

The Bulletin



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THE NEW PENNSYLVANIA STATION **by Glenn Smith**

Sometimes you have to wait a while for something good to happen. The groundbreaking for the new Penn Station was originally intended to occur during the fall of 2000. Then it was supposed to have happened between New Year's Day and January 20 (Inauguration Day). During my previous visits to the area, I was told that apparently the parties involved (i.e., Pennsylvania Station Re-development Corporation, U.S. Postal Service, Amtrak, and NY State, as well as various elected officials) were still negotiating about who would be the actual developer and how the retail space would be split.

On March 15, the Pennsylvania Station Re-development Corporation announced that this dilemma was finally solved. Selected was a partnership of two very different companies. One is the Staubach Company, based in Dallas, Texas and run by Roger Staubach, former Dallas Cowboys quarterback and a member of the NFL Hall of Fame. The other is Frankfurt Airport Services Worldwide, based in (where else?) Frankfurt, Germany. This partnership is expected to both build the new station and then run it after it is completed. In early May, I was told that the groundbreaking could be as early as August.

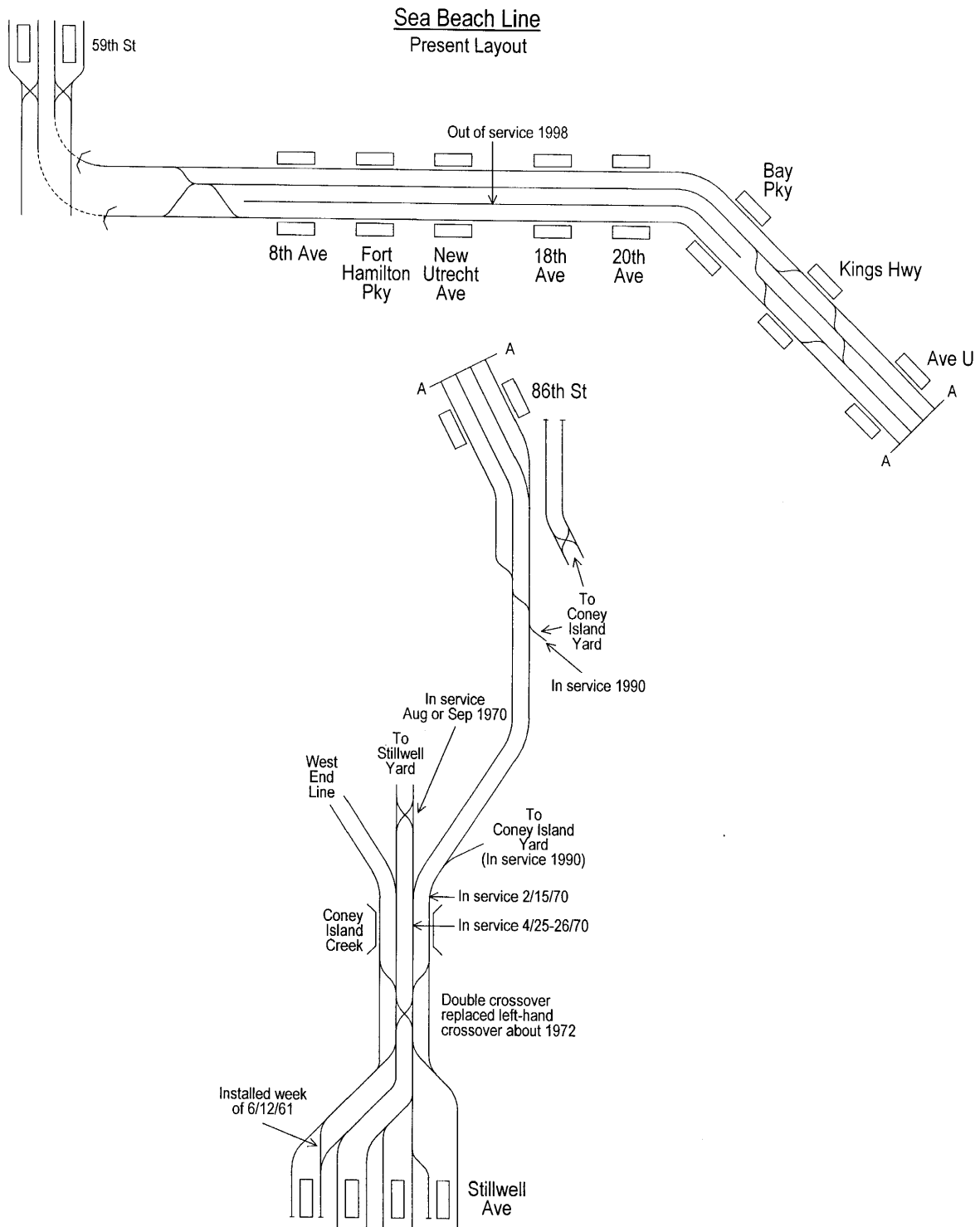
The new Penn Station will use space inside the James A. Farley Post Office that the USPS no longer needs. However, the public Post Office area facing Eighth Avenue and the building's exterior around to Ninth Avenue will not change. Remember, the Landmarks Law that was enacted as a result of what happened to the old station now protects the Farley Post Office. The modifications to be made to the building conform to this law. So don't worry, every April 15 up to

11:59 PM we will all still have the opportunity to beat the income tax deadline by rushing up the massive stairs on Eighth Avenue!

