereby buying an extra month of time to find a permanent solution.

Other Transit Systems

Burlington, Vermont

The current schedule for the *Champlain Valley Flyer*, North America's newest commuter service that began operating on December 4, 2000, appears below.

READ DOWN			STATION	READ UP		
101	*103*	*113*	*Train #*	*102*	*114*	*116*
7:00	8:00	**6:00**	Charlotte	7:55	**5:55**	**6:55**
7:10	8:10	**6:10**	Shelburne	7:45	**5:45**	**6:45**
7:25	8:25	**6:25**	Burlington	7:30	**5:30**	**6:30**

Light face times are AM; **dark face times are PM.**

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Boston, Massachusetts

A new timetable for the Attleboro/Stoughton Line was issued on December 11, 2000, with minor changes, as well as the Winter, 2001 edition of the Subway Timetable. The MBTA operated a Saturday schedule on Sunday, December 31 and on New Year's Day. To support *First Night* events, extra trains operated over each branch (except Fairmount) from South and North Stations between 12:45 AM and 2 AM. Beginning January 2, four inbound AM and four outbound PM Framingham/ Worcester trains began stopping at Yawkey Station (Kenmore Square). Thanks to member Todd Glickman for the information.

George Chiasson forwarded a report of the first operation on the E line. This occurred on December 13, 2000 when a test train operated on the rebuilt South Huntington Avenue tracks and around the new Heath Street loop. The overhead wires have also been reconfigured a bit and disconnected from the remainder of the line outbound towards Arborway/Forest Hills.

Another report from Todd: "As rumored, the MBTA began running three-car trains on the Green Line this pick. I understand that there are two or three three-car trains out during rush hours, exclusively on the D/ Riverside Line (which has the largest ridership and crowding). The 'spare' cars being used were previously run-as-directed (RAD) trains used to fill gaps, but are now pressed into regular service. I have seen both Boeing LRV and Type 7 consists, and on January 12, I rode on a Boeing train for the first time. It's a real people-eater! Besides the '3 Train Stop Here' marker signs at all stations, there are also '3 Car Train' signs in the windshield of the first car of these trains, to alert passengers." The "3 Car Train" signs went up starting in mid-December, 2000.

Philadelphia, Pennsylvania

SEPTA Regional Rail timetables were reissued on October 29, 2000. Thanks to member Greg Campolo for sending copies.

The ***Delaware Valley Rail Passenger***, published by the Delaware Valley Association of Rail Passengers, featured an article in its November, 2000 issue about the creation of a historic streetcar loop in the University City area. Apparently the recycling of its PCC cars into the very successful F trolley line in San Francisco has caught the notice of residents in University City. There is existing trackage on Lancaster, Baltimore, Chester, and Woodland Avenues, which is used by the five Subway-Surface lines to Center City. Tracks on other streets form the access route for Route #10 trolleys between Elmwood Depot at 73rd and Elmwood and Lancaster Avenue, and as a result the cost of a University City Loop would be a bargain because nearly all of the required tracks already exist. Only three short sections of track and one end-of-line loop need to be built, and that would be a relatively minor expense. For details, you can visit the University City Historic Streetcar Loop website at www.uchs.net. and click on "Streetcars."

Washington, D.C. area

Better late than never: Since October, 2000 BWI Airport is once again being served by light rail cars. The station had been closed in the aftermath of two crashes earlier in the year. A shuttle bus had been operating since the August 15, 2000 incident. Thanks to member Steve Erlitz, who added that there is "heavy station timing" in place now, for the report.

Member Howard Benn reports that WMATA's board authorized the acquisition of new bus fareboxes with smart-card readers but not magnetic readers. The net result will be a Washington version of NYC fare collection: if you [the rider] have the new technology, there will be transfers between trains and buses and vice-versa (albeit discounted, not free), but if you have the old technology (magnetic here, tokens/cash in NYC) there is no transfer.

WMATA's Green Line opened for service on January 13, not 19, as last month's ***Bulletin*** incorrectly reported. Steve Erlitz also wrote that trains had been running non-revenue since December 26, 2000, signed up for Anacostia; however, they discharged passengers and then ran light to Branch Avenue making all stops. On December 11, 2000, Steve saw that new maps now showing Branch Avenue were being installed. Where he expected the dashed lines for "proposed" to be removed, the maps now show the proposed two station extension of the Blue line to Largo. Under both station names is the word PLANNED. The legend was also corrected to reflect Blue now, instead of Green (for this extension).

Raleigh-Durham, North Carolina

Bids were due last month from consultants to develop a regional rail system for the Raleigh-Durham area. The agency overseeing this project is the Triangle Transit Authority.

