

# The Bulletin



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

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## ***The Bulletin***

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## JACK SCHLUTER PASSES AWAY

We regret to inform you longtime ERA and New York Division member John M. Schluter (ERA #3466), the 1991 recipient of the Division's Herman Rinke Award, died in January at age 67. Jack was ill with colon cancer for over five years.

Jack had been a longtime, tireless, dedicated volunteer for the ERA and the New York Division. A former member of the ERA Board of Directors, Jack spent countless hours at Headquarters handling vital tasks overlooked and/or never thought of by others. For example, Jack picked up incoming mail at two post offices, sorted it, organized and stacked envelopes and other printed material, made sure vital equipment (like our postage meter, door locks, and office lighting) were serviced and working properly, etc., etc.

Since retiring from NYC Transit a few years ago, Jack transported all printed material

(including the ***Bulletin***) from our printer in lower Manhattan to our Midtown Headquarters for mailing. He did this on the subway with a hand truck. Jack took this assignment on as a personal initiative; he did not allow illness to prevent him from being active.

Jack was a unique, fun loving individual, the king of the corny joke, who enjoyed train, bus, and trolley rides, Jones Beach, bowling, concerts at Carnegie Hall, and the Cincinnati Reds. He made all of his contributions to ERA and the New York Division quietly, never looking for accolades, never pointing a finger at others doing less. He will be sorely missed by the ERA, the New York Division, and the family and friends who loved him.

A memorial service will be held soon for Jack in New York City. Detailed information will appear in a future ***Bulletin*** and/or New York Division meeting notice.

## NEW YORK CITY TRANSIT'S 63RD STREET CONNECTOR OPENS FOR SERVICE

(Continued from February, 2001 issue)  
by Subutay Musluoglu

Last month we reported the start of revenue service through the 63<sup>rd</sup> Street Connector. The opening of the connection is the latest development in an effort spanning over 60 years to expand subway capacity between the boroughs of Manhattan and Queens. Although the connection is 1,800 feet in length and the entire 63<sup>rd</sup> Street Line is a little over three miles long, the story of the line is a long and complex one. This month and next, we continue with a review of the planning and

construction history of the 63<sup>rd</sup> Street Line.

The IND system was designed, built, and operated by the Board of Transportation, a city agency created in 1924 for the specific purpose of creating a municipal subway network independent of the city's other two subways, the privately owned IRT and BMT. The Queens Boulevard Line was built and opened between 1933 and 1950 as part of the first phase of the IND. The construction of addi-

*(Continued on page 12)*

**SEA BEACH LINE**  
**Edward B. Watson/Arthur J. Lonto Collection**

**CORPORATE HISTORY**

September 25, 1876	New York & Sea Beach Railroad Company founded
May 12, 1883	New York & Sea Beach Railway Company
August 29, 1896	Sea Beach Railway Company
November 5, 1897	Brooklyn Rapid Transit Company secured control of the Sea Beach Railway Company and leased it to the Brooklyn Heights Railroad Company
February 28, 1907	Lease of the Sea Beach Railway Company to the Brooklyn Heights Railroad Company was canceled
November 30, 1912	Brooklyn Union Elevated Railroad Company, Canarsie Railroad Company, and Sea Beach Railway Company consolidated as New York Consolidated Railroad Company
June 7, 1923	New York Rapid Transit Corporation, a Brooklyn-Manhattan Rapid Transit subsidiary
June 1, 1940	Board of Transportation of the City of New York
June 15, 1953	New York City Transit Authority

**OPENING AND CLOSING DATES**

Data from *The Sea Beach to Coney Island* by William W. Fausser

July 17, 1877	Trains started running on a single-track line from Bath Junction (62 <sup>nd</sup> Street and New Utrecht Avenue) to the Sea Beach Palace, Surf Avenue between W. 8 <sup>th</sup> and W. 11 <sup>th</sup> Streets, Coney Island
September 1, 1877	Service discontinued
July 17, 1879	Service resumed with trains operating from Bay Ridge (65 <sup>th</sup> Street Dock) to Coney Island during the summer only
1882	Double track from Bay Ridge to 86 <sup>th</sup> Street
Summer, 1884	Began service all year
1885	Entire line double track
May 20, 1898	Electric trains started running
1898	Third Avenue, Court Street, and Fifth Avenue trolley cars started running from Park Row to Coney Island. Trains ran from 65 <sup>th</sup> Street Dock to Coney Island
1903	Through service was operated from Park Row via the Fifth Avenue "L" and the West End Line
1906	Terminal relocated from 65 <sup>th</sup> Street Dock to 63 <sup>rd</sup> Street Dock
1907	Probably discontinued trolley service. Discontinued Sea Beach Palace service and extended to West End terminal via private right-of-way north of Surf Avenue
October 2, 1908	Relocated via present right-of-way between 86 <sup>th</sup> Street and the West End terminal

**BRT BUILDS OPEN CUT FOR  
 SUBWAY OPERATION**  
 by Bernard Linder

Like most other railroads, Sea Beach trains originally ran on the surface and there were grade crossings at intersecting streets. When the BRT decided to run subway trains, it planned a grade-separated line operating in an open cut. Before construction started, trolley cars replaced elevated trains between Coney Island and Bath Junction on October 28, 1913. Buses replaced the trolley cars on December 1, 1913, probably the first time buses replaced trains or trolley cars on the transit system. The contractor and the owner of the buses was Jim Gaffney, who was also the owner of the pennant-winning Boston Braves, a National League baseball club. The bus Dispatcher was Dick Rudolph, the Braves' star pitcher. As soon as work was completed on portions of the open cut, trolley cars started operating for short distances. On June 23, 1914, trolley cars operating in the open cut replaced the buses. The trolley cars

were routed through the two middle tracks, the only ones equipped with trolley wire. Passengers boarded trolley cars by entering the new high-level platform, then walking down stairs to the temporary low-level platform. Effective March 16, 1915, nine new 2000-series B-types equipped with trolley poles started running as single units between Bath Junction and Coney Island. Trolley poles were installed because there was no third rail at the West End terminal at Coney Island. Trains continued operating to this terminal until the present Stillwell Avenue station was opened.

On June 15, 1915, a one-car test train operated in the new Fourth Avenue Subway. The President of the BRT and officials rode this train, which departed from Sixth Avenue (Bay Ridge) at 11:45 AM and operated via the Manhattan Bridge, arriving at Chambers Street at 1:20 PM and leaving four minutes later. A two-car test train with the BRT's President and Public Service Commis-

*(Continued on page 3)*

**Sea Beach Line***(Continued from page 2)*

sion officials departed from Chambers Street at 3:28 PM the same day.

Trains started operating in the new Fourth Avenue Subway on June 22, 1915. The first train departed from Coney Island at 12 noon, operating via the Sea Beach Line, Fourth Avenue Subway, and the south side of the Manhattan Bridge. Trains terminated at Chambers Street because the Broadway Subway was under construction.

**SCHEDULE CHANGES**

In addition to the changes listed above, we found the following incomplete schedule changes prior to 1949. The Eagle Almanac listed the following:

From 1908 to 1909, Coney Island trains were coupled to Ulmer Park (West End) trains from 6 AM to 8 PM and to Culver trains at 36<sup>th</sup> Street from 8:11 PM to 5:46 AM. From 1910 to 1914, Coney Island trains were coupled to Ulmer Park trains from 6 AM to 8 PM, to Culver trains at 36<sup>th</sup> Street from 8:11 PM to 12:01 AM, and to Bay Ridge trains from 12:21 to 5:54 AM. From 1910 to 1915, shuttles operated from 62<sup>nd</sup> Street and New Utrecht Avenue to 65<sup>th</sup> Street and Third Avenue.

When Fourth Avenue Subway service was extended to 86<sup>th</sup> Street at 3 PM January 15, 1916, Sea Beach trains started making express stops between 59<sup>th</sup> Street and Pacific Street.

Service was extended to Union Square on September 4, 1917 and to Times Square on January 5, 1918.

Effective August 1, 1920, weekday and Saturday trains leaving Coney Island during the summer from 6:37 AM to 8:37 PM operated non-stop between Kings Highway and 59<sup>th</sup> Street. Kings Highway short-turns made local stops.

Effective November 14, 1920, weekday AM and PM rush hour and Saturday AM rush hour trains bypassed Myrtle Avenue and DeKalb Avenue.

The following data was printed on the backs of BMT maps, copies of which were furnished by the late Arnold Joseph:

1924-1926 — Trains bypassed Myrtle Avenue and DeKalb Avenue during weekday rush hours and southbound from 12:01 to 6:57 PM on Saturday. At Canal Street southbound from 4:30 to 7:30 PM on weekdays and 12:01 to 6:57 PM on Saturdays, passengers were allowed to board the rear cars, but were not allowed to leave the train

June, 1931 — Trains bypassed Myrtle Avenue and DeKalb Avenue from 7 AM to 12:30 AM on weekdays and from 10:30 AM Sunday to 12:30 AM Monday. Northbound morning rush hour trains bypassed 36<sup>th</sup> Street

1933-1937 — Trains bypassed Myrtle Avenue and DeKalb Avenue from 7 AM to midnight on weekdays.

Northbound morning rush hour trains bypassed 36<sup>th</sup> Street

Following is a complete record of schedule changes from September 15, 1949 to the present time. Most trains operated between Coney Island and Times Square in September, 1949. At the beginning of the AM and PM rush, put-ins from Coney Island Yard made their first stop at 86<sup>th</sup> Street. After the morning rush, several trains discharged passengers at Kings Highway and ran light to Coney Island Yard. During the morning rush, alternate trains were turned at Kings Highway and northbound trains bypassed 36<sup>th</sup> Street. During the midnight hours, trains made local stops in Brooklyn and stopped Myrtle Avenue and DeKalb Avenue. At other times, trains ran express in Brooklyn and bypassed the above stations.

Starting June 29, 1950, trains ran express in Brooklyn during the midnight hours.

Alternate morning rush hour trains were no longer turned at Kings Highway starting June 28, 1951.

The Myrtle Avenue station was closed on July 16, 1956. The southbound platform was removed to make room for an additional track, but the northbound platform is still in place.

Service was extended to 57<sup>th</sup> Street on May 2, 1957 and AM rush hour trains no longer bypassed 36<sup>th</sup> Street.

In the autumn of 1959, midday trains stopped at DeKalb Avenue.

Effective January 1, 1961, evening and midnight weekday and Saturday trains and all Sunday trains made local stops in Brooklyn. Trains skipped DeKalb Avenue in rush hours only.

A new service, the NX/Super Express, which started operating on November 27, 1967, was designed to give convenient rush hour service between the southern portion of the Brighton Line and the BMT Broadway Subway. Operating in the direction of heavy traffic, NX trains started from Brighton Beach and made all stops to Stillwell Avenue, after which they ran non-stop via the Sea Beach express tracks to 59<sup>th</sup> Street. These trains then made the same stops as N trains, terminating at 57<sup>th</sup> Street-Seventh Avenue. NX trains, which were not well-patronized because of switching delays at Stillwell Avenue, made their last runs on April 12, 1968. Sea Beach service was not affected; NXs were diverted to N service effective April 15, 1968.