The entrances to the monumental new station will be on W. 33rd Street and W. 31st Street west of Eighth Avenue, with no stairs. From there we will be treated to a vast, spacious atrium the likes of which those who remember haven't seen since before May 1, 1964, the date of the concrete pour for the main floor of what is now Madison Square Garden. From there rail passengers can buy tickets at a sweeping ticket office, then consult a state-of-the-art information board which will also include other useful information such as the weather and even current stock prices. While doing this, we will be able to look down and actually see and hear the trains moving through. A key improvement is that there will be more room to spread out the half million visitors Penn Station handles each weekday. With new retail stores coming in as part of the project (similar to the upgraded shops and restaurants in Grand Central Terminal), visitors will increase in number.

The cost of the project, about \$788 million, has already been fully appropriated, and the PSRC would like to have this project completed by December, 2004. Certain political events seemed to have entwined into this project, causing delay of its startup. Senator Daniel P. Moynihan, who championed this project since the early 1990s, is now retired. The transition from a Democratic to a Republican administration in Washington, coupled with the election mess, probably played a part as well. In any event, it looks like it is finally going to happen. We have all been waiting for a very long time.

SEA BEACH LINE TRACK PLANS

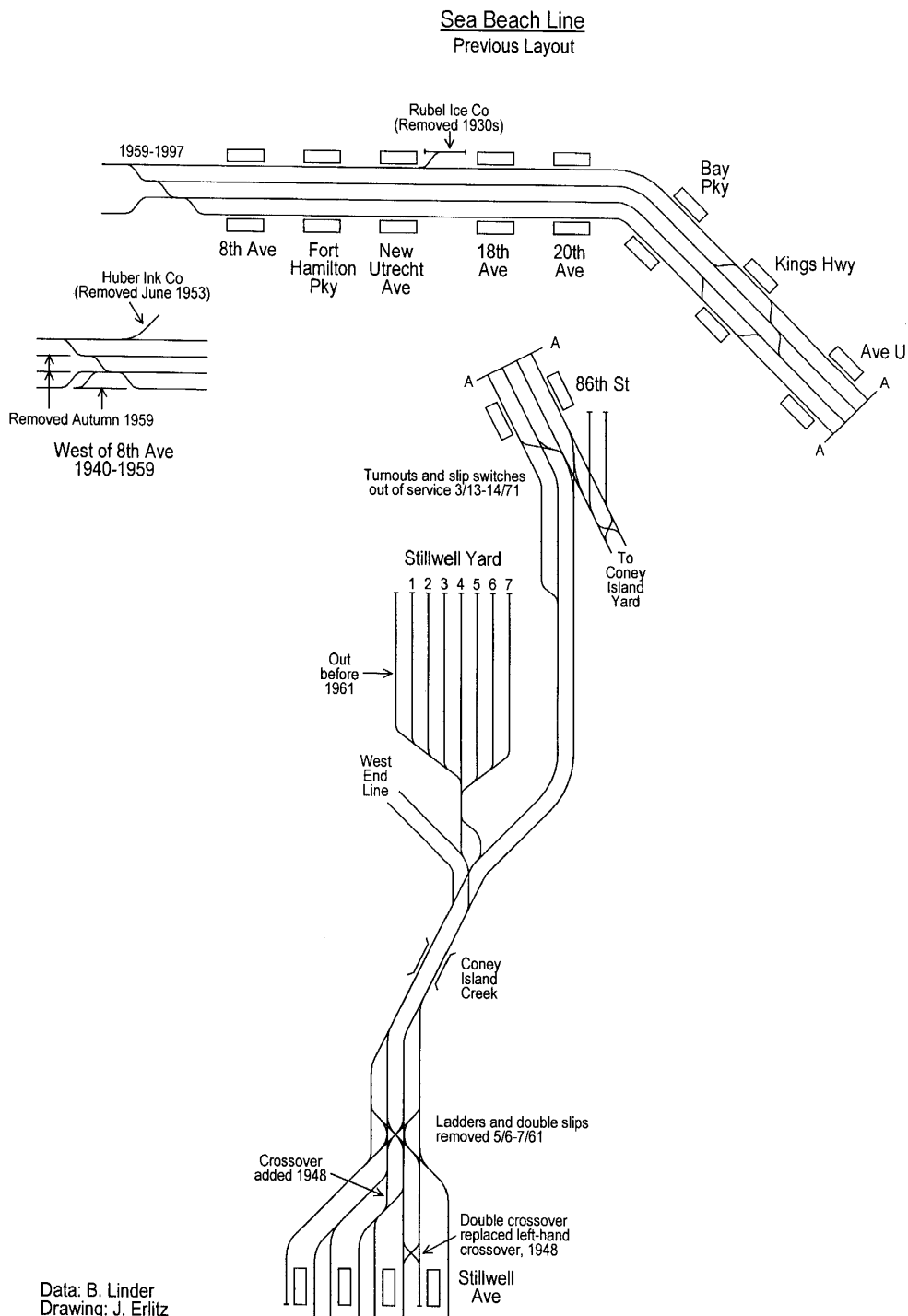


Data: B. Linder
Drawing: J. Erlitz

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Sea Beach Line Track Plans

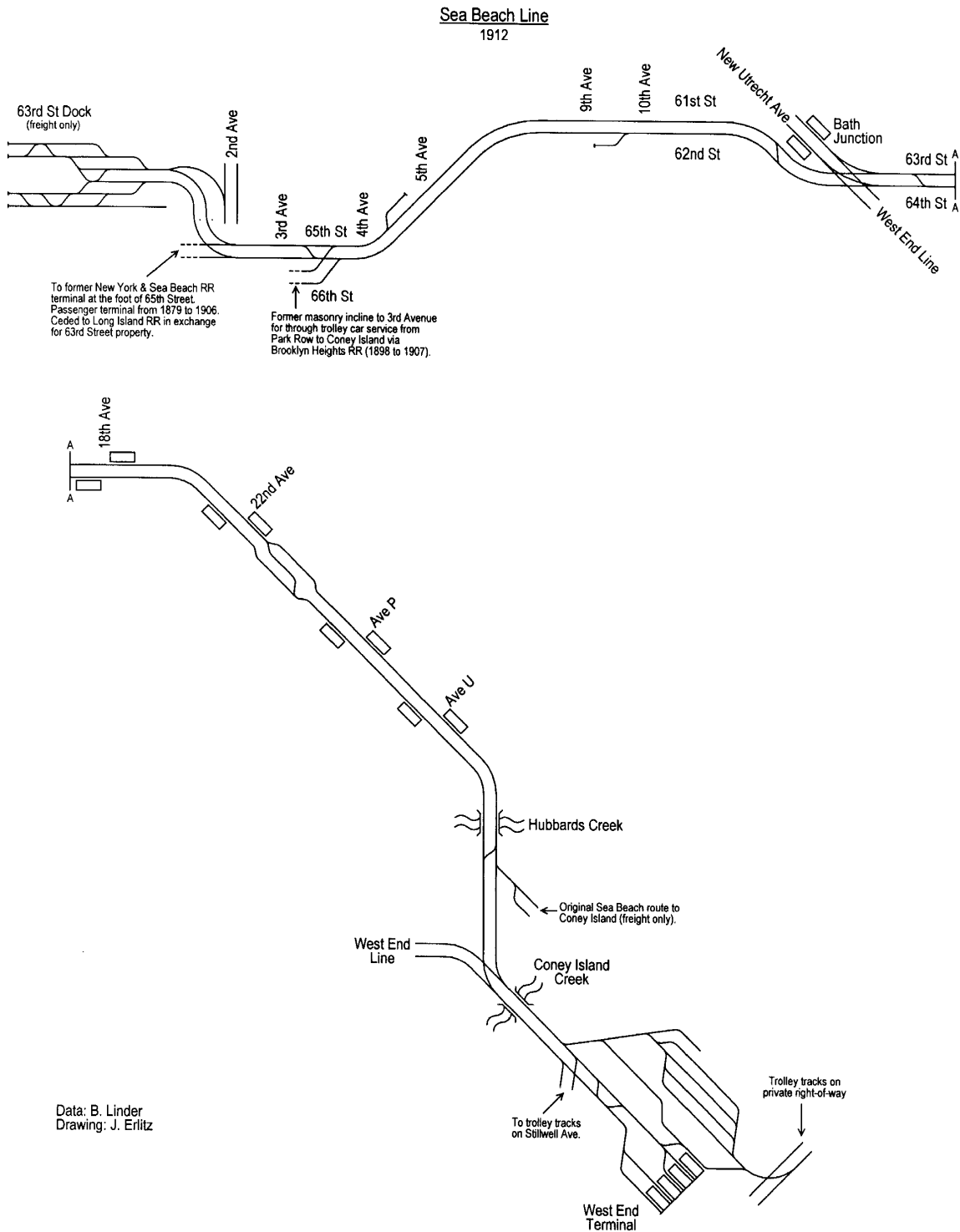
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Sea Beach Line Track Plans

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Data: B. Linder
Drawing: J. Erlitz

TECH TALK

by Jeffrey Erlitz

The gremlins attacked my column in the May *Bulletin*. The second photo caption goes with the *third* photograph. The third photo caption, which was meant for a *fourth* photo that was not included in the article, should have read, "The Control LM3000-8 is the base unit, here shown mounted on the now-out-of-service Court Square Control Panel." If you look closely, you can read the home signal numbers above the square, white buttons that select the field unit to activate.