South Florida

According to the ***South Florida Sun Sentinel***, November, 2000 marked the second consecutive month that Tri-Rail ridership had risen. Last August, amidst controversy, new timetables were implemented that coordinated bus and train schedules. The controversy was the shuffling of the trains to clock-face schedules, although they differ in the AM and PM. Previously there had been more service during commuting hours. Thanks to member Joe Gagne for the news.

Chicago, Illinois

Sumitomo (Nippon Sharyo) Corporation was the successful bidder on a $336 million contract to build 250 bi-level commuter cars for METRA. The contract carries an option for 50 additional cars. Similar cars have been operating for Caltrain since 1985, and last year, 20

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more were delivered. With the completion of delivery on this contract, the average age of METRA's bi-level fleet will drop from 26 to 16 years of age. Thanks to member David Ross for the report.

Member Jim Beeler sent copies of the current timetables, which are in use on the Chicago Transit Authority's rail lines. The dates are January 17, 2000, Red (Howard/Dan Ryan) and Green; July 16, 2000, Blue (Forest Park) and Brown (Ravenswood); and July 17, 2000, Blue (O'Hare), Orange (Midway), and Yellow (Skokie).

According to a report in ***NewSkokie***, a newsletter published by the Village of Skokie, and forwarded by member Karl Groh, the CTA is studying replacing the Skokie Swift's catenary system with third rail. This would allow better integration with the rest of the CTA system. Also, the Village has undertaken a feasibility study to explore expanding service on the line, with up to as many as three new stations, including an extension north beyond the present terminal at Dempster Street.

NICTD's ten new Sumitomo cars were delivered to Michigan City last fall and the plan had been to place the cars into service by Thanksgiving. This did not occur due to the delays in production of APUs (auxiliary power units) which supply power for heat, air conditioning, lights, and instrumentation. A delay of several months was anticipated.

Dallas, Texas

DART's board of directors voted on October 17 to approve the lease of up to 29 of its new Kinki Sharyo light rail cars to the Utah Transit Authority for use during the 2002 Winter Olympics. Under the terms of the agreement, cars would be in Salt Lake City from this September until April, 2002. This is the first time that a loan of LRVs is being made to a city hosting the Olympics in the United States. However, for the 1996 Summer Olympics in Atlanta, transit agencies from around the country (including many in our metropolitan area) loaned approximately 1,400 buses to boost MARTA's fleet. Member Harold Geissenheimer wrote that as of December 14, 2000, two cars were en route to Salt Lake City for winter testing.

Members Bob and Judy Matten were in Dallas during the time that the City Place station opened (January ***Bulletin***), and joined in some of the festivities. Bob also sent copies of the December 18, 2000 timetables, which replaced the ones from May 22. In addition to riding both of the light rail lines, they rode the McKinney Avenue heritage line, and Trinity Railway Express to/from the Centreport station where a change is made to minibuses that serve DFW Airport. (At a $2 fare, only a ride from Hopkins Airport to downtown Cleveland costs less, and this ride is considerably longer.) From the Airport, they rode in a three-car RDC, which was almost empty when they boarded, but by the time the train arrived at Dallas Union Station, there was standing room only. Besides the ex-GO Transit equipment, Bob reported that he saw an Amtrak F-40 with Amfleet coaches in TRE service.

During December, public hearings were held to discuss plans for the proposed Northwest Line to Carrollton, which would connect with existing lines at the West End station.

Armed with a $2.5 million grant, the McKinney Avenue Transit Authority is set to extend its trackage to the new City Place station, approximately one mile. Work is expected to be complete by the end of the year, which would then change the status of this heritage line into a transit line. Look for headways to be reduced from 30 minutes to perhaps 10, and additional cars are being restored to enable this level of service to operate. Thanks to Karl Groh for the report.

San Francisco, California

Once again, Muni provided free service from 8 PM to 6 AM on New Year's Eve, with all lines operating a regular Sunday schedule with more frequent service added. Metro hours were extended from the usual closing time until 4 AM.

Power problems in California resulted in warnings that there would be either rolling blackouts or selected disruptions to power service delivery. BART officials announced that its provider, PG&E, would continue to provide all necessary power for its trains, stations and signals. Thanks to Phil Hom for these reports.

Canada

VIA Rail announced that it would be purchasing 139 new coaches. The cars are part of an order that was originally built for European Nightstock Services, a consortium of railways from France, Germany, Britain, Denmark, and Belgium. They were to be used on overnight trips through the Channel Tunnel to destinations in these countries. Due to several reasons, including cancellation of the London bypass, the franchising of British rail, and airline deregulation, the cars were not needed. When production was ended in 1998, all 139 shells had been built, but only 64 cars were completed. The remaining 75 cars are in various stages of completion, and will be assembled in Canada. Over the next few months the cars will cross the Atlantic and it is expected that delivery will be completed by mid-2001. After modifications to this fleet have been completed, the cars will enter service, probably this fall. Last June, three cars were shipped to Canada for evaluation and testing, and based on these trials, the decision was made to purchase the Alstom-built cars. VIA will then have a modern fleet of cars at a fraction of the cost of buying from scratch, with a quick delivery schedule.