Effective December 31, 1972, all midnight trains still made local stops in Brooklyn and all other trains made express stops. Early weekday evening northbound, late weekday evening northbound and southbound, and weekend southbound trains stopped at 45<sup>th</sup> Street and 53<sup>rd</sup> Street.

Effective August 30, 1976, N trains, which were extended to Continental Avenue during weekday rush hours and midday, replaced the EE trains. At other

*(Continued on page 4)*

## TECH TALK by Jeffrey Erlitz

This month we continue with the opening dates of the MetroCard Vending machines, otherwise known as MVMs:

LINE	STATION	CONTROL AREA	MVMs	OPENING DATE	LINE	STATION	CONTROL AREA	MVMs	OPENING DATE	
Sea Beach	Eighth Avenue	D2	2	8/1/00	Jamaica	104 <sup>th</sup> Street	J34	2	9/19/00	
	New Utrecht Avenue	D5	3	8/1/00			111 <sup>th</sup> Street	J35	2	9/19/00
	20 <sup>th</sup> Avenue	D9	2	8/1/00	Myrtle Avenue	Central Avenue	K17	2	9/21/00	
	Kings Highway	D12	2	8/3/00			Knickerbocker Avenue	K19	2	9/21/00
	86 <sup>th</sup> Street	D16	2	8/3/00			Seneca Avenue	K22	1	9/21/00
Jamaica	121 <sup>st</sup> Street	J37	2	8/3/00		Forest Avenue	K24	2	9/21/00	
Fulton Street	Lafayette Avenue	N110N	1	8/3/00		Fresh Pond Road	K25	2	9/21/00	
		N110S	1	8/3/00		Metropolitan Avenue	K26	2	9/21/00	
14 <sup>th</sup> Street-Canarsie	Morgan Avenue	H19	2	8/8/00	Fulton Street	Utica Avenue	N120	2	9/26/00	
	Myrtle Avenue	H26	2	8/8/00				N120A	2	9/26/00
			H27	3	8/8/00	Sixth Avenue	23 <sup>rd</sup> Street	N508	3	9/26/00
Fulton Street	Euclid Avenue	N128	3	8/8/00				N509	3	9/26/00
14 <sup>th</sup> Street-Canarsie	Wilson Avenue	H32	2	8/10/00	Lexington Avenue	125 <sup>th</sup> Street	R258	3	9/26/00	
	Bushwick-Aberdeen	H33	2	8/10/00	IRT Jerome Avenue	138 <sup>th</sup> Street	R259	2	9/26/00	
	Atlantic Avenue	H35	2	8/10/00		Mt. Eden Avenue	R285	2	9/26/00	
	E. 105 <sup>th</sup> Street	H40	2	8/11/00	14 <sup>th</sup> Street-Canarsie	Halsey Street	H28	2	9/28/00	
Eighth Avenue	14 <sup>th</sup> Street	N78	2	8/15/00				H30	1	9/28/00
Fulton Street	Liberty Avenue	N125	2	8/15/00	IRT Broadway	125 <sup>th</sup> Street	R174	3	9/28/00	
	Van Siclen Avenue	N126	2	8/15/00			191 <sup>st</sup> Street	R185	3	9/28/00
Liberty Avenue	88 <sup>th</sup> Street	N133	2	8/15/00		Dyckman Street	R186	3	9/28/00	
Fourth Avenue	Prospect Avenue	C14	2	8/17/00	West End	Ninth Avenue	E1	3	10/3/00	
		C15	1	8/17/00			Fort Hamilton Parkway	E3	2	10/3/00
	25 <sup>th</sup> Street	C16	2	8/17/00			50 <sup>th</sup> Street	E4	2	10/3/00
		C17	1	8/17/00			55 <sup>th</sup> Street	E5	2	10/3/00
	Bay Ridge Avenue	C23	3	8/17/00			71 <sup>st</sup> Street	E9	2	10/3/00
	77 <sup>th</sup> Street	C24	3	8/17/00			79 <sup>th</sup> Street	E11	2	10/5/00
	Prospect Park	Smith-9 <sup>th</sup> Street	N536	1		8/22/00		25 <sup>th</sup> Avenue	E15	2
Culver	Avenue I	N551	2	8/22/00		Bay 50 <sup>th</sup> Street	E16	1	10/5/00	

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**Tech Talk**

*(continued from page 4)*

LINE	STATION	CONTROL AREA	MVMs	OPENING DATE	LINE	STATION	CONTROL AREA	MVMs	OPENING DATE	
Culver	Bay Parkway	N553	2	8/22/00	14 <sup>th</sup> Street-Canarsie	DeKalb Avenue	H23	3	10/5/00	
	Neptune Avenue	N562	2	8/22/00		Sea Beach	18 <sup>th</sup> Avenue	D8	2	10/10/00
Lenox Avenue	116 <sup>th</sup> Street	R303	1	8/24/00		Avenue U	D15	2	10/10/00	
Lenox Avenue	125 <sup>th</sup> Street	R305	2	8/24/00	Eighth Avenue	Dyckman Street	N3	3	10/10/00	
	135 <sup>th</sup> Street	R307	2	8/24/00		63 <sup>rd</sup> Street	Lexington Avenue	N601	2	10/10/00
	145 <sup>th</sup> Street	R308	2	8/24/00		Queens Boulevard	Queens Plaza	N309A	2	10/12/00
	148 <sup>th</sup> Street	R309	2	8/24/00				N310	2	10/12/00
Flushing	Hunters Point Avenue	R507	2	8/29/00		46 <sup>th</sup> Street	N316A	2	10/12/00	
	45 <sup>th</sup> Road	R508	2	8/29/00			N317	1	10/12/00	
	61 <sup>st</sup> Street	R523	3	8/29/00	Crosstown	Nassau Avenue	N408A	2	10/12/00	
	82 <sup>nd</sup> Street	R526	3	8/29/00		Flushing Avenue	N414	2	10/12/00	
	90 <sup>th</sup> Street	R527	3	8/29/00	IRT Broadway	137 <sup>th</sup> Street	R175	1	10/17/00	
Lexington Avenue	Grand Central	R233X	1	8/31/00		145 <sup>th</sup> Street	R177	1	10/17/00	
Astoria	Broadway	R512	2	8/31/00			R178	3	10/17/00	
	30 <sup>th</sup> Avenue	R513	4	8/31/00		168 <sup>th</sup> Street	R182	1	10/17/00	
	Astoria Boulevard	R514	3	8/31/00		157 <sup>th</sup> Street	R180	2	10/19/00	
	Ditmars Boulevard	R515	4	8/31/00	Jerome Avenue	149 <sup>th</sup> Street	R260	1	10/19/00	
West End	18 <sup>th</sup> Avenue	E12	2	9/5/00			R261	2	10/19/00	
Eighth Avenue	High Street	N100	1	9/5/00	Eastern Parkway	Hoyt Street	R605	1	10/19/00	
		N101	1	9/5/00			R606	2	10/19/00	
Fulton Street	Kingston-Throop Avenues	N118	1	9/5/00	Eighth Avenue	86 <sup>th</sup> Street	N42X	1	10/23/00	
		N119	2	9/5/00		Clark Street	Fulton Street	R113	2	10/24/00
Liberty Avenue	Grant Avenue	N129	3	9/5/00	Jerome Avenue	167 <sup>th</sup> Street	R283	3	10/24/00	
Crosstown	Greenpoint Avenue	N405	3	9/7/00		170 <sup>th</sup> Street	R284	2	10/24/00	
	Broadway	N412	2	9/7/00		176 <sup>th</sup> Street	R286	2	10/24/00	
	Flushing Avenue	N414A	1	9/7/00		Burnside Avenue	R287	3	10/24/00	
	Fulton Street	N422	2	9/7/00	Eastern Parkway	Nevins Street	R608	1	10/24/00	
Flushing	Fifth Avenue	R500	2	9/7/00			R609	1	10/24/00	
Liberty Avenue	Lefferts Boulevard	N141	3	9/12/00	Jerome Avenue	183 <sup>rd</sup> Street	R288	2	10/26/00	
Rockaway	Aqueduct	N181	2	9/12/00		Fordham Road	R289	2	10/26/00	

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# Commuter Notes

by Randy Glucksman

## Metropolitan Transportation Authority

E. Virgil Conway, who has headed the MTA since 1995, announced that he would resign as Chairman this month. Among his successes was the full implementation of MetroCard, discounts for MetroCard and elimination of two-fare zones, and with it, free transfers between subway and bus lines. On the negative side, however, he and Governor Pataki have been criticized for ending state funding for capital projects. Those funds must now be raised by borrowing (selling bonds). Real estate developer Peter S. Kalikow, who has been Vice Chairman, will be his successor, and be the eighth Chairman in the history of the authority, which was established in 1968.

## MTA Metro-North Railroad (East)

Effective January 15, Train #1446 (4:35 PM Grand Central Terminal/Bridgeport) was extended three stations to New Haven, and the time at scheduled stops before Bridgeport is now one minute later than what appeared in the October 29-March 31 timetable. New editions with those dates, but indicating "Revised 1/15/01," were issued for all three lines. This time instead of highlighting the peak hour trains in lighter shades of the line's colors (green, blue and red), all appear in gray. These timetables no longer list the additional pre-holiday trains and the table of fares includes all types of tickets once again.

On January 18 (about 5:20 PM), as I approached the monitor in Grand Central Terminal to see what track my train was on, I could not help but notice that there was an unusually large crowd around it. When I was able to get to it, instead of the normal interspersed of green, red, and blue (for Hudson, Harlem and New Haven trains), it was solid red for about two-thirds of the screen beginning with the 5:04 PM to South Norwalk. Announcements were made that there was no New Haven Line service due to "downed wires" at New Rochelle. This had begun at 4:10 PM, when a pantograph became tangled in the catenary, thereby halting all service on the line until just before 6 PM. By 9 PM, only 19 trains had departed. Normal service was promised for Friday morning's commute, but there were delays once again at New Rochelle. All of the original catenary is being replaced, although not soon enough for those thousands of commuters who were delayed. Some Amtrak service was likewise affected.

Metro-North announced that East- and West-of-Hudson ridership had increased by 5 percent last year, to total nearly 70.3 million trips. This exceeds any records going back 70 years!

Track #30 in Grand Central Terminal has been removed from service to enable the staging of flat cars

that construction workers will be using to build the walls to enclose the Northwest Passageway. Last year, Track #23 was used similarly to enclose one side of the North-east Passageway.

Rail tickets can now be purchased at Metro-North's website, [www.mnr.org](http://www.mnr.org). With "Web-Ticket," customers can buy all tickets (except monthlies), with tickets being mailed within 3-5 business days.