I now know the reason for the "ready-to-proceed" push button at the south end of Roosevelt Avenue on the northbound express track (D4) that I mentioned last month. This is for the "train tracking" system at Queensborough Plaza Master Tower. There will *not* be an indication for this push button in Roosevelt Avenue Tower. In addition, I should have taken a closer look around at Roosevelt Avenue. The push buttons were *not* installed on the southbound local track (D1) yet. However, they were placed in service over the weekend of May 19-20. This includes two punches each on southbound Tracks D1 and D3 and the one "ready to proceed" punch on northbound track D4. The automatic operation and train tracking functions from Roosevelt Avenue and 21st Street-Queensbridge to 36th Street were scheduled to be placed in service on May 23.

Speaking of push buttons, it seems that M2-Destination Identification push buttons *only* produce indications on control panels and *do not* automatically operate interlockings.

I had the pleasure of inspecting the brand-new R-143s on Monday, May 14 while they were getting their initial checkout at East New York Yard. I believe the traveling public will enjoy them as much as the R-142/142A cars. Their interiors are practically the same, at least as far as the seating and railings are concerned. Unlike the R142s, these cars have two computer screens in their operating cabs. Unlike the R142s, there is no window on the car ends opposite the Train Operator's position. This is where the CBTC equipment bays are located. These bays are empty now but have the necessary cables and connectors already installed. See the photos elsewhere in this issue.

On the West End Line, the automatic signals on the northbound local track (D2) were *not* placed in service over the weekend of April 21-22. That portion of the Signal Bulletin was canceled. In addition, the signals on middle Track D3-4 were placed in service between April 28 and May 4, *not* between March 31 and April 6.

Over at Atlantic Avenue on the Canarsie Line, Track K3 is out of service from May 14 to June 3. This is for the removal of old and installation of new track girders

along Track K1. This is part of the whole Atlantic Avenue Interlocking reconfiguration.

While we're on the Canarsie Line, the Communications-Based Train Control (CBTC) contract was modified and the contract will now be completed in 2005 rather than 2004. This modification covers the addition of "Yard Mode" and will be applied to Rockaway Parkway (or Canarsie) Yard. This yard was originally going to be resignaled using conventional signals. The Canarsie Line is still scheduled to be operating under CBTC in 2004, as originally specified under the contract. This contract modification is pegged at \$19.3 million. Approximately one-third of this cost is the addition of "Yard Mode" to the CBTC software. This one-time cost will allow CBTC operation in future yard modernization contracts.

Once again, the bid opening date for contract S-32349 (Bergen Street Solid-State Interlocking Pilot) has been postponed, this time from May 24 to June 14.

Work has begun on contract S-32309-R, Phase II of the White Plains Road Line signal rehabilitation. As you may recall, this contract will replace signals from 142nd Street Junction to south of E. 180th Street. On weekends during daylight hours from May 5 to June 3, RWKS Comstock is installing track barriers to protect work crews.

Over the weekend of May 19-20, Volmar Construction performed asbestos abatement in the abandoned tower at Ocean Parkway in preparation for the tower's future demolition. This continues the work of demolishing abandoned towers around the subway system. See the list of ten abandoned towers in this contract in the February *Bulletin*.

Also over the weekend of May 19-20, the Subdivision B Test Track (F5) was placed in service north of Broad Channel.

Work on the southbound platforms at the Prince, 8th, 23rd and 28th Street stations is taking a little longer than originally anticipated. They are now scheduled to return to service on Monday, June 25, four weeks before the Manhattan Bridge flip, which has been delayed to July 22.

In the February *Bulletin* I presented a table showing the first eleven contracts that dealt with platform extension work on various subway lines. As I mentioned, these eleven contracts were never issued standard contract numbers and were only referred to by their group numbers. This month I would like to complete that table with the rest of the platform extension contracts, at least as far as I am able to determine.

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Subutay Musluoglu's 63rd Street Line history will continue soon...

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Tech Talk

(Continued from page 5)