Toronto, Ontario, Canada

GO Transit opened a new station, Maple, on the

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Island, and at Northern Boulevard where a passageway would be built to allow free transfer to Queens Plaza. East of Northern Boulevard the line would continue as the Bypass route under Amtrak's Sunnyside Yard, emerging above ground and continuing along the LIRR Main Line, then descending into subway at Yellowstone Boulevard in Forest Hills. A connection would be built there to the Queens Boulevard Line at the 71st-Continental Avenue station. Under civic pressure, a station was later added at 21st Street-Queensbridge, between the East River and Northern Boulevard.

Actual construction started in 1969, but by the late 1970s the only work underway was on the under-river and crosstown tunnel, the connections to existing Manhattan subway lines, and a short stretch in Long Island City, Queens. This represented a little over 3 miles of what had once been an ambitious program to build 52 miles of new subway routes throughout the city. The program had collapsed in the mid-1970s during the city's fiscal crisis, leading to the indefinite deferral of the Second Avenue Line and the Queens Bypass. This was followed by 15 years of yet more study and debate. Throughout the 1980s several lower-cost alternatives were examined to connect the 63rd Street Line with existing rail facilities in Queens. Alternatives ranged from connecting to the Queens Boulevard Line or to the LIRR's Montauk Branch, or a combination service in partnership with the LIRR. Meanwhile, construction continued on the 63rd Street Line as well as a shorter segment of the branch known as the Southeast Queens Line, which opened on December 11, 1988 as the Archer Avenue Line.

In the years prior to opening the line had earned the nickname "The Tunnel to Nowhere." This was due in no small measure to the reality that the tunnel did not connect to any line in Queens. Its construction was marred by delays, cost overruns, and corrupt contractors, which led to several official investigations. In the mid-1980s shoddy construction was discovered and the quality of the steel and concrete was called into question. Furthermore, leaks had immersed the line's trackbed under several feet of water in some locations. Critical repairs had to be carried out before the line was even finished.

Finally on October 29, 1989, after almost 20 years of construction at an exorbitant cost close to $700 million, the 3 miles of the 63rd Street Line opened for service to 21st Street-Queensbridge. The tunnel structure actually extended as far as 29th Street and 41st Avenue, just west of the proposed location for the deferred station at Northern Boulevard.

By 1990 the study of alternatives led to the preference of a direct connection to the Queens Boulevard Line in the vicinity of Northern Boulevard and 41st Avenue, between the Queens Plaza and 36th Street stations. Following MTA Board approval in 1992, final design was completed by 1994 and the first of three civil construction contracts was underway in July of that year. A formal groundbreaking ceremony was held on September 22, 1994, and by the following year riders on the Queens Boulevard Line began to notice the ground opening up beneath their trains. The connection was a massive undertaking requiring late night and weekend service diversions, including the cutback of G service to Court Square. The length of the connection was only about 1,800 feet, yet the civil work was one of the most complex and difficult projects in the history of New York City subway building. Critical utilities required relocation, including the diversion of a major sewer. The notoriously high water table of western Queens had to be kept in check, and the Queens Boulevard and BMT Astoria Lines were underpinned, all while train service continued round the clock.

As part of the connection a separate bellmouth structure has been built east of 29th Street extending towards Northern Boulevard. This structure, over 200 feet in length, will allow future extension of both levels eastward under Amtrak's Sunnyside Yard. A separate project known as East Side Access is now underway to bring the LIRR into Grand Central Terminal in Manhattan via a lower level connection to the LIRR Main Line and Port Washington Branch. The extension of the subway level can accommodate future subway expansion in Queens if the need arises. It can also be used to access the yard itself, if NYCT eventually decides to build a car storage yard there. There are tentative plans to extend the NYCT level under the yard as part of the LIRR project.

To complete the connection, three additional contracts were let to carry out track and signal work at Court Square Interlocking, in the 63rd Street Tunnel, on the Queens Boulevard Line, and through the connection itself. The Queensborough Plaza Master Tower has been expanded to control all new signaling.

The link was substantially completed by mid-2000. Following the energizing of the third rail in December, familiarization trains began using the connection immediately thereafter in order to qualify Train Operators. These familiarization trains were operated day and night except for peak periods. They were identified in radio transmissions as V trains and were under the supervision of the newly established V Line Superintendent. There have also been reports that some trains were rerouted through the connection during service disruptions.

The connection will not see regularly scheduled everyday use until August of this year. Track and signal work within the limits of Queens Plaza Interlocking is required prior to the startup of full service. The need to complete this work will require General Orders over the next several months during the late weeknights and weekends.