## MTA Metro-North Railroad (West)

As mentioned above, West-of-Hudson ridership increased in 2000, with the Port Jervis Line having a ridership of 1.13 million, double the 604,200 that were carried in 1982. On the Pascack Valley Line, there was an increase of 10.5% over 1999, for a total of 477,000. Despite eight years when ridership declined, daily ridership is 3,200 over 1982's statistics.

## Connecticut Department of Transportation

Reverse-peak Shore Line East Train #3604, going eastbound, suffered major damage to the undercarriages of its coaches on January 17, as the result of an incident in which it struck a large boulder near the Branford-Guilford town line. Amtrak, which operates the service for CDOT, believed that the rockslide occurred as a result of recent temperature swings. No injuries were reported and passengers were returned to New Haven aboard an Amtrak train. Member David A. Cohen reported that cars 1693, 1642, and 1696 were involved in this mishap.

NewsRadio 880 on February 1 reported that Metro-North President Peter Cannito notified CDOT that in order to insure the integrity of rail service, CDOT must commit to spending money to purchase at least 100 new cars; replace the aging catenary; upgrade bus services to stations; and create additional parking. Mr. Cannito also recommended that an agreement be made with Amtrak to honor tickets (*Ed. note: similar to what NJ Transit has on the North East Corridor*). Two days later, in his State Budget message, Governor Rowland committed \$50 million for rail projects for the next fiscal year, an amount that critics called too little.

Apparently there is some disagreement among the towns west of New Haven when it comes to adding a new rail station. It seemed that West Haven had the edge, but in an article sent by David A. Cohen, a local elected official submitted a bill to the Connecticut General Assembly that would situate this station in Orange. Needless to say, this has angered West Haven officials. CDOT is considering both sites, and will support the one that takes the most cars off of I-95.

## MTA Long Island Rail Road

The LIRR announced on January 25 that it had exer-

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**Commuter Notes***(Continued from page 6)*

cised another option with Bombardier for 100 additional M-7 cars. Since this has the potential to be a very large contract if all options are exercised, 1,034 cars (LIRR (770) – MN (264)), here is tally of what has transpired. The initial order for 192 cars for the LIRR was placed on May 24, 1999. Option 1 – 34 cars for Metro-North, October 28, 1999, and on January 25, Option 2 – 100 cars. This brings the number of cars that have been ordered so far to 326.

One day earlier, at about 1:36 PM, Train #650 (1:05 PM Hicksville/Port Jefferson) derailed east of the Greenlawn station. Due to the remoteness of the location, passengers had to be taken from the scene to the Northport station in SUVs, a procedure that took about three hours. LIRR officials reported that about 1,000 feet of track was damaged. Repairs took until 7 PM. At 8:05 PM, a test train negotiated the newly repaired track, after which service was resumed. For the rush hour, commuters were notified to ride to specific stations on the Ronkonkoma Line where bus service was available. One set of wheels of diesel-electric 403 came off the rails.

Rehabilitation of the Hempstead station was completed at the end of January.

**NJ Transit**

Since the introduction of *Acela Express* #2150 on December 11, Train #3820, departing Princeton Junction at 7:05 AM, has been routed to the local track when #2150 is running a bit tardy. On the days that this occurs, arrival at New York Penn is a few minutes after eight instead of at 7:59 AM. NJ Transit officials reported that 43 trains were affected in a one-month period, and they are working to revise the schedules. Thanks to member Brian Hager for the report.

Service Notices were issued for all lines to eliminate any confusion about the "enhanced" Saturday service that was to operate on January 15 for Martin Luther King Day.

This winter's second Nor'easter arrived on February 5, dropping a few inches in New York City, and up to 25 inches in some of the northern and western suburbs. The rail lines fared well, and the only reported delays involved a suspension of service on the Gladstone Branch.

In my travels I have seen many places where communities have brick pathways composed of bricks that contain inscriptions to honor/memorialize local citizenry. Last November a 520-foot walkway was dedicated at the Madison station (M&E) as part of the \$2.35 million renovation that is taking place at the station. The "Friends of Madison Station" raised \$100,000 for this walkway by selling these dedicated stones for \$100 each. Madison's present Collegiate Gothic station dates from 1916 when the Delaware, Lackawanna & Western

constructed it.

The first Comet II cars were due to return from their overhaul by last November. However, during disassembly it was discovered that additional work including unforeseen interior repairs and asbestos removal would have to be done. As a result, the 12-month time frame has been extended to 19 months, with the first car due for delivery this quarter and the final car due this November.

Hoboken Yard will be expanded by five tracks under a \$25.75 million contract that was awarded to Terminal Construction Company. Yard B will enable storage of an additional 10 diesel trainsets and construction of the following new facilities: two-lane sanding/fueling station, office/locker structure, train washer, and inspection pit. Two new bridges over Marin Boulevard will also be built. The existing MU shed will be demolished as part of this project. Future needs, once Secaucus Transfer opens, will include storage of 56 train sets during middays, and the present Hoboken Yard can only accommodate 42. This project will add to, but not fulfill, that requirement.

**Capital Projects Update (November, 2000)**

- Secaucus Transfer – overall, 76% complete; Station & Interior Bridges – 24% complete. Reconstruction work continued on the three 95-year old bridges that carried North East Corridor Line traffic, and on one that will span above ramps for a new Turnpike interchange (to be built by the Turnpike Authority). New signal equipment was installed at Hudson Interlocking
- Montclair Connection – catenary work 30% complete; 1,500-foot rail link, 40% complete, Great Notch Yard, nearly complete

NJ Transit will not be able to add passing sidings on the Pascack Valley Line prior to the opening of Secaucus Transfer next year, due to its inability to identify a funding source for the \$3 million project. The consultant's report recommended that six sidings be constructed. (Please see May, 2000 *Bulletin* for details).

There is lots of Newark City Subway news this month, starting off with restoration of weeknight trolley service after several years, on January 6. However, trolley service still remains suspended and replaced by bus service on weekends while reconstruction continues. Thanks to Gregory Campolo for sending copies of the new timetable.

Member Glenn Rowe forwarded a report from a reliable source who is involved with the day-to-day operation of the Newark City Subway, that the PCCs will be replaced by LRVs "on or about" April 24, with an "official" retirement ceremony set for Saturday, May 5 -- so put that date on your calendars. Another very reliable source has told member Karl Groh that when the PCCs are retired there are no immediate plans for them to be sold, and they will be placed in storage at the new shops in Bloomfield. The transit officials who are in

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**Commuter Notes**

*(Continued from page 7)*

charge at this time are aware that "vintage" trolley lines are very popular, and if at some future date such a line would come to be built somewhere in New Jersey, finding suitable cars would prove difficult. Public Service, Coordinated Transit purchased thirty cars from the Twin Cities Rapid Transit Company in March 1953, and they were delivered between August and September of that year. The first cars entered service on January 8, 1954 and replaced double-ended cars that were running since the World War I era. Below is a roster of the cars. 3 and 27 were sold to Shaker Heights Rapid Transit in 1977, and a number of cars, including 8, 18, 29, and 30, have been scrapped.

NEW JERSEY #	TWIN CITIES #	BUILT
1-20	320-339	12/1946-1/1947
21-25	360-364	7-9/1947
26-30	415-419	6-9/1949

The two new stations at the end of the Newark City Subway are Silver Lake in Belleville and Grove Street in Bloomfield. This corrects information that was published in the February *Bulletin*.

**Port Authority of New York & New Jersey**

Another missed deadline – the Port Authority had promised that Newark Airport's monorail would be back in service by December, and then in January, and it was not. According to a report in *The New York Times* of February 9, the end of February was the latest target date. In the meantime, passengers must board replacement bus service, a service that was originally pegged at \$9 million. Adtranz, the contractor that is paying that expense as well as the estimated \$25 million for the needed repairs, is being sold to Bombardier. Trains are being tested over both the old and new sections; the latter will connect with the Newark International Airport station on the NJ Transit's Northeast Corridor Line, which is set to open later this year.

**Port Authority Trans-Hudson Corporation**

The news came as no surprise. After the required public hearings, the Port Authority announced on January 25 that PATH fares and bridge and tunnel tolls would be going up as of 3 AM March 25. The maximum fares and tolls that were reported in the February Bulletin were of course not approved, but then no reasonable person should believe that those amounts were really the goal of the Port Authority, and commuters should not believe that they got a break either. For the first time in PATH's history, a senior fare category has been established, so for that group of riders, the fares will not rise. Those who use EZ-Pass will receive discounts, and tolls in the peak hours (6-9 AM and 4-7 PM) will be one dollar more. This is the PA's first foray into congestion pricing,

although the differential is probably not enough to deter enough drivers. Bridge and tunnel tolls had remained unchanged since 1991, while PATH fares had been stable since 1987. Some motorists who were interviewed on radio hinted that they might use the Tappan Zee Bridge because at least for now, that toll is \$3.

**PATH SYSTEM FARE INCREASE  
EFFECTIVE 3:00 AM MARCH 25, 2001**

	Fare	Cost Per Trip
One Way	\$ 1.50	\$1.50
Round Trip	\$ 3.00	\$1.50
Ten Trip QuickCard (11 trips)	\$15.00	\$1.36
Twenty Trip QuickCard	\$24.00	\$1.20
Forty Trip QuickCard	\$48.00	\$1.20
Senior Fare	\$ 1.00	\$1.00

**Miscellaneous**

With the change of administrations in Washington, for most positions there will be new faces. Norman Mineta has been appointed by President George W. Bush to be U.S. Secretary of Transportation, succeeding Rodney E. Slater, who was appointed by President Clinton. While serving as a congressman, Mr. Mineta was chairman of the House Public Works and Transportation Committee.

The Federal Railroad Administration and the Federal Transit Administration, on January 19, announced conditional approval of two waivers that permit use of "general rail system" tracks by light rail systems. These approvals apply to San Diego and Baltimore's Central Light Rail Line, and formalize arrangements under which the light rail systems are primarily subject to safety regulation under the FTA State Safety Oversight program. They must also comply with FRA requirements that address issues common to the light rail systems and the freight railroads that provide nighttime service to shippers.

Baltimore's waiver recognizes the ability of the transit system to conduct necessary non-passenger movements and maintenance during the morning freight service window under appropriate safeguards. San Diego's shared-use approval contains elements that for the first time will permit limited, and carefully controlled, joint revenue operations during nighttime hours. It remains to be seen what affect, if any, all of this has on the South Jersey DMU operation when it opens.

**Metropolitan Area**

New Jersey's new Senator, Jon S. Corzine, has come out in support of a new rail tunnel under the Hudson River serving Penn Station and he will seek federal funding for this project.