CONTRACT	GROUP	STATIONS	LINE	DATE OF DRAWINGS
C-101*	-	80 th Street to Lefferts Boulevard	Liberty Avenue	10/5/54
C-102	-	DeKalb Avenue	Brighton	10/18/54
C-111	-	Brooklyn Bridge	Lexington Avenue	?
C-118*	-	50 th Street to 66 th Street	IRT Broadway	10/4/56
C-119*	-	79 th Street and 86 th Street	IRT Broadway	12/6/56
C-120*	-	Times Square, 72 nd Street, and 96 th Street	IRT Broadway	4/23/57
C-128*	-	Brooklyn Bridge	Lexington Avenue	12/22/58
C-135*	12	Bowling Green to Fulton Street; Canal Street to Astor Place (northbound only)	Lexington Avenue	12/1/59
C-136	13	Grand Central, 86 th Street, 125 th Street, 138 th Street, and 149 th Street	Lexington Avenue	6/1/60
C-137	14	167 th Street to Woodlawn; Nereid Avenue & 241 st Street	Jerome Avenue/White Plains Road	12/1/59
C-138	15	Borough Hall, Atlantic Avenue, Franklin Ave, and Utica Avenue	Eastern Parkway	3/28/60
C-139	16	Sutter Avenue, Rockaway Avenue, and New Lots Avenue	Eastern Parkway	2/25/60
C-140	17	51 st Street, 68 th Street, 77 th Street, and 96 th Street to 116 th Street	Lexington Avenue	7/6/60
C-141	18	Third Avenue to Hunts Point Avenue; Third Avenue-149 th Street	Pelham/White Plains Road	7/25/60
C-142	19	Whitlock Avenue to Pelham Bay Park; E. 180 th Street to 233 rd Street	Pelham/White Plains Road	11/4/60
C-146	-	Nevins Street and Atlantic Avenue	Eastern Parkway	7/19/61
C-150*	20	Morris Park to Dyre Avenue	Dyre Avenue	12/20/61
C-153-R	21	Wall Street to Park Place; 110 th Street to 135 th Street	Clark Street/Lenox Avenue	7/20/62
C-154	22	Clark Street to Kingston Avenue; President Street to Flatbush Avenue	Clark Street/Eastern Parkway/Nostrand Avenue	7/18/62
C-157	24	Atlantic Avenue to Newkirk Avenue	Brighton	4/22/63
C-158	23	Rector Street to Pennsylvania Station	Seventh Avenue	3/31/64
C-164	25	Avenue H to Stillwell Avenue	Brighton	12/4/63
C-178*	26	Court Street and Lawrence Street	BMT Broadway	8/15/66
C-181	27	Whitehall Street to Prince Street	BMT Broadway	8/31/67
C-192	29	45 th Street to 95 th Street	Fourth Avenue	1/19/68
C-193	30	Pacific Street to 36 th Street	Fourth Avenue	3/1/68
C-194	28	8 th Street to Fifth Avenue	BMT Broadway/Astoria	12/5/67
C-202	-	Lexington Avenue	Astoria	10/14/68
C-210	31	Ninth Avenue to 25 th Avenue	West End	10/23/69
C-221	33	Eighth Avenue, New Utrecht Avenue, 18 th Avenue, 20 th Avenue and 86 th Street	Sea Beach	6/10/71
C-225	32	Stillwell Ave and Bay 50 th Street	West End	10/23/69

(Continued on page 12)

Commuter Notes

by Randy Glucksman

Metropolitan Transportation Authority

A public hearing was held on June 6 regarding federal funding for MTA agency capital projects, including East Side Access, for the remainder of 2001 and the year 2002.

MTA Metro-North Railroad (East)

For the 24th New York City Five-Boro Bike Tour, held on May 6, Metro-North issued a special timetable listing early morning trains on each line, in the same manner as in previous years. It was reported that there were over 30,000 participants in the 42-mile tour of New York City.

The Beacon (formerly Maybrook) Line has not had passenger service since the 1930s, but on May 6, the Danbury Railway Museum once again operated a special train from Poughkeepsie to the Museum, using FL-9 2012 (NYC colors) and push/pull coaches 6121-6177. The destination was to the Museum's Railfair 2001 event. My son Marc and I were accompanied by members Barry and Matt Zuckerman. We learned later from one of the museum officials that this trip would not be run for another 2-3 years. The following day, CDOT Shore Line East equipment ran over the other end of the line from Danbury to Milford.

Metro-North will be providing bus service to Great Barrington, Massachusetts on summer weekends for the third year from Wassaic, like it did after July 9 last year. Coach USA is the operator, and stops will be made at many former stations, including Millerton, Copake, and Hillsdale.

When Metro-North reissues its schedules on July 8, they will include service adjustments to permit the first phase of work on the Mid-Harlem Third Track Project. Work to be done in this phase includes relocating the signal system.

MTA Metro-North Railroad (West)

Governor George Pataki announced major transportation improvements for West-of-Hudson riders at the Pearl River station on April 20. Under a new agreement with NJ Transit, Metro-North will purchase 65 new rail cars at a cost of \$70.9 million using options under an existing contract with Alstom (NJ Transit is primary under this contract). Upon the opening of Secaucus Transfer, it is planned that for the first time there will be express service for Rockland County residents on the Pascack Valley Line. The number of trains will also be increased on the Pascack Valley Line from 14 to 18, and on the Port Jervis Line from 11 to 16. Riders can expect to save 20-25 minutes by transferring to (already overcrowded) trains at Secaucus Transfer. It would seem that with these enhancements, secession from the MTA is not an issue at this time.