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NYCT's 63rd Street Connector Opens for Service

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Queens-Manhattan subway riders will be experiencing service changes resulting in some interesting reroutes, the first of which began on the weekend of January 13-15, 2001.

General Order 3077-01 went into effect at 0001 hours on Saturday, January 13, 2001, with the following service plan. Queens-bound E service leaving World Trade Center operated normal northbound on local Track A-2 of the Eighth Avenue Line. South of W. 4th Street, they switched to Track AB-2, and then to local Track B-2, entering W. 4th Street Lower Level (Sixth Avenue Line). Continuing north on Track B-2, E trains made all local stops on the Sixth Avenue Line to 47th-50th Streets-Rockefeller Center. North of Rockefeller Center, E trains switched to Track B-6 and continued to the 57th Street station. North of the station Track B-6 becomes Track T-2, and E trains continued onto the 63rd Street Line, stopping at Lexington Avenue, Roosevelt Island, 21st Street-Queensbridge, and then proceeding through the connection. A switch to Track D-2 was achieved at 36th Street Interlocking and then all Queens Boulevard Line local stops were made northbound to Jamaica Center-Parsons Boulevard.

Looks a bit different today, no? This was Queens Boulevard in 1935 (nearest cross street unknown). Photograph Bernard Linder collection

Queens-bound F trains operated as locals northbound on Sixth Avenue, and provided an identical service over the 63rd Street Connector to Queens as far as Van Wyck Boulevard, thereafter continuing on their normal route to the terminal at 179th Street.

On Saturday morning at 0500 hours Queens-bound R trains also began using the connection. Following an unrelated General Order south of Times Square, R trains operated northbound on local Track A-2 of the Broadway Line to the 49th Street station, where supervision ensured that R train operators correctly punched the route request button to make the crossover move to northbound express Track A-4 south of 57th Street. Following the station stop R trains proceeded north on Track A-4, which becomes Track G-4 north of the station, and continued onto the 63rd Street Line. At Lexington Avenue Interlocking a crossover move was made to Track T-2. Following the station stop R trains provided local service to 71st-Continental Avenue in Queens.

Manhattan-bound E, F, and R trains operated over their normal routes, making all local stops in Queens. However, during the hours of R service, E and F trains provided express service between Roosevelt Avenue and 71st-Continental Avenues.

A single 10-car shuttle train made up of slant R-40s provided service in both directions between 21st Street/Queensbridge and 57th Street on the Broadway Line. The service was a single-track operation via Track T-1 and a crossover at Lexington Avenue Interlocking to Track G-3, which then becomes Track A-3 north of 57th Street. A shuttle bus provided a loop service between Court Square, 23rd Street-Ely Avenue, Queens Plaza, 21st Street-Queensbridge, Queensborough Plaza, and 45th Road-Court House Square.

In essence this General Order suspended service on northbound Track D-4 on the 53rd Street Line and on northbound Track GD-2, which is part of the connection between the 60th Street Tube and the Queens Boulevard Line. This enabled track work to proceed on the diamond crossover between Tracks D-2 and D-4 north of the Queens Plaza station. The General Order was lifted at 0500 Monday morning, January 15, 2001.

The first train scheduled to use the connection under the General Order was the 2343 E WTC/JAM, which departed from World Trade Center at exactly 2344 hours on Friday evening, January 12, 2001.

Although there were no official ceremonies to commemorate the first revenue run, drama ran high never-

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theless. Several ERA members boarded at World Trade Center and as the train continued northbound, additional ERA members and others from the New York railfan community boarded at almost every station stop. Several NYCT Rapid Transit Operations (RTO) personnel were also present. A slight delay was encountered south of W. 4th Street, followed by a bit of anxiety south of Rockefeller Center. The train came to a stop because the preceding F train had not yet left the station. Several RTO radios were within earshot and transmissions between the Control Center, 50th Street Tower, and the F train's Train Operator could be heard debating whether the F train should be routed via the 53rd Street Line or via the 63rd Street Line.

By this time it was already after midnight, so technically the General Order was already in effect. The F being observed was scheduled to be the last run of the night via 53rd Street. The F was obviously running late, as was the E that we were on. Several minutes passed and a sense of disappointment was on the verge of descending on the group of 20 or so of us crowded around the front window. Slowly the F train began to leave the station and everyone hoped out loud not to see the slight left turn required to make the move to Track B-6. After what seemed like an eternity, the F train's taillights continued straight on Track B-2; it was going via 53rd Street. Several sighs of relief were expressed. We pulled into Rockefeller Center and a dwell of a few minutes commenced. Additional RTO personnel and railfans boarded and we then departed. As we took the switch to Track B-6, the excitement was building. We were now committed.