A Westchester County businessman held a press conference to present his proposal that instead of a new Tappan Zee Bridge, thought be given to building a pair of 20,000-foot tunnels under the Hudson River. Under his proposal, there would be two tubes alongside each

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

other with links in case of breakdowns that would handle road and rail traffic. He estimates that it would take about two years to tunnel under the Hudson, using a German-made tunnel boring machine, and a few more years to build the access roads and rail links to it. Preliminary estimates for this project are in the neighborhood of \$1 billion. The Thruway Authority has indicated that a new bridge with train tracks could cost \$4 billion, while to just repair or replace the existing bridge without adding any mass transit option would be \$1 billion. A decision on which way to proceed will be made by October, 2004, after many public hearings. A website, [www.tzbsite.com](http://www.tzbsite.com), has been established.

The ground-breaking for the new Pennsylvania Station (New York) was to have happened some time after New Year's Day and before January 20. The latest is that apparently the parties involved (i.e., the Postal Service, Amtrak, the federal government, and New York State) are negotiating about how the retail space will be split. We have all been waiting for a very long time. Stay tuned!

**Amtrak**

Member Josh Weis reports that as soon as the first RTL-3 enters service, the (first) restored TurboTrain, which was rebuilt in 1996 to RTL-2 specifications, will be taken out of service for rebuilding. As of the end of January it was assigned to southbound Train #256 Monday-Friday and northbound Train #259 (Monday-Thursday) and Train #257 (Friday).

To accommodate its riders who desire an environment free from cellular telephones, Amtrak announced that it would designate two cars on selected *Metroliner* trains to be "cell-free" cars.

One of my co-workers, who rides the *Clockers*, reports that he still finds MARC equipment on some of the trains, occasionally including the Sumitomo 7700s.

Amtrak has requested that it receive \$30 billion in new capital funding over the next 20 years, or approximately \$1.5 billion per year. These funds would be used to modernize, expand, and accelerate development of 11 high-speed rail corridors nationwide. In making the proposal, Amtrak noted that U.S. rail spending per person ranks next to that of Estonia and Tunisia and far below Western countries like Germany, France, and Britain.

For the basketball All-Star Game, which was played in Washington, D.C. on February 10, Amtrak provided an *Acela* trainset to pick up the players at various stations along the North East Corridor. All of the players who were interviewed for television news reports raved about the train; for many of them, not counting subway rides, it was their first experience aboard a train.

**Other Transit Systems****Boston, Massachusetts**

Train #551, which departs Boston at 4:55 AM for

Worcester (express to Framingham, 5:35, and express to Worcester, 6:13 AM) has been added to the Worcester Line effective January 22 (though the issue date is February 5). In addition, Train #504's schedule has been revised to originate from Worcester at 6:27 AM, making a stop at Grafton at 6:37 AM, then continuing its current schedule from Framingham. These new schedules were misprinted, because before opening the schedules and looking at the front, one must not only turn it around to see the schedules, but flip it over too! On January 19, member Todd Glickman spotted MBTA F-40-PH-2C 1052 at Boston Engine Terminal, fresh back from rebuild at Boise. The paint scheme is similar to the 1100s, though from the front it looks like the headlights have "eyebrows." The engine was hooked to a four-car consist with 1514 as the control cab car. The engineer with whom Todd rode in one morning told him that the new CAT HEPs are very, very quiet. He said that the test train would be running for three days, and they would not shut down the engine through the period even when the train was not running.

During the first week of February, Tracks #4 & #5 were back in service at North Station, and #2 & #3 are out of service for "Big Dig"-related work. These will be the last two taken out of service, and when completed, all ten will again be available, which is a prerequisite for the beginning of Portland Amtrak service. Thanks to Todd Glickman for this report.

Member George Chiasson wrote that frustration is growing with the lack of detailed preparation for the new Portland service. There are still many issues unresolved, and the time frame to get a May 1 start-up in line is getting shorter with each passing day.

Todd Glickman emailed, "Today (February 7) at Park Street at 8:30 AM, a three-car train of Boeing LRVs on the D/Riverside had trainline problems. Passengers were removed from the first car, and it was cut. Then the second and third cars were split, and they ran as two singles. For a moment, I thought I was at West Portal in San Francisco watching the K/L/M!"

Having seen that there is money to be made by naming sports stadiums and arenas for corporations, the MBTA will offer the rights to name four of its subway stations to the highest bidder. The transit agency hopes to realize \$10-20 million over the next five years. Residents don't have to worry, though: the original station names of Back Bay, South Station, Sullivan Square and Downtown Crossing will remain, and the corporate name(s) will simply be added to them. Thanks to member Dennis Zaccardi for the report from **USA Today**.

George Chiasson reported that a new set of Attleboro/Stoughton and Amtrak North East Corridor schedules are due to be issued on March 5, when the second *AcelaExpress* starts running. It is supposed to be a Boston-New York morning run that lays up in New York and continues later in the day to Washington, D.C. There is

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

also an afternoon Washington-Boston trip that will require the first overnight storage of Hi-Speed equipment at Southampton Street.

As of early February, the Type 8s were still not in service, according to George.

**Washington, D.C. area**

A construction kick-off ceremony was held on December 16, 2000 for Metrorail station #84, New York Avenue. This station, to be situated between the Union Station and Rhode Island Avenue stations, is being built at a cost of \$84 million and is set to open in late 2004.

Some of our members thoughtfully place copies of timetables, pamphlets, etc. that they no longer need, on the railings of our meeting room for other members. At the December, 2000 meeting I picked up a map of WMATA's rail system and when I got to look at it more closely I found that it was prepared by a group calling itself the Action Committee for Transit, Incorporated. It supports the construction of a light rail line, initially just a partial belt around Washington, D.C., which would run between Bethesda and New Carrollton. Dubbed the Purple Line, it would connect with the Metro stations at Bethesda (Red) and Silver Spring (Red). A first extension would add a westward leg to Tysons Corner and eastward to the planned station at Largo (Blue). A second segment would cross the Wilson Bridge at Suitland through Oxon Hill to Alexandria, which could lead to a complete encircling of the city.

Also in December, WMATA awarded a \$361 million contract to Alstom to overhaul 364 Breda cars from the 2000-2075 and 3000-3289 series. Work will be performed at Alstom's Hornell, New York plant, with the first cars to be back in service by August, 2002. The contract's completion date is the summer of 2005. Deliveries of new CAF 5000-series cars will enable these nearly 20-year-old cars to be released for overhaul without impacting service.

Member Dennis Linsky reports that more people rode Metro during Saturday, January 20's Inaugural festivities than four years ago. From 5:30 AM Saturday, until the system closed at 3 AM Sunday, 601,839 boarded Metro trains, 33 percent more Metro passengers than rode trains on Inauguration Day in 1997. Saturday's ridership fell short of Inauguration Day, 1993, which remains the busiest day in Metro's 25-year history. On that day, 811,257 people rode Metrorail.

**South Florida**

In late January, the Tri-Rail Board of Directors approved the building of the second track on the remaining 44 miles of its 71-mile-long line between West Palm Beach and Miami. The \$327 million project is set for completion by 2005, at which time Tri-Rail would be able to operate trains on a 20-minute headway. Forty-three parcels of property, in 16 locations, must be ac-

quired to enable two tracks to be installed. Twenty-one are individually owned, while the remaining 22 are in the hands of various governmental entities.

Last year, we reported that Tri-Rail would "wrap" its cars, rather than paint them, as a cost-cutting measure. \$738,000 was approved to support this program, which would cover the cars with palm trees and clouds. By now the first four "wrapped" cars should be in service. In the meantime, the Sawgrass Mills outlet mall in Sunrise (Broward County) became the first one to place an advertisement on the exterior of one of the cars. A rate of from \$1,000 to \$7,500 per month (for a small ad to a complete car) was established. Thanks to member Joe Gagne for these two reports.

**Chicago, Illinois**

The Chicago Transit Authority has exercised the second of three options that it has with Alstom for the overhaul of its 2600-series Budd/Transit America fleet of cars. This would cover 490 of the remaining 598 cars in the group, which were delivered between 1981-87. As of October, overhauls on 262 cars had been completed.

Dennis Zaccardi reports that METRA awarded a \$79.4 million contract to Motive Power Industries of Boise, Idaho for the purchase of 26 diesel-electric locomotives to power its commuter trains. It has been nearly ten years since Metra purchased its last new locomotives. The first fifteen are due by 2004, and will replace the F-40s, which will be 27 years old.

**Kenosha, Wisconsin**

Member Harold Geissenheimer sent details on the color schemes that Kenosha's ex-Toronto PCCs are wearing.

4606 - Chicago - "Green Hornet" (with small under-floor snow plow)

4609 - Pittsburgh Railways (and University of Wisconsin)

4610 - Toronto Transportation Commission

4615 - Johnstown Traction (and Milwaukee if they had ever had PCC cars)

4616 - Cincinnati Street Railway

**Seattle, Washington**

The U.S. Department of Transportation has approved a \$500 million full funding grant agreement for Sound Transit's Central Link light rail project. This will enable construction on the 1.6-mile Tacoma Link light rail line to get underway later this year. Sound Transit is implementing a system of regional transit services and improvements throughout the three-county central Puget Sound region that were approved by voters in 1996. The entire 21-mile Central Link project will run from SeaTac to Seattle's University District. Sounder commuter rail service, another component of the plan, began operating between Tacoma and Seattle last September 18.

**Portland, Oregon**

Seventeen more low-floor articulated LRVs will be on

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

their way to the Rose City by 2005, as a result of the award of another contract to Siemens.

This July 20, Portland will begin operating five Skoda trolley cars. Karl Groh emailed the address of a website ([www.lightrail.com/photos/portland/portlandstreetcar/portlandstreetcar](http://www.lightrail.com/photos/portland/portlandstreetcar/portlandstreetcar)) that has photos of the cars in various stages of construction, plus details of the specifications.

**San Francisco, California**

At a meeting held on February 1, Caltrain staff reviewed the findings of two recently completed electric rolling stock studies, which considered the use of electric multiple units and locomotive-hauled passenger car options. Caltrain has plans to electrify the line between San Francisco and Gilroy.

Installation of the largest fabric roof on the Peninsula began over the new Millbrae BART station. The tensioned membrane fabric roof will become a new landmark near the intersection of U.S. 101 and Millbrae Avenue. This station is part of BART's San Francisco Airport extension.

Service hours on Muni's Metro have been extended from 12 midnight (daily except Sunday when Metro closed at 8 PM) to 1 AM as of February 3. Also beginning on that date and lasting for 45 days, rail was replaced on the N/Judah line at the La Playa Loop on Judah Street. Streetcars made regular stops at 46<sup>th</sup> Avenue, but were terminated at 47<sup>th</sup> Avenue. Thanks to member Phil Hom for the reports.

Public hearings were held in January to present plans for a 27-month shutdown of the K/Ingleside rail line. Beginning last month, a project to reconstruct Ocean Avenue between Junipero Serra Avenue and San Jose began. There will be new lighting, landscaping, sidewalk extensions and curb cuts, and upgrading of underground public utilities. All Muni low-level streetcar platform stops will be repaired, rail will be replaced, and the roadway will be re-paved. Thanks to Todd Glickman for the report.