At its May board meeting, NJ Transit awarded a \$1.4 million contract to Parsons, Brinckerhoff, Quade & Douglas for the final design of six passing sidings for the Pascack Valley Line. When completed, this will enable the aforementioned express and also off-peak service to operate.

Connecticut Department of Transportation

Because its service operates on the North East Corridor, Shore Line East issued another timetable, TT-38, on April 29, with a design of tulips as the logo. There were minor changes to departure times and the Amtrak trains that monthly ticket holders may ride. Also, there are additional buses from New Haven to Guilford (operated by Dattco Bus) to provide some midday service at 12:35 and 1:35 PM.

A study that was made for CDOT recommended that the State of Connecticut purchase ten new locomotives and 60 cars, at a cost of \$89 million. This equipment is needed to cope with a 27% ridership increase over the past three years.

To prevent further damage to trains from boulders falling onto the tracks, CDOT hired a company to spray concrete onto the cliffs, where such boulders are a threat. Back on January 17, a Shore Line East train suffered major damage when, and one passenger was injured, when it struck a large boulder that had fallen onto the tracks in the Stony Creek section of Branford. It was believed that the condition had been caused by "mini quakes" that occurred in the metropolitan area during the early months of this year. Thanks to member David A. Cohen for the report from the *New Haven Register*.

CDOT has initiated a "Guaranteed Ride Home Program." Monthly ticket holders must telephone the *Ride-works* office and taxi rides will be provided weekdays from 8 AM-5 PM. Although it is similar to programs offered by Metro-North (and other railroads), CDOT's program differs, as it will only grant two rides per year, while Metro-North provides two rides per month. In any event, it is still a good insurance for monthly ticket holders, as the ride even includes the gratuity!

MTA Long Island Rail Road

With the startup of the 2001 baseball season, the Long Island issued its usual timetable for Shea Stadium service, with effective dates of April 9 through June 17, which is the same ending date as the branch line timetables that went into effect on March 19.

For passengers who use the Flatbush/Atlantic Avenue terminal, which has already undergone years of construction, there is light at the end of the tunnel. When work is completed in 2004, in addition to new escalators and elevators, wider passageways, and a new canopied

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Commuter Notes*(Continued from page 7)*

entrance, the site will be topped by a large shopping center. There will be about 30 retail stores and restaurants. The original 1908 station building was demolished in the 1980s.

NJ Transit

Old news now, but for timetable collectors, on April 16, a new timetable was issued for the Atlantic City Line and with its two-week duration (it ended on April 28), it set a NJ Transit record for the timetable with the shortest life span. During this period, four midday trains were replaced by buses to enable completion of last fall's tie replacement project. The timetable was printed in black and white, rather than in dark blue.

In recent months, two new interlockings were placed into service by NJ Transit. On February 24, Green Interlocking was activated on the Morristown Line; it is located at MP 9.5, between the Roseville and East Orange Stations. At 7 AM, April 7, the new Glen Interlocking was placed into service west of Bay Street (Montclair Branch). Track #1 west of Glen Interlocking has been temporarily renamed Station Track #1, and is out of service, but may be used under the authority of the Track Supervisor. Also, Track #2 west of Glen Interlocking and up to the bumping block at the west end of the Bay Street station is temporarily renamed Station Track #2.

If you have ridden into or out of Hoboken and looked out a window facing north, you could not fail to see what was referred to as the MU Shed. Subscriber Steve Lofthouse reported that during April, this structure, which appeared to be constructed out of corrugated metal, was demolished. "Work seems to be going slowly. They seem to be removing all the sheet metal sides, leaving just the frame and a few panes of glass that were not already gone. It really looked odd. A few other small structures in the yard also have been demolished." Although long out of use as a maintenance facility, it had been used for storage of various pieces of equipment. Hoboken Yard is the subject of a major rehabilitation project. Details of this project were reported in the March *Bulletin*.

Alan Kramer observed NJ Transit's sleek new track geometry car in Hoboken.

Temporary platforms were used, outbound, at the Elizabeth and North Elizabeth stations for a two-week period beginning April 27, to enable track work to be performed between Elizabeth and Newark.

On May 10, NJ Transit began distributing timetables for all Hoboken Lines and the North Jersey Coast Line, which will be affected by the Bergen Tunnels Project, which begins on June 24. The wording "Bergen Tunnels Construction Schedule" appears on each cover. Due to the magnitude of this project, transit advocates had been able to impress upon NJ Transit officials the im-

portance of giving commuters as much advance notice about how their rides would be impacted. Apparently they succeeded, because distribution occurred over six weeks in advance of the start of the work. In addition, a colorful handout, on slick paper, was also published, which explains the scope of the project, and why the project can not simply be done at night and on weekends. NJ Transit estimates that about 24,000 commuters will be affected. Here are the specifics: 170 of the 280 daily trains are affected, and of these 170, five are canceled. The departure times of 135 trains have been changed by five minutes or less, while 24 have differences of between 5 and 18 minutes. Morris & Essex Lines Trains #302, 304, and 305 are canceled. Trains #334 and 335 will operate to/from Newark Broad Street. Trains #433 and 474 on the Gladstone Branch also will not operate, as will Boonton Line #1034 and 1035. North Jersey Coast Line trains # 2306 and 2311 terminate/begin in Newark. Cars will be added to trains operating in slots adjacent to those canceled.