The stops at 57th Street and Lexington Avenue were uneventful, followed by a quick run under the East River to Roosevelt Island. After the station stop we were back under the river, continuing to 21st Street-Queensbridge. As we entered the station at 0013 hours Saturday morning, January 14, 2001, several railfans and NYCT personnel were observed photographing and videotaping the train. The dwell lasted about a minute during which time our car filled with ever-increasing numbers of railfans and personnel from the New Routes Division, the branch of NYCT's Department of Capital Program Management that managed the building of the connector. It seemed that at this late hour there might have been more passengers in the first car than on the rest of the entire train! The schedule called for the train to be departing 21st Street at 0004 hours. We were running late, however, and departed from 21st Street at exactly 0014 hours and proceeded north.

Technically, the connection begins at 29th Street, and the beginning of a curve marks this location. We entered the curve and were now officially traveling over the connection. The left-hand curve into the connection is grade-

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QUEENS BOULEVARD LINE SERVICE PATTERNS
by Bernard Linder

Like most other subway lines, the Queens Boulevard Line was responsible for a building boom in the vicinity. Checking our album, we found pictures of the Queens Boulevard trolley that quit on April 17, 1937, just before the IND was extended to Jamaica. Queens Boulevard looked like a street in a small suburban town with lots of open space and only a few small houses. The area was built up rapidly after the IND was extended to Union Turnpike on December 31, 1936 and 169th Street on April 24, 1937. E trains, which furnished a fast one-seat ride to midtown Manhattan, ran frequently. When the Sixth Avenue Subway was opened on December 15, 1940, F trains started operating to midtown Manhattan and Brooklyn. The Queens IND scheduled twice as many expresses as previously. But the GG locals operated to Smith-9th Street over the same route as the present-day G trains. When the post-war building boom brought additional riders to the Queens Boulevard IND, it became apparent that a new subway was needed.

Because money for a new subway was not available, the Board of Transportation found a relatively cheap solution. It decided to build the 60th Street Tunnel connection from the Queens Boulevard local tracks just south of Queens Plaza to the BMT 60th Street Tunnel near 11th Street. When this connection opened on December 1, 1955, additional local service was operated from Continental Avenue to Manhattan on a rush hour 4-minute headway via the underutilized 60th Street Tunnel and the BMT Broadway Subway.

Following are the destinations of trains operating in this service:

DATE	LINE	TERMINAL
December 1, 1955	Brighton Local	Coney Island
January 3, 1961	RR/Fourth Avenue Local	95th Street-Fourth Avenue
November 27, 1967	EE/Broadway Local	City Hall or Whitehall Street
August 30, 1976	N/Sea Beach Express	Coney Island
May 26, 1987	R/Fourth Avenue Local	95th Street-Fourth Avenue

B-Types and an occasional D-Type operated on the Brighton Local.

NYC Transit also tried to relieve congestion on the E and F trains by operating 11- instead of 10-car trains in the rush hour. Most platforms accommodated 11-car trains and a few short ones were extended. If an 11-car train stopped with the rear car outside the platform, the Rear Guard, who was stationed between the 10th and 11th cars, did not operate the doors of the rear car. 11-car operation probably began September 8, 1953 and ended September 8, 1958 because of declining ridership.

NYCT's 63rd Street Connector Opens for Service

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timed at 25 MPH, but was actually taken much slower. After straightening out a bit, a right-hand curve was encountered and then we ascended the ramp at about 15 MPH. At the top of the ramp is 36th Street Interlocking and after taking the switch to local Track D-2, we entered the 36th Street station at 0016 hours. Cheering and clapping were heard throughout the first car. The first scheduled northbound F train to use the connection followed our train a few minutes later. The consist was R-46 N-5904-5-3-2, 5588-9-7-6-S.

After years of derision as "The Tunnel to Nowhere," the 63rd Street Line is finally connected to a subway line in the borough of Queens. Hopefully in the years to come it will fulfill its original goal of expanding subway capacity between Queens and Manhattan, bringing relief to 900,000 daily Queens Boulevard Line riders who have been waiting for decades for a respite from overcrowded trains.

NYC Transit hopes to deliver relief with the implementation of a new Queens Boulevard Line service plan, anticipated to begin in late August of this year. This tentative service plan calls for a new V service to make all local stops between 71st-Continental Avenue and Second Avenue-Houston Street in Manhattan via the Queens Boulevard Line, the 53rd Street Tube, and the Sixth Avenue Line during weekdays and evenings. F service will remain as a Queens Boulevard express, but will be shifted to run via 63rd Street between Roosevelt Avenue and 47th-50th Streets-Rockefeller Center. During the late nights F trains will continue their current local routing in Queens. E and R services will remain unaffected, although a number of AM Manhattan-bound E trains will be put-ins at Union Turnpike.

G service will be cut back to Court Square at all times to make room for the new V service. A transfer already exists at Court Square to allow passengers to access the Queens Boulevard Line at 23rd Street-Ely Avenue. In addition, a MetroCard transfer will be established between Court Square and the 45th Road-Court House Square station on the IRT Flushing Line. This will give G line riders another travel option.