**Southern California**

The Los Angeles-Pasadena Blue Line has applied for orders to build two tracks for the light rail line from 59<sup>th</sup> Avenue through South Pasadena to Allen Avenue in Pasadena.

In Anaheim, the Orange County Transportation Authority has three alternatives for their proposed Center-Line light rail project, which would run from Fullerton, Anaheim, Santa Ana and Irvine. Over the next few months there will be public hearings to determine which of the routings will be used, and following that an 18-month engineering study. It is expected that a final decision will be made by mid-2002. Thanks to **Western Transit** for the news.

**Los Angeles, California**

A freak accident occurred on February 8 as two pas-

senger cars collided on the Angels Flight Railway incline line. The resulting accident killed 1 person and injured 7 others. Angels Flight reopened in 1996, after being closed since 1969. It was originally built in 1901. Accident investigators believed that the accident was due to slippage of a cable that pulled the cars.

**Ontario, Canada**

Ontario's Premier was reported to be considering halting or delaying plans to sell the Ontario Northland Railway. The breakup was called for in a report issued in December by the Ontario Northern Development and Mines Ministry.

**Ottawa, Ontario, Canada**

The first three Bombardier Talent BR643 DMUs arrived in Ottawa via Port of Montreal, over the first weekend in February. Testing and crew qualification was set to begin immediately to enable service to begin this August over 5 miles of Canadian Pacific trackage centered on Carleton University in Ottawa. Each three-section DMU weighs 158,733 pounds and can carry 135 seated passengers and 150 standees.

**Paris, France**

Commuters struggled to get to work on February 1 as transit workers staged a 24-hour strike affecting subway, commuter rail, and bus lines.

**Pakistan and Bangladesh**

At the end of January rail service was restored between these two countries, nearly 30 years after Bangladesh was created out of Pakistan. The event was witnessed by thousands of spectators. Readers will remember that last year work began to restore rail service between the two Koreas after half a hundred years.

**Tokyo, Japan**

When the IRT's R-62 cars began running in New York in the 1980s, passengers complained that the seats were built for the smaller Japanese fannies. At that time Kawasaki officials defended the car's design by saying that they constructed it to "our" (Transit Authority) specifications. Now there is news that the designers of Tokyo's newest subway line, Oedo-sen, have failed to take into account the fact that in the years since the end of World War II, the Japanese people have begun to grow taller, and many now exceed six feet in stature. An article in the **New York Times** of February 1 reported that the average height of 11-year olds is now 5½ inches more than it was in 1950.

**Correction**

In last month's column I wrote that Cleveland's rail service was characterized as the only one under \$2. Member Howard Benn wrote that aside from the rail-bus operations in Los Angeles, NYC and Boston (a la Dallas), direct rail service as provided in Atlanta, Chicago, and Washington, D.C. all go for the basic fares, \$1.10 to \$1.60.

**From the History Files**

**35 Years Ago:** In March, 1966, the first GG-1s were

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**Tech Talk**

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LINE	STATION	CON-TROL AREA	MVMs	OPENING DATE	LINE	STATION	CON-TROL AREA	MVMs	OPENING DATE
Concourse	155 <sup>th</sup> Street	N202	2	9/12/00	Jerome Avenue	Kingsbridge Road	R290	2	10/26/00
West End	20 <sup>th</sup> Avenue	E13	2	9/14/00		Bedford Park Boulevard	R291	2	10/26/00
	Bay Parkway	E14	2	9/14/00	Pelham	Third Avenue	R401	3	10/31/00
Jerome Avenue	Mosholu Parkway	R293	3	9/14/00		Brook Avenue	R402	3	10/31/00
	Woodlawn	R294	2	9/14/00			R403	1	10/31/00
Jamaica	Cypress Hills	J25	2	9/19/00		Cypress Avenue	R404	2	10/31/00
	75 <sup>th</sup> Street	J28	2	9/19/00			R405	1	10/31/00
	85 <sup>th</sup> Street	J30	2	9/19/00					

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**NYCT's 63<sup>rd</sup> Street Connector Opens for Service**

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tional lines in Queens was a component of a proposed second phase of the IND system, planning for which had begun as early as 1929. Unfortunately, this second phase fell victim to several factors including cost overruns on the first phase, the Great Depression, the political pressure to maintain a five-cent fare, and the Second World War. Following the end of the war the misguided diversion of attention and funding to highway capacity championed by Robert Moses and others further eroded the political will to expand the subway system.

Nevertheless, in spite of such setbacks, there was never a shortage of proposals for network expansion. But first the system had to be unified so its operations and expansion could be integrated and planned as a whole. This process started in 1940 when the Board of Transportation assumed responsibility for the bankrupt

IRT and BMT subways. At this point the three exclusive systems became divisions of the Board of Transportation, which spent the war years planning their integration. This was not an easy task, complicated by a number of factors. First and foremost, the IRT was built to a smaller loading gauge than the other two divisions, the BMT and IND, which were generally more compatible and could be interconnected. Also, when the three divisions were previously competitors they were built in close proximity to each other at several locations throughout the city without provision for enclosed transfers or line interconnections. To rectify this, several transfers were built at locations where lines intersected. In addition, several track connections were studied between the BMT and IND divisions.

A new link between Queens and Manhattan was envisioned as a piece of a larger, integrated network centered on a new East Side subway in Manhattan, as well

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**Commuter Notes**

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retired. 139 were built between 1934 and 1943, and 4877 in a Tuscan Red scheme had the honor of being the last active unit when it too was removed from NJ Transit service on October 29, 1983. Many Division members as well as myself were there on that historic date. Several "Gs" are on static display at museums.

**25 Years Ago:** In March, 1976, F-40s began hauling Amtrak's trains. Amtrak ultimately purchased 210, and although wrecks, retirements, conversions to "Cab-Baggage" units, and re-sales have reduced their numbers, they can still be found hauling trains in different parts of the country.

*News items and comments concerning commuter operations may be emailed to [NYDnewseditor@aol.com](mailto:NYDnewseditor@aol.com).*

**NYCT's 63<sup>rd</sup> Street Connector Opens for Service***(Continued from page 12)*

as connections to existing BMT and IND lines. However, the building of an East Side line, favored under Second Avenue, had been elusive for decades, as was the precise location of a new under-river tunnel. As early as 1939 and continuing through the early 1960s, planners grappled with the appropriate crosstown street under which the line would be built to Queens.

On July 5, 1939, the Board of Transportation presented a **Program For Expansion of Rapid Transit Railroad Facilities** to the City Planning Commission. Several of the proposals were identical to key elements of the 1929 plan, including the Second Avenue Subway. However, there were also a number of new additions, the most notable being a new under-river tunnel to Queens. The line was envisioned as a 2-track extension of the IND Sixth Avenue Line north into Central Park, turning east in the E. 70s and intersecting with the Second Avenue Subway. The accompanying map does not show a direct interconnection with the Second Avenue Line; a transfer station was probably planned instead. The route to Queens was to continue under the East River, connecting with the local tracks of the IND Queens Boulevard Line in the vicinity of Broadway and Steinway Street. The added capacity provided by the new line allowed for the planning of new extensions of the Queens Boulevard Line to eastern and southeastern Queens, as well as to the Rockaway Peninsula. The provisions for these extensions were built during the Queens Boulevard Line's original construction.

A year later, on July 16, 1940, the Board of Transportation presented a revised program to the City Planning Commission. The new line to Queens was replaced by a proposal to build a two-track connection from the BMT's 60<sup>th</sup> Street Tunnel to the IND Queens Boulevard Line in Long Island City, Queens. The 60<sup>th</sup> Street Tunnel, the under-river tube that links the BMT Broadway Line in Manhattan to the BMT Astoria elevated line in Queens, had capacity to spare and such a connection would put the capacity to good use by allowing an increase in Queens Boulevard Line service. It would also

accomplish an additional objective of establishing an interdivisional connection.

In December, 1940 the IND Sixth Avenue Line opened. This would be the last subway opening for six years. A year later, the United States entered the Second World War, forcing the postponement of all expansion plans. Following the end of the war, planning for expansion started anew. A plan presented in 1947 and revised in 1948 centered on a new Second Avenue Line and the BMT-IND connection in Long Island City. Board of Transportation documents from the time state that the connection was seen as a very cost-effective use of existing facilities, allowing for an increase of 20 peak hour trains between Queens and Manhattan. Less expensive and quicker to implement than a new under-river tunnel, the connection was submitted as Route 125 in the NYC subway route and general plan sequence and approved for construction.

By 1950 the new route to Queens was back in the plans. This time the line was planned as an extension of the IND Sixth Avenue Line east on 57<sup>th</sup> Street to Second Avenue, turning north and sharing a six-track section with the Second Avenue Line to E. 76<sup>th</sup> Street. There the line would diverge east and continue under the East River to Queens, emerging in Sunnyside Yard and continuing east on the Long Island Rail Road Main Line. At Winfield Junction the route would diverge, with one route taking over the Port Washington Branch to Bayside and the other route continuing to Rego Park and turning south at White Pot Junction onto the Rockaway Branch. Both LIRR branches were to be converted to rapid transit operation.

In 1951 the voters of New York State approved a \$500 million transportation bond issue to help pay for a new Second Avenue Line and other projects. The route to Queens via E. 76<sup>th</sup> Street was present in the plan as well. Unfortunately the money was never used for its intended purpose; the pressing immediate needs of the system were too great and the funds were used for general assets renewal and other smaller capital projects.

Despite the lack of money, planning continued for a new route to Queens and on July 8, 1952 the Board of

*(Continued on page 14)***Around New York's Transit System***(Continued from page 20)*

cleared until the train has stopped, unless the Tower Operator can see the train and has observed that its speed has been reduced to the allowable speed for the crossover.

Apparently there are several locations where this precaution is unnecessary. At these locations, there are arrow-shaped laminated yellow tile overlays facing the direction of travel. If the Tower Operator sees an overlay, he or she is not required to stop trains before

setting a diverging route.

**Modification of Locomotives D59 and D60 and Rider Car 326**

Because locomotives 59 and 60 are equipped with Cummins N14 Electronic Control engines, NYC Transit modified the electronic trainline system and replaced the 12-point receptacles with 6-point transition receptacles and cables. Rider car 326, which was also equipped with 6-point receptacles, is the only rider car that can be used when these locomotives are operating as a transition unit.

**NYCT's 63<sup>rd</sup> Street Connector Opens for Service***(Continued from page 13)*

Transportation submitted Route 129 -- E. 76<sup>th</sup> Street, Manhattan--34<sup>th</sup> Avenue, Queens, for consideration. As before, this route never made it off the drawing boards.