After one year of operations, HBLRT has run up a deficit of \$17.4 million. Construction costs so far have been \$1.12 billion, and ridership has nearly tripled to 4,350 vs. the initial 1,390 per day. It remains to be seen if there will be a falloff of ridership after parking fees were reinstated last month. Fare revenue of \$1.9 million has covered less than 10% of the costs of running the system, which is being extended to Hoboken by next year.

The same newspaper also reported that well in advance of the opening of the South Jersey LRT Line, questions have arisen as to the usefulness of a system that will be forced to close at 10 PM in order to permit freight operations. Specifically, the LRT line will be serving an area of Camden, which is in an entertainment complex containing the Tweeter Center, and events held there do not normally end until 11 PM. Another concern is the fact that for at least the first two years, the line will terminate a mile short of the Trenton State House and other government buildings. An extension of the line is now being studied. One critic of the project, John Pucher, a professor of urban policy at Rutgers-New Brunswick, termed SNJLRT as a "political boondoggle" to satisfy the voters of South Jersey. No federal funds are being used to pay for the project, unlike HBLRT and most other similar transportation projects. Professor James Dunn of Rutgers-Camden said the project only exists because of the need to spend money on transportation in southern New Jersey. Thanks to Alan Kramer for sending these two articles from the *Jersey Journal*.

Port Authority Trans-Hudson Corporation

One of my co-workers who was returning to New Jersey during the evening of May 6 was confronted by the turnstile area at the 33rd Street Station being closed off, but the platform had crowds of people. When he asked

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Commuter Notes*(Continued from page 8)*

a police officer if PATH service was running, he was told yes, and to enter the station via the handicapped entrance. The reason for these free rides was due to a temporary suspension of NJ Transit service because of a "snagged" overhead wire.

Amtrak

Acela Express service was revised on April 29, and there are now four weekday trains (#2153, 2155, 2173, and 2175), which depart Boston at 6:12 and 7:12 AM and 3:12 and 5:12 PM for New York. There are also four trains between New York and Boston. #2190, 2150, 2168, and 2170 depart Penn Station at 7:03 AM, 8:03 AM, 5 PM, and 6 PM. (#2153, 2175, 2150 and 2170 run through to Washington, D.C.) On weekends, Trains #2253 and 2273 depart from Boston at 8 AM and 4 PM, and run through to Washington, D.C. Going to Boston, there is but one *Acela Express*, #2254. All of these trains also serve Providence, Rhode Island.

There is no spring edition of the North East Corridor timetable this year. Instead, Amtrak issued wallet and panel-type summary timetables as additional service changes occur during the spring and summer. I picked up the first of these, en route to the Division's April meeting. The one for *Empire Service* came out on April 1, while April 29 was the effective date for New York-Philadelphia-Washington, D.C. It is expected that the next North East Corridor public timetable booklet will be issued this fall.

Member Todd Glickman reported that Boston/Portland service should begin this summer, though at 59 mph MAS (maximum allowable speed) as opposed to the 79 Amtrak would like.

Amtrak's 30th anniversary last month prompted member Lee Winson to write that "after Amtrak was created, the Penn Central still operated all trains. Crews freely interchanged between commuter and through trains, though gradually, the commuter and through operations were split apart. Today, crews and equipment are totally separate. Before Amtrak, passengers at major stops along the former PRR paid the same fare regardless if they rode a commuter train or through train. That is, passengers boarding at such stations as Trenton New Jersey, Wilmington, Delaware, and Paoli, Pennsylvania and heading to Philadelphia or New York could ride a more comfortable through train or commuter local at the same fare. Initially, PC and Amtrak tickets were interchangeable along the NEC. Over time, Amtrak increased fares on its trains and tickets ceased to be interchangeable. (Certain commuter tickets remain valid on Amtrak, but this is only due to special arrangement by the commuter line and only on selected trains.) Today, a passenger boarding in Trenton would have to pay a substantially higher fare to ride Amtrak to New York or Philadelphia compared to the NJT or SEPTA fares. In-

deed, many passengers take NJT and SEPTA between New York and Philadelphia to save money -- those passengers face a longer, less comfortable ride and the need to change trains at Trenton. When I used to go to New York City from Trenton in the 1980s, I normally took Amtrak since the trains were more comfortable and ran faster than an NJT local. There was a modest fare differential, but to me it was worth it. And if I ended up returning on an NJT train, they still accepted my Amtrak ticket. But over time the fare differential became too steep and ticket interchange ceased. I now take NJT, despite the longer ride due to the very high Amtrak fare. Also, in the 1970s, when a PC local train from Trenton to Philadelphia was late or unavailable, a through Amtrak train would make local stops along the way to pick up the passengers (at a considerable delay to the Amtrak train). Today this would be unthinkable. Another Amtrak change to the NJT portion of the NEC has been the removal of some interlockings. For NJT, this means less flexibility in case of delays and lengthens run time."