This plan, which would increase overall service between the Queens Boulevard Line and Manhattan by 20%, is subject to MTA Board approval. The first step in this process was a public hearing that was scheduled to have been held on January 23, 2001.

After the service plan is implemented in late August, NYCT will be carefully monitoring loading and distribution of riders on the Queens Boulevard Line. If necessary, they are prepared to make adjustments to the plan to achieve maximum beneficial use of the connection. It is envisioned to operate 50 Manhattan-bound trains in the AM peak hour, an increase from the current 41 AM peak hour trains.

As mentioned earlier, the cost of the connection was $645 million. That is $300 million less than the estimated cost of the Super Express Bypass the last time it was seriously examined in the mid-1980s. Although the bypass still seemed to be the best solution, the cost could not be absorbed at that time due to the pressing capital needs of the existing subway system. It remains to be seen in the long run if the connection achieves its objective of relieving the overcrowded Queens Boulevard Line. Hopefully it will. If not, NYCT may have to open up those bellmouths sometime in the future.

Author's Note: Another General Order took effect at 2200 on Monday, January 15, 2001, which routed all F service via the 63rd Street Line. The author rode on the first scheduled southbound train, the 2130 F 179/STL with the following consist: R-46 S-5600-1-5599-8, 6150-1-3-2-N. E service to and from Jamaica Center-Parsons Boulevard was replaced by R service, which made all local stops in Queens. This General Order was effective late nights until 0500, Monday-Friday, through February 2.

Next month I will provide the planning and construction history of the 63rd Street Line in greater detail.

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HISTORY OF THE COS COB POWER PLANT
by Randy Glucksman

On Track, Metro–North's monthly employee newsmagazine, had a very interesting article in the November, 2000 issue about the history of the now-closed Cos Cob plant. Any member who lived in New York during the 1970s and early 1980s can probably remember daily transit delay reports mentioning problems on the New Haven Line due to power problems at the plant. If it has not been in the news lately, that is because its use as a power generating facility ended in October, 1986, after serving faithfully, or trying to, for more than 81 years.

It all started after a January, 1902 train crash in the Park Avenue tunnel when 17 people died as a result of obscured signals caused by smoke from coal-fired steam engines. The New York State Legislature enacted a law that banned steam engines from operating in tunnels within New York City. At that time, General Electric and Westinghouse were conducting experiments in electric traction. The former developed a 660-volt direct current third rail system, while the latter's system utilized a 25-cycle, 11,000-volt alternating current

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TRACK CONSTRUCTION FORECAST FOR FEBRUARY, 2001 IN THE NYC TRANSIT SYSTEM

by David Erlitz

Hi, everyone. I hope you are keeping warm so far. There are lots of goings-on in the system this month. First of all, by now most of you, I'm sure, have gone through the new 63rd Street Connector. I hope you enjoyed and felt the wait worth it. This month we have continuing work in Queens, which will continue to cause diversions via 53rd, 60th and 63rd Streets, and various General Orders on the Concourse Line for station renovations. On the BMT, besides the 63rd Street diversions that will send service via Broadway, we have the Broadway stations going strong as well as West End signals and the Atlantic Avenue reconfiguration out in East New York. The IRT has its own exorbitant amount of work, including station renovations at Atlantic Avenue, Times Square, 72nd Street, and 96th Street. Also, Gun Hill Road will be going strong. So as you can see we definitely are not at a loss for work to keep busy this month.