In 1953 the Board of Transportation gave way to the New York City Transit Authority (TA), which continued the work of unification and planning new subways. TA planners recognized that the postwar increase of the population of Queens warranted an increase in subway capacity between Queens and Manhattan. At the time, however, others in the planning community were influenced by alternative approaches to dealing with the borough's growth. Under the considerable influence of Robert Moses and others, vehicular capacity received the lion's share of attention and funding, leading to the building of hundreds of miles of highways throughout the region, especially in Queens.

Construction on the aforementioned connection between the 60<sup>th</sup> Street Tunnel and the Queens Boulevard Line began in 1950 and the link opened for service on December 1, 1955. The two-track connection diverged from the 60<sup>th</sup> Street Tunnel just west of the tunnel portal near 11<sup>th</sup> Street in Long Island City, taking a short, circuitous route to Jackson Avenue and linking with the Queens Boulevard Line local tracks just south of the Queens Plaza station. This enabled an increase in Queens Boulevard Line service to Manhattan, which continues to this day in the form of the R service. However, this connection was considered to be an interim solution and planning continued for a new tunnel under the East River as well as a new trunk line through Queens.

In the late 1950s the TA was also preparing to implement the Chrystie Street project, a significant attempt at BMT-IND interconnection. Actually consisting of three related efforts, the proposal centered on a new subway under Chrystie Street in Manhattan, connecting BMT trackage from the Manhattan and Williamsburg Bridges to the IND Houston Street-Sixth Avenue Line. This connection would enable the through-routing of various BMT and IND services. A new station was to be built at Grand and Chrystie Streets on the connecting tracks between the Houston Street Line and the Manhattan Bridge. The second component of the project was the addition of two express tracks to the IND Sixth Avenue Line between the W. 4<sup>th</sup> Street and 34<sup>th</sup> Street stations, for which provision was made during the line's original construction. The third component was the northward extension of the Sixth Avenue Line to a new station at 57<sup>th</sup> Street. This extension was originally designated Route 116 by the Board of Transportation. Eventually the extension was built as Section F of Route 101, the original designation for the IND Sixth Avenue Line.

In preparation for the Chrystie Street project, the TA also undertook an extensive reconfiguration of the inter-

lockings north and south of the DeKalb Avenue station in Brooklyn.

Although these projects did not directly affect Queens, they did bear on the overall planning process. Furthermore, the connection from the Williamsburg Bridge to the Chrystie Street Line was viewed as an alternative route to midtown Manhattan for passengers from the Jamaica area using the Queens Boulevard Line. This was to be accomplished by upgrading the outer section of the BMT Jamaica Avenue elevated line with the addition of a third track and using it as a high-speed, peak hour bypass. A new service would use the Jamaica Line to the Williamsburg Bridge, the connection to Chrystie Street, and then the Sixth Avenue Line to midtown. Although the third-track project was never built, Jamaica Avenue service to midtown via Chrystie Street appeared later as the short-lived KK Local.

In 1962 a radical proposal to build a new north-south subway under Central Park was developed. According to a New York Times article on July 18, 1962, the TA proposed to build a 2-track subway from the vicinity of W. 59<sup>th</sup> Street between Fifth and Seventh Avenues to the Bronx. Connections in the Bronx would be made to the IND Concourse Line and to the IRT Pelham Line, which would be modified to accommodate the larger loading gauge of the BMT/IND. In Manhattan, the line would be under Madison Avenue to approximately E. 110<sup>th</sup> Street, and then tunneled deep under Central Park, connecting to the BMT Broadway Line at W. 59<sup>th</sup> Street and to the IND Sixth Avenue Line at W. 58<sup>th</sup> Street. Provision for a connection to Queens would be built at E. 76<sup>th</sup> Street.

Less than a year later, in February, 1963, the Transit Authority released a report, **Preliminary Proposal For Rapid Transit Expansion, Borough of Queens**, which once again recommended the building of the 76<sup>th</sup> Street Tunnel to Queens. The tunnel was to be the centerpiece of a new Queens trunk line. The plan was identical to the Central Park Subway presented the year before; however, the priority was on building the Queens portion first. The new line would be connected to the IND Queens Boulevard Line's local tracks in Queens as well as the aforementioned Central Park Subway and IND Sixth Avenue and BMT Broadway Lines.

The line would be implemented in phases with an initial segment consisting of the connections to the existing Manhattan subways, the line under the park, the 76<sup>th</sup> Street crosstown line, the under-river tunnel, and the line under 34<sup>th</sup> Avenue in Astoria, Queens, connecting to the IND Queens Boulevard Line in the vicinity of the Steinway Street station. The section under the park was to be built with provision for easy expansion in the future for the north-south subway. The line would have been two tracks throughout its length except for the four-track section under the park that would be shared with the future north-south subway. Two new stations

*(Continued on page 15)*

**NYCT's 63<sup>rd</sup> Street Connector Opens for Service***(Continued from page 14)*

were planned. One was to be located approximately at W. 70<sup>th</sup> Street under the park for access to recreational areas and providing a transfer to the future north-south service. The other station was to be located at Lexington Avenue and E. 76<sup>th</sup> Street, where a transfer was to be constructed to the 77<sup>th</sup> Street station on the IRT Lexington Avenue Line.

The Steinway Street station was to be reconstructed with the addition of a terminating track and platform for turning back Brooklyn-Queens Crosstown G service. Removing the G would allow 15 additional trains per hour between Queens and Manhattan. This is historically interesting, considering the present-day outcry over the planned termination of G service at Court Square as a result of the opening of the 63<sup>rd</sup> Street Connector. The advantage in the 1963 proposal would have been the ability of passengers to transfer across the platform at Queens Plaza to continue their journeys to and from Brooklyn.

The length of this first phase was 4.5 miles and had an estimated construction cost of \$138.6 million.

The second phase of the new Queens trunk was called Route A-Northern Queens, an eastward extension of the 34<sup>th</sup> Avenue Line. The two-track line would head east under Northern Boulevard, south on Main Street and Kissena Boulevard, turn east under one of the service roads of the Horace Harding Expressway (today's Long Island Expressway), and continue to a terminal at Springfield Boulevard in Bayside. Station locations had yet to be determined, but a transfer station adjacent to the IRT Flushing Line's Main Street terminal was identified as an interim terminal prior to the completion of the entire line to Springfield Boulevard. A preliminary service plan envisioned an additional 15 trains to Manhattan via the 76<sup>th</sup> Street Tunnel. This line had many advantages. Its routing opened up areas of Queens not presently served by rapid transit and also provided relief and an alternative to the IRT Flushing Line by directly diverting passengers at Main Street. In addition, since the eastern segment of the line along the Horace Harding Expressway would have been about two miles north of Hillside Avenue, many subway riders using the IND Queens Boulevard Line would have been diverted as well.

This second phase was 10.3 miles in length and had an estimated construction cost of \$219.4 million.

The third phase was called Route B-Southern Queens. This phase was the only segment of the program that was not directly related to the 76<sup>th</sup> Street Tunnel. Instead, it called for the building of the long-planned extension of the IND Fulton Street Line eastward along Pitkin Avenue, Linden Boulevard, and Merrick Boulevard to a terminal at Springfield Boulevard in southeastern Queens. Provision for this extension was built east

of the Euclid Avenue station during the line's original construction. This third phase was planned as a two-track subway, 6.6 miles in length, and had an estimated construction cost of \$116 million.

An alternate plan for this phase was developed to save cost and construction time. Under this plan the IND Fulton Street Line (ex-BMT Liberty Avenue elevated) would be extended from its terminal at Lefferts Boulevard into a new subway via Liberty Avenue, Linden Boulevard, and Merrick Boulevard to the same aforementioned Springfield Boulevard terminal. Although this alternate plan saved cost and time by having less underground construction, the closely-spaced stations of the existing elevated and the addition of several curves and graded ramps increased projected running times in comparison to the main scheme. Furthermore, several private properties would have been acquired for the tunnel portals and the open cut/ramp structures, resulting in much disruption to the surrounding community. The length of this alternate two-track line was 4.5 miles and had an estimated construction cost of \$80.8 million.

The final phase was named Route C-Central Queens. This plan called for a connection from the Queens Boulevard Line to the Rockaway Line via the abandoned segment of the Long Island Rail Road's Rockaway Branch between White Pot Junction and Liberty Avenue. The branch would have required rebuilding and a short subway would be necessary between White Pot Junction and the Queens Boulevard Line. Provision for such a connection was built during the line's original construction.

A transfer station to the proposed Route B was planned at Linden Boulevard. Other additional stations were yet to be determined. Service would be routed via Queens Boulevard to either the 53<sup>rd</sup> Street or 60<sup>th</sup> Street Tunnels or to the new 76<sup>th</sup> Street Tunnel. This two-track line would require 3.8 miles of new construction at an estimated cost of \$39.9 million.

The 1963 plan represented the most comprehensive plan for relieving and expanding Queens subway service developed to date. However, it sparked controversy and initiated a process that continued for decades.

Next month we will pick up the story in 1963.

*Author's Note: I researched several Transit Authority studies and reports in the ERA's Sprague Library for the compilation of this article. In addition, I referenced the excellent **History Of The 63<sup>rd</sup> Street Tunnel Project** written by ERA member Bob Olmsted in August, 1988. However, I acknowledge that this is not a complete accounting of every proposal for a new subway between Queens and Manhattan. I have described the most significant schemes. If any reader has additional information to contribute, please let me know.*

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# HISTORY OF H&M/PATH RAPID TRANSIT CARS

## by Philip G. Craig, ERA #1719

*(Ed. note: The following article was written as a result of an email concerning the timing of the car purchases of the MP-51/Class K cars for the Hudson & Manhattan Railroad. Phil Craig is an ERA member who currently resides in Great Britain. It is rare that first-person historical articles with the wealth of information that is contained herein cross this editor's desk, and so it is presented here.)*

From 1962 to 1972, I was employed by The Port of New York Authority (now known as The Port Authority of New York and New Jersey (PA)) and was assigned to its rail transit operating subsidiary, The Port Authority Trans-Hudson Corporation, for several years, during which time I was deeply involved in the events that I am about to relate.

For the record, here are the facts:

The Pennsylvania Railroad Company and the Trustee of the Hudson and Manhattan Railroad Company (an entity in Federal bankruptcy courts) advertised in 1955 for bids for 50 PCC (Presidents Conference Committee) rapid transit cars with a top speed capability of 70 miles per hour. They were intended for use on their Joint Service Electric Railroad (the formal name of their pooling arrangement) operated between Pennsylvania Station, Newark, New Jersey and Hudson Terminal, New York, New York. The H&M administered the procurement, however, with engineering and commercial input from the PRR.

The order was placed with the St. Louis Car Company (although bids also were received for this order from The Budd Company and the Pullman-Standard Car Manufacturing Company). These were legitimate PCC rapid transit cars, borrowing from some of the technology developed by the Chicago Transit Authority and the Transit Research Corporation (holder of the PCC car patents) for high speed service; indeed, TRC received royalties from SLCC (as required by the H&M's contract documents). The Joint Service Electric Railroad Agreement (JSERA) provided for the ownership of the rolling stock assigned to Newark-Hudson Terminal service to be split 60%/40% between the PRR and H&M in accordance with the approximate ratio of ownership of the railroad. The PRR owned all facilities west of the Journal Square (Summit Avenue) station in Jersey City, New Jersey; the H&M owned the Journal Square station and all infrastructure east thereof. Ticket revenues and all other income, including payments for handling U.S. Mail bags and newspapers on the Joint Service trains, and the operating expenses were split between the two companies on the same basis, i.e. 60%/40%.

If memory serves me right, the order was placed in early 1956 and all of the 50 cars were delivered and placed into service by 1958. There was no option for the

purchase of additional cars. In accordance with the JSERA, 30 cars designated as Class MP-51 were purchased by the PRR and 20 cars designated as Class K were purchased by the H&M. Forty cars (24 owned by the PRR and 16 by the H&M) were arranged as married pair two-car sets; ten cars (6 owned by the PRR and 4 by the H&M) were single units. All 30 cars owned by the PRR were equipped with cab signals repeating the indications of lineside position light signals employed between Harrison and Journal Square, Jersey City, New Jersey. This was to provide enhanced safety protection in the area where PRR passenger and freight trains (powered by steam, electric or diesel-electric locomotives or composed of electric multiple unit cars) shared common trackage with JSERA rapid transit trains.

The latter operating condition had two impacts on the design of the Class MP-51 and Class K fleet:

1. The PRR-owned cars, because they were always required to be positioned at both ends of a train regardless of whether its length was two cars (Midnight-5: 00 AM service), three or four cars (Midday and Weekend/Holiday service), or six cars (Weekday rush hour service), ran up very high mileage - often more than 90,000 miles per year - and consequently had maintenance costs higher than the H&M cars which - since they had to be sandwiched in the middle of a train in order to be used (and often were not needed due to short train lengths) - accumulated only about 50,000 miles per year.
2. All 50 cars were built in full compliance with the safety standards for Electric Multiple Unit Locomotives promulgated by the Interstate Commerce Commission under Ex-Parte 179, resulting amongst other things that their buffing stress resistance was 400,000 pounds (permitted because they operated in trains with a tare weight of less than 600,000 pounds, a value that was half of that required at that time for all other EMU commuter cars built at that time for carriers considered by law to be "part of the general system of steam railroads of the United States" by virtue of their being in interstate and international commerce as proven by their engaging in a substantial manner in through tariffs and/or other agreements with regulated carriers (See several decisions of the United States Supreme Court on this issue, including at least one involving the H&M)).

More than five years after delivery of the Class MP-51/Class K cars, The Port of New York Authority, acting under legislation passed by the States of New York and New Jersey, acquired the assets of the Hudson & Manhattan Railroad and conveyed them to its newly formed

*(Continued on page 17)*



**History of H&M/PATH Rapid Transit Cars***(Continued from page 16)*

subsidiary, The Port Authority Trans-Hudson Corporation, known familiarly then and today as "PATH." (The JSERA remained in effect until April 30, 1967, when PATH entered into a 50-year lease with "perpetual" renewal rights for all assets owned by the PRR devoted to operation of the JSERA; this agreement, which obliged PATH to pay the PRR and its successors \$1.00 per year for as long as it remains in effect, relieved the PRR of its obligation to share in the operating deficits of the JSERA or to make further investments in the renewal of its assets, including rolling stock.)

In 1963, PATH advertised for bids for a fleet of 162 rapid transit cars to a substantially different specification than that used by the H&M and PRR to acquire their "Joint Service" fleet. PATH's procurement was not without its hiccups. The U.S. Supreme Court granted a writ of certiorari to the H&M's protest against the condemnation of its assets (it wanted more compensation than the scrap value offered by the PA) on the day before bids were to be taken. At issue was whether the Hudson Terminal site (now incorporated within New York's World Trade Center complex) and the H&M Railroad had greater value to the bondholders of the bankrupt company because of the intended "continuing public purpose" of the seizure of the assets by the public agency. Subsequently, the U.S. Supreme Court upheld the enabling legislation that permitted condemnation of the assets of the H&M (then known as the Hudson Rapid Tubes Corporation) but established a value of several times that argued by the PA. PATH's rolling stock procurement program then went forward and, because it was the bidder offering "the best value for money" (Kawasaki was the low bidder offering a non-conforming Osaka subway car; St. Louis was the second lowest bidder; the other bidders were Budd and Pullman-Standard), the order was placed with St. Louis Car.

The new PATH cars, designated as Class PA-1, were three inches wider at the belt rail (9'3" instead of 9'0") because of their curved sides; had two sets of bi-parting doors per side (instead of three single-leaf doors); had a combination of transverse and longitudinal seats (instead of all longitudinal seats); and were configured

as driving motors, known as "A" cars and non-driving motors or motorized trailers, known as "C" cars (instead of as married pairs and single units). Like the Class MP-51 and Class K cars, they had a top speed in excess of 70 mph (tested on the Long Island Rail Road between Harold Tower and Jamaica Station, Queens at a balancing 74 mph with an AW-3 load) and were air-conditioned. And two of them, A cars 600 and 601 (along with C car 100, which carried connecting cables), were equipped with cab signals to permit them (along with another three-car A-C-A set) to operate between Newark and Hudson Terminal as part of an augmented JSERA fleet.

Most significantly, due to the inputs of the industrial design firm of Sundberg-Ferrar (engaged by St. Louis Car), the aesthetics of the PA-1 cars were striking for their time. I have a wonderful memory of standing at the 14<sup>th</sup> Street-Avenue of the Americas (Sixth Avenue to New Yorkers) station of PATH's Uptown/Midtown Line on April 6, 1965, as (following a dedication ceremony presided over by the Governors of the States of New York and New Jersey) the passengers waiting on the platform looking mystified as a "different sound" came out of the southbound tube and then cheering wildly as the first six-car train of PA-1s entered the station. There was a smile on every face and many destined for Hoboken, where they were to transfer to commuter trains of the Erie-Lackawanna Railway, pushed on board a train whose front destination sign read "Journal Square" and whose above-the-doors indicators had the letters "JSQ" lit up. At long last, there was light in the tunnel for the riders' Misery Tubes (Abandon All Hope, You Who Enter Here - Herman T. Stichman, Trustee). It was a day to remember for the rest of a lifetime.

In this case, government intervention saved the Hudson Tubes, one of the world's oldest underground railroads (designed by men, who had worked upon London's Metropolitan, District, Waterloo, and City and Northern lines, the first to use the Greathead shield in the United States, opened in 1908 and acclaimed in 1912 by the Royal Society of Civil Engineers as the latest of the outstanding contributions that British engineers had made to the New World) from certain abandonment.

*Philip G. Craig is Operations Planning Manager for Surface Lines Group/Tube Lines Group in London, England.*

**Sea Beach Line***(Continued from page 4)*

times, N trains still terminated at 57<sup>th</sup> Street-Seventh Avenue. Additional service was operated between Continental Avenue and Whitehall Street during rush hours. Trains made local stops in Manhattan southbound in the AM rush and northbound in the PM rush. All other trains were routed via the express tracks in Manhattan. Trains

no longer terminated at Kings Highway in the AM rush, but still terminated there in the PM rush, after which they ran light to Coney Island Yard.

Starting August 28, 1977, midnight N trains from Coney Island were turned at 36<sup>th</sup> Street. Between 59<sup>th</sup> Street and 36<sup>th</sup> Street, northbound trains were routed via the express track while southbound trains made local stops.

*To be continued in the next issue.*

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

by David Erlitz

Hi everyone. I am very happy about the responses I have been receiving via e-mail. I have been getting a lot of interesting questions from fans and employees alike. One of the questions I received last month was as to why I don't include General Order numbers with my list.

The process for putting a General Order (G.O.) into effect is actually a six-week process. I will try to give you the abridged version very quickly. First, a diversion request is sent to the Division of Operations Planning, which is the area where I work. A service plan is then developed and submitted to all the departments/areas involved, i.e. Subways, Stations, Buses, and Schedules. About four weeks before the implementation of the G.O., a meeting is held to go over the submitted service plans. This can be many numbers of service plans. When I first started in Operations Planning almost three years ago, around February and March there would only be three or four plans per Subdivision. Now there are usually ten in Subdivision A (IRT) and a combined twenty to thirty in Subdivision B (BMT-IND). There are a lot of plans to go over and the meetings can last for a couple of hours. There is just so much work going on out there that the contractors are working all year long.

After the service plans have been approved, rejected, or altered in some way the Department of Subways' Subdivision C, General Orders and Diversions, will write the actual G.O. The G.O. is written, a number is assigned and the G.O. is sent out about two weeks before the actual work date. This brings me back to the original question. The reason I don't include G.O. numbers in my article is that between the time I have to write and submit my article I can only put in the service plans that have been recently approved. Since this is done weeks before the G.O. is actually written, I don't have a number available. That is why I always say that even though these service plans were approved when I wrote this article, things can be changed or even canceled by the time you read the article or by the actual work date.

OK...that said, we can get down to business. Since most of the major service plans that were going on in February will also be going on through March, there isn't much more I can tell you. Please feel free to send me more e-mail questions or contact me through the ERA. I can tell you there is a lot more coming up, so stay tuned.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
3/2 to 3/12	Wkend	#2/#3	Tracks V-2/V-3 from N/E to S/E Times Square	N/B & S/B express trains operate local from S/O Times Square to S/O 72 <sup>nd</sup> Street	Roof demolition for station rehabilitation
3/3 to 3/5	Wkend	#4/#5	Track MM-3 N/O Brooklyn Bridge to S/O Grand Central	N/B #4 & #5 local from Brooklyn Bridge to Grand Central	Second part of concrete pour
3/6 to 4/13	Nights	#2/#2 Local/Sh.	Tracks E-4/K-3 N/O Atlantic Avenue to N/O Wall Street	#2/#2 Local - Will do the Bowling Green Loop pull back move Sh. - Chambers Street to Fulton Street via Track #3	Type II-II digout
3/7 to 3/30	Daily	#4	Track J-4 N/O Fordham Road to N/E Kingsbridge Road	#4 - N/B via Track M from N/O Burnside Avenue to S/O Mosholu Parkway	Construction of communication room
3/7 to 4/6	Daily	#6	Track PWA N/O Westchester Square to N/O Westchester Yard	No effect on service	Type III panels
3/10 to 3/11	Wkend	#6	Track PWA N/O Westchester Square to N/O Westchester Yard	No effect on service	Type III panels
3/5 to 3/9	Nights	#7	Track C-1 N/O Grand Central to S/O Grand Central	S/B single track via C-2 from N/O Grand Central to N/O Times Square	Asbestos abatement in manholes
3/5 to 3/9	Daily	#7	Track C-2 S/E 69 <sup>th</sup> Street to N/E Main Street	N/B via Track M N/O Woodside to S/O Main Street. No AM S/B express after 10 AM. PM express normal	Structural steel, communication rooms, and install insulated joints for signal contract
3/16 to 3/19	Wkend	#2/Bus	Tracks W-2/W-3/WM/Yard leads N/E 241 <sup>st</sup> Street to S/E 225 <sup>th</sup> Street	#2 - Terminates at Gun Hill Road Bus - Gun Hill Road to 241 <sup>st</sup> Street	Phase II signal system in-service testing
3/15 to 3/16	Daily	#3/Sh.	Track E-4 S/O Junius Street to S/O New Lots Avenue	#3 - 148 <sup>th</sup> Street to Utica Avenue Sh. - Utica Avenue to New Lots Avenue	Punch list for steel installation