In other news, there is a second vacuum train on the system, and both trains are supposed to be working 7 nights per week, so you will have a greater chance of spotting one of the vacuum trains throughout the system. The only reason I do not put too many vacuum train plans in my article is that lots of times the vacuum train "piggybacks," or works with other things going on out there. Also they are usually very small plans compared to the ones I put into the article and would take up a lot of space. If any of you want to know the scheduled locations of vacuum trains on certain nights for photo opportunities, just e-mail me and I will try and get you the information as soon as possible. Who knows, if this part becomes very popular it may become its own section of the monthly ***Bulletin***. Anyway, until next month, happy trails.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
2/2 to 3/12	Wkend	#2/Bus	All tracks from S/E 225th Street to N/E 242nd Street	#2 – terminates at Gun Hill Road Bus – Gun Hill Road to 242nd Street	In-service signal testing
1/30 to 3/2	Nights	#2/Sh.	Tracks E-4/K-3 N/O Atlantic Avenue to N/O Wall Street	#2 – relay via South Ferry loop to N/O Chambers Street Sh. – exclusive use via Track #3 Fulton Street to Chambers Street	Installation of fire lines
2/5 to 2/9	Nights	#2/#3	Tracks V-2/V-3 N/O Times Square to S/O Times Square	#2/#3 local via Tracks #1 and #4 from S/O 42nd Street to N/O 72nd Street	Structural work
2/9 to 2/12	Wkend	#2/#3	Tracks V-2/V-3 N/O Times Square to S/O Times Square	#2/#3 local via Tracks #1 and #4 from S/O 42nd Street to N/O 72nd Street	Structural work
2/9 to 2/12	Wkend	#4	Tracks E-2/E-3 N/O Atlantic Avenue to S/O Atlantic Avenue	Operates local between Utica Avenue and Atlantic Avenue	Pile installation
1/28 to 3/16	Nights 7dy/wk	#4 Local/ #6	Track L-1 N/E Grand Central to S/E Grand Central	All service express via Track #2 from N/O Grand Central to N/O Union Square	Type I-II chip-out
2/10 to 2/26	Wkend	#4 Local/ #6	Track L-1 N/E Grand Central to S/E Grand Central	All service express via Track #2 from N/O Grand Central to N/O Brooklyn Bridge	Type I-II chip-out
2/17 to 2/19	Wkend	#2/#3	Tracks V-2/V-3 N/O Times Square to S/O Times Square	#2/#3 local via Tracks #1 and #4 from S/O 42nd Street to N/O 72nd Street	Roof demolition
2/14 to 2/23	Nights	#1/#2 Local	Track V-4 S/O Times Square to N/O Times Square	N/B express via Track #3 N/O 34th Street to S/O 72nd Street	Erection of scaffolding for new building
2/12 to 3/18	Nights 7dy/wk	#6	Tracks L-3A/P-3 N/O 125th Street to S/E Third Avenue-138th Street	Single-track via Track #2 from 125th Street to Track M at Third Avenue-138th Street, then normal	Type II-II chip-out

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Track Construction Forecast for February, 2001

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DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
1/29 to 4/8	Nights 7dy/wk	A	Track A-1 N/O 125th Street to N/O 59th Street	S/B express via Track A-3 from 125th Street to N/O 59th Street, then normal	Type II-II chip-out
2/1 to 2/28	Daily	A/Sh. #1/ Sh. #2	S/O Howard Beach to N/O Broad Channel	A – all service to Lefferts Boulevard Sh. #1 – Rockaway Boulevard to Far Rockaway Sh. #2 – Rockaway Park to B. 67th Street	Acceleration testing of new vacuum train
1/22 to 3/5	Daily	F/G	Track B-4 N/O Ditmas Avenue to S/O Fourth Avenue	No effect on service	Re-calibration of track geometry car TGC2 system according to contract R-34147
2/5 to 3/2	Nights	F/R	Tracks GD-1/GD-2/D-1/D-2 N/O 36th Street to S/E 11th Street Cut	F/R via 63rd Street	Switch work
2/5 to 2/9	Nights	G	Track E-1 N/O Nassau Avenue to N/O 21st Street-Van Alst	Single-track via Track E-2 N/O Nassau Avenue to single pocket at Court Square	Tube wash
1/22 to 3/30	Nights	B/R Sh.	Track D-3 N/E 36th Street to S/O 36th Street	B/B Sh.— S/B via Sea Beach Line R Sh. — exclusive use 95th Street to 59th Street	Type I-II dig-out
2/17 to 2/25	Wkend	B/R Sh.	Tracks D-1/D-3/D-3/4, DC-1 S/O 36th Street to S/O Bay Parkway	B/B Sh. — S/B via Sea Beach Line R Sh. — exclusive use 95th Street to 59th Street	Install signal equipment
2/13 to 3/2	Nights	N	Track G-1 S/O Queensborough Plaza to S/E Lexington Avenue	Single-track via Track G-2 from Lexington Avenue to Queensborough Plaza	Installation of fire lines
2/5 to 4/28	Nights	L	Track Q-1 N/O Third Avenue to S/O Bedford Avenue	Single-track via Track Q-2 between Bedford Avenue and Third Avenue	Installation of fire lines
1/29 to 2/23	Daily	B/M	Track D-2 S/O Bay Parkway to S/O 62nd Street	B – N/B via Track D-3/4 Bay Parkway to 62nd Street M – long relays to 62nd Street and PM put-ins via Sea Beach Line	Install signal and electrical equipment
2/12 to 2/16	Nights	J	Track J-1 N/O Jamaica Center to S/E Jamaica Center	Single pocket on Track J-2 at Jamaica Center	Remove fans at Parsons Boulevard fan plants for rehabilitation
2/12 to 2/23	Daily	L/L Sh.	Track P-2 S/O E. 105th Street to N/O Atlantic Avenue	L – Eighth Avenue to Atlantic Avenue L Sh. – exclusive use via Track P-1 Rockaway Parkway to Atlantic Avenue	Replacement of rocker pin seat angles
2/17 to 2/25	Wkndys	L/L Sh.	Track P-2 S/O E. 105th Street to N/O Atlantic Avenue	L – Eighth Avenue to Atlantic Avenue L Sh. – exclusive use via Track P-1 Rockaway Parkway to Atlantic Avenue	Replacement of rocker pin seat angles
1/30 to 2/23	Nights	J	Track R-2 N/O Nassau Cut to N/E Broad Street	Single pocket on Track R-1 at Broad Street	Fire line removals

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

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History of the Cos Cob Power Plant

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overhead catenary. That was the system selected by the New Haven. The New York Central opted for the third rail. Both are still in use today, although upgrades have taken place, including a switchover to commercially generated 60-cycle current. Cos Cob was equipped with four 11,000-volt steam turbine generators. Three were rated at 3,750 kVA single-phase and one at 6,000 kVA three-phase.

Cos Cob started producing electricity in April, 1907, and test trains began running. The first revenue electric train operated from Grand Central to New Rochelle on July 24, 1907, and soon electric service was extended to Port Chester (August 5) and Stamford (October). In 1910, the New Haven finalized plans for electric operation all the way to New Haven, and that work was completed in 1917.

As we all know, extension of electric service to Boston did not occur until last year. Cos Cob was demolished in October, 2000 and the property was sold to the Town of Greenwich by the State of Connecticut for $1. Under the agreement, one-fourth of the land must be set aside for moderate-income housing and the rest for parkland and public use.

Around New York's Transit System

Correction

In the January column, we mentioned that public hearings would be required before the service changes associated with the Manhattan Bridge "flip" could take effect. Although elected officials are calling for hearings, the MTA will not conduct hearings since these changes are considered temporary.

R-160 Subway Cars to be Ordered

NYC Transit is currently requesting proposals for the construction of 660 R-160 subway cars for the BMT and IND lines. The cars are to be arranged as follows: 340 cars in four-car units and 320 cars in five-car units. It is anticipated that the contract will be awarded in October, 2001, and the pilot trains (consisting of two four-car units and two five-car units) are due to be delivered and accepted within 42 months from the date of award.

Like the 212 R-143 cars (which are due to begin arriving this year for service primarily on the L line), the R-160s will feature AC propulsion with regenerative braking, Communication-Based Train Control (CBTC) equipment, and other modern components.

More R-142s and R-142As on the Way

At its January meeting, the MTA Board was expected to approve the purchase of 470 new IRT subway cars. 200 will be purchased from Bombardier under an option to contract R-34142, 150 will come from Bombardier under a change order to that contract, and 120 will be bought from Kawasaki under an option to contract R-34142A. The average cost per car for the 470 cars is $1,196,627 (R-142) and $1,254,000 (R-142A).

Commuter Notes

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Bradford (North) Line, on January 8. Initially, there will be no station building, just a train platform and a 200-space parking lot, with tickets being sold from a trailer. All facilities were expected to be in service by next April. GO Transit's latest commuter rail timetables were issued with the time change on October 28, 2000. Thanks to Steve Lofthouse for the information.

From the History Files

95 Years Ago: On February 6, 1906, the first tunnel ring was installed in the downtown tunnel at Exchange Place on the Hudson & Manhattan Railroad, today's PATH.

30 Years Ago: On February 5, 1971, the Pennsylvania Reading Seashore Lines ended passenger service on its Camden-Millville Line.

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

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM
by Bill Zucker

DATE	LINE	TYPE OF CARS
December 19, 2000	Q	R-32
December 26-27, 2000	Q	R-32 (north motor 3831)
January 3, 2001	C	Train composed of 4 Morrison-Knudsen R-32s and 4 R-38s
January 10-12, 2001	Q	R-32
January 17 and 19, 2001	Q	R-32

On or about December 22, 2000, R-62A cars 1661-1670 were transferred from line #6 to lines #1/#9.

On or about December 29, 2000, slant R-40 cars 4380-4389 were transferred from the L line to the N and Q lines.

As of January 7, 2001, the following cars have been transferred:

R-33s 8806-8835 from line #2 to line #5

R-33s 8836-8845 from line #2 to line #4

some R-33s (car numbers unknown at this time) from line #2 to line #6

As of January 7, 2001, five trains of R-142A cars are on line #6: 7221-7270. Cars 7211-7219, the pilot set, are not in service at this time. Three sets of R-142 cars are on line #2: 6321-6330, 6336-6345, and 6411-6420.

R-62 cars 1381-1385, which were damaged in the Fordham Road wreck on October 25, 2000 (see December, 2000 ***Bulletin***), are back in service on line #4.

Corrections

In the January issue, we stated that there were no damaged R-33s waiting to be scrapped. After checking our records, we found that 8980-1 and 9152-3 are damaged and are out of service. The next-to-last line of column 2 should read 4428 (not 4228) on Track #6.