(Continued on page 19)

## NEW YORK DIVISION BULLETIN - MARCH, 2001

### Track Construction Forecast for March, 2001

*(Continued from page 18)*

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
2/20 to 6/29	Daily	F	Track B-3/4 N/O Kings Highway to S/O Ditmas Avenue	No effect on service	Brake stopping distance testing of BMT and IRT cars
2/23 to 3/5	Wkend	G	Track E-2 N/O Nassau Avenue to S/O Court Square	Single-track via Track E-1 N/O Nassau Avenue to Court Square	Asbestos abatement
3/3 to 3/12	Wkend	A/H/Bus	F-1/F-2/F-3/F-4 S/O Howard Beach to N/O Broad Channel	A – 207 <sup>th</sup> Street to Lefferts Boulevard S – Far Rockaway to Rockaway Park Bus #1 – Rockaway Boulevard to Howard Beach Bus #2 – Rockaway Boulevard to B. 98 <sup>th</sup> Street	Under-track duct work for relocation of Circuit Breaker House #544
3/17 to 3/19	Wkend	F/Bus	Tracks EE/EF N/E Stillwell Avenue to S/E Stillwell Avenue	F – 179 <sup>th</sup> Street to Kings Highway Bus – Kings Highway to Stillwell Avenue	Remove asbestos, install plywood barriers over platform
3/5 to 3/8	Nights	B/D	Track C-1 S/O 161 <sup>st</sup> Street to S/O 145 <sup>th</sup> Street	D – S/B via Track C-3/4 from S/O 161 <sup>st</sup> Street to S/O 145 <sup>th</sup> Street B – Terminate 145 <sup>th</sup> Street (UL), relay to 168 <sup>th</sup> Street, in service S/B from 145 <sup>th</sup> Street (UL)	Tube wash
3/8 to 4/22	Nights 7 days	B/D	Track C-2 S/E 145 <sup>th</sup> Street to S/O 161 <sup>st</sup> Street	D – N/B via Track C-3/4 from S/O 145 <sup>th</sup> Street to S/O 161 <sup>st</sup> Street B – Terminate 145 <sup>th</sup> Street (UL), relay to 168 <sup>th</sup> Street, in service S/B from 145 <sup>th</sup> Street (UL)	Tie block renewal
3/5 to 3/30	Nights	A	Track A-4 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	Fire line replacement
3/5 to 3/9	Nights	E/F/Bus	Tracks D-3/D-4 N/O Lexington Avenue to N/O 36 <sup>th</sup> Street	E – via 60 <sup>th</sup> Street to Whitehall Street F – Via 63 <sup>rd</sup> Street Line Bus – 63 <sup>rd</sup> Street loop bus	Switch replacement
3/9 to 3/12	Wkend	E/F/R/Bus	Tracks D-3/D-4 N/O Lexington Avenue to N/O 36 <sup>th</sup> Street	E/R – Combined Jamaica Center-95 <sup>th</sup> Street F – via 63 <sup>rd</sup> Street Line R midnights Jamaica Center to Whitehall Street	Switch replacement
3/24 to 3/25	Wkndys	F/G	Track B-1 S/O Fourth Avenue to N/O Ditmas Avenue	F – Express S/O Smith-9 <sup>th</sup> Street to Ditmas Avenue G – Terminate at Smith-9 <sup>th</sup> Street and relay to Church Avenue	Replace rails on Switch #109 and curve N/O Switch #109
2/26 to 4/13	Daily	B	Tracks D-1/D-3/4 S/O 62 <sup>nd</sup> Street to N/O Stillwell Avenue	S/B B via Sea Beach Line from 36 <sup>th</sup> Street to Stillwell Avenue	In-service circuit testing
2/26 to 3/30	Daily	B	Track D-3/4 N/O 62 <sup>nd</sup> Street to S/O Bay Parkway	No effect on service	Install signal and electrical equipment
3/2 to 3/5	Wkend Nights	B/B Sh./R Sh.	Track D-3 N/O 36 <sup>th</sup> Street to S/O 36 <sup>th</sup> Street	B/B Sh. – S/B via Sea Beach Line 36 <sup>th</sup> Street to Stillwell Avenue R Sh. – Exclusive use shuttle F-2/F-4 59 <sup>th</sup> Street to 95 <sup>th</sup> Street	Type I-II digout
3/2 to 4/2	Wkend	J/J Sh./Bus	Tracks J-1/J-2 N/O Marcy Avenue to N/O Essex Street	J – Parsons Boulevard to Marcy Avenue J Sh. – Essex Street to Chambers Street Bus – Hewes Street to Essex Street	Demolition of retaining wall adjacent to north roadway on Williamsburg Bridge
3/2 to 4/2	Wkend	J	Tracks R-1/R-3/R-4 N/E Broad Street to Nassau Cut	As per plan above	Installation of fire lines
3/9 to 3/12	Wkend	D	N/B platform at Ocean Parkway	N/B D trains bypass Ocean Parkway	Asbestos removal from old tower on platform
3/10 to 3/11	Wkend Days	B	Tracks D-2/D-3/4/DC-1 S/O 62 <sup>nd</sup> Street to N/O Ninth Avenue	N/B B via Sea Beach Line	In-service circuit testing
2/26 to 4/28	Nights	L	Track Q-2 S/O Bedford Avenue to N/O Third Avenue	Single track via Track Q-1 from S/O Bedford to N/O Third Avenue	Replacement of fire lines
3/10 to 3/11	Wkend	L	Tracks PK-3/PK-4 S/O Atlantic Avenue to N/O Atlantic Avenue	No effect on service	Demolition of signal tower at Atlantic Avenue
3/5 to 4/1	24/7	J	Tracks J-3/J-4 N/O Canal Street to N/O Bowery	No effect on service	Chipout/digout, pre-Nassau Street Loop reconfiguration
3/13 to 3/16	Nights	N	Track B-2 N/O Lawrence Street to N/E Whitehall Street	N/B N single-track via Track B-1 from N/O Lawrence Street to B3/4 Whitehall Street, then Track B-2	Unload structural steel
3/17 to 3/18	Wkend	D/FS	N/B platform at Prospect Park	D – N/B bypass Prospect Park FS – Terminate on Track O-1/A-1 at Prospect Park	Deliver and install structural beams

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

*David Erlitz is an Associate Transit Management Analyst with MTA New York City Transit and has been interested in trains all his life. He may be contacted via e-mail at [tderlitz@mindless.com](mailto:tderlitz@mindless.com).*

## Around New York's Transit System

### Winter Operations Plans

One of the following plans will be implemented when National Weather Service forecasts indicate that the temperature will be below 30°F and/or ice, sleet, snow, or freezing rain is expected.

PLAN 1 — Forecast of temperatures between 30° and 11°F: Normal schedules will be in effect, trains will not be cut, and trains stored in the open will be cut in

PLAN 2 — Forecast of temperatures of 10°F and below: General Orders and work trains will be canceled, maximum length trains will be operated on all lines except OPTO lines, and trains will be laid up underground.

PLAN 3 — Forecast of ice storm, sleet, and freezing rain and PLAN 4 — Forecast of snow (5 inches or more): In addition to the precautions in Plan 2, Subways Storm Control Center and Local Storm Fighting Centers will be activated. All the Ice Storm fighting equipment will be prepared for service.

### Slow Order Signals

When tracks are shored up during rehabilitation work, train speeds are restricted to 10 miles per hour or less. To inform Train Operators that they must reduce speed, the following signals are displayed.

A Slow Order Board with three yellow reflectors must be displayed 700 feet from a Slow Order Signal. When the Train Operator sees this signal, he or she must slow down to 10 miles per hour or the posted speed when the train approaches the next Slow Speed Order Signal, which displays five yellow reflectors or five yellow flags. Five green reflectors or five green flags must be displayed at the point where a maximum length train is clear of the Slow Order Area.

### Setting Switches for Diverging Route

When it is necessary to divert a train from its regular route, especially during reroutes, the switch must not be set for the diverging route nor the signal for that route

*(Continued on page 13)*

## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
February 1, 2001	#6	2 trains of R-33 cars from line #4
February 1, 2001	#6	2 trains of R-33 cars from line #5
February 3, 2001	B	Slant R-40 train whose consist was N-4343-2, 4250-1, 4325-4, 4384-5, 4271-0-S
February 5, 2001	#6	1 train of R-62A cars from line #1
February 10, 2001	B	Slant R-40
February 10-11, 2001	B	R-68 assigned to D line

Trains of R-38 cars mixed with Morrison-Knudsen and/or General Electric R-32s are often operated on the A and C lines.

When the slant R-40 observed on the B line on February 3 (see chart) was returned to the Q line, its consist was different: 4250-1 was replaced by 4350-1. Slant R-40s appeared on the B line on February 3 and 10 because service was extended to Bedford Park Boulevard due to a reroute. During weekends from January 27 to February 12, northbound B and D trains operated via the middle track from 145<sup>th</sup> Street to Tremont Avenue because of station rehabilitation at 161<sup>st</sup> Street-River Avenue. Because B trains could not be turned at 145<sup>th</sup> Street middle, service was extended to Bedford Park Boulevard.

R-62As 1661-1670, which were temporarily in service on lines #1/#9, were returned to line #6. In a possibly related item, all trains of R-142 and R-142A cars were

removed from service on or about January 31. A train of R-142 cars failed the fleet's annual stopping distance test, and the R-142A cars have experienced persistent door problems.

A pilot train of eight R-143 cars was due to arrive on NYC Transit property in February. However, the train's arrival has been pushed back to April.

One train of R-32 cars has been appearing on the Q line almost every day. Occasionally there are two trains of R-32s. During January, 2001, there was an increased amount of R-46s on the E line, possibly to facilitate floor replacement on the R-32 fleet (Jamaica Shop's fleet is being done first).

In the January and February, 2001 issues, we made incorrect statements regarding the transfer of slant R-40s from the L to the Q and N lines. The correct statement is as follows: 4372-77 were transferred first. They were followed by 4370-1 and 4378-9.