The newest P-42 Genesis locomotives have run into the numbering series used by the Turboliner cars, so after their overhaul, they will be renumbered as follows:

NEW NUMBER	FORMER NUMBERS	TYPE
2150-2156	150/162 (even)	Power Cars
2250-2256	151/163 (odd)	Power Cars
2200-2212	170, 172, 173, 175, 176, 178, 179, 181, 184, 185, 187, 188, 190	Coaches
2300-2306	171, 174, 177, 180, 183, 186, 189	Café Cars

Prototype *Viewliners* 2300-2301 are also being renumbered on top of the production models to 62090-62091.

Museums

Seashore Trolley Museum is soliciting funds so that it can return Brooklyn & Queens Transit convertible car 4547 to service. This car had been restored in the 1980s, but after suffering a motor failure and controller fire, it was sidelined. About \$6,000 is required to get this car back in service.

Region

The following report was received from Penn Jersey Rail, via NJ-ARP. On April 24, a State Court Judge issued a consent decree, and the State of New Jersey now owns the "Lackawanna Cutoff" in its entirety, including the bridge over the Delaware River and the 1-mile (+/-) to Slateford Jct. This ends a 20-year crusade to bring this ownership and purchase situation to closure. Also, Norfolk Southern negotiations are moving along well, and it was expected that there would soon be finalization on a deal for the 13 miles from Slateford to Analomink.

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

During early May, a report on traffic congestion, and the number of hours that the average commuter spends in traffic jams was released. Not surprisingly, most of the cities that have extensive rail transportation networks were not at the top of the list. At the bottom was New York, followed by Chicago, Portland (Oregon)-Vancouver (Washington), and Sacramento, all with 34 hours. Number one was Los Angeles (56 hours), followed by Atlanta and Seattle-Everett (Washington) (53 hours), Houston (50 hours), and Dallas (46 hours).

Other Transit Systems*Burlington, Vermont*

One of my colleagues reported that free rides on the *Champlain Valley Flyer* ended May 4 on the nation's smallest (and northern New England's only) commuter train service, which operates on Vermont Railway between Charlotte and Burlington, Vermont. But don't worry about re-mortgaging the house, as rides will be only \$1, and there is some type of multi-ride pass program. He also heard on the radio that ridership has risen from just 1,900 people during the first month of operation (last December) to around 8,300 a month now, and officials anticipate a slight ridership drop now that fares are to be charged. If the 8,300 figure is correct and you divide by 20, they are handling 415 passengers each weekday. Separately, a **Burlington Free Press** article reported that a few people in downtown Burlington have complained about the train sounding its horn at the Maple Street grade crossing and other downtown locations.

Boston, Massachusetts

Todd Glickman reported that on May 8, Type 8 3808 was on the pit track at Park Street, signed as C/ Cleveland Circle. It is one of the cars "accepted," but not on the operational list. Taking a ride on the E/Heath Street line to the end, he found there is a lot of construction along the stretch from Northeastern to Brigham Circle (Huntington Avenue) to construct new platforms compatible with the Type 8's low-floor design (8" above the street). Also the Heath Street loop platform is under construction for the same reason.

Members George Chiasson and Todd Glickman both reported new timetables were issued for all commuter rail lines on April 29. All were printed in Green, and had the name of the former Governor, Celluci, who had recently resigned upon his appointment as Ambassador to Canada. The Lieutenant Governor, Jane M. Swift, succeeded him.

Once again this year, the MBTA offered free rides for "Earth Day." On Saturday, April 28, all "T" services were free from 9:30 AM to 7:30 PM.

The November-December issue of **Rollsign**, issued

by the Boston Street Railway Association, reported that on November 17, 2000, the Executive Office of Environmental Affairs approved the MBTA's draft environmental statement (DEIS) to restore service to New Bedford and Fall River. Passenger service ended there in 1958. Also in this issue are details of the Old Colony Railroad Rehabilitation Project, which includes the line to Greenbush. Thanks to Todd for the information.

Philadelphia, Pennsylvania

For a four-month period beginning April 22, SEPTA crews are performing track work on Route 10 (Lancaster) from 36th to 38th Streets. Under this project, 8,000 feet, which have been in place since the 1950s, are being replaced. The work is being done in two phases, and several switches are also being renewed. In the first phase, bus replacement service ran from 40th Street and Lancaster to 33rd Street and Market. During Phase II, trolley service is suspended from 63rd Street and Malverne to 33rd Street and Market Street. The western end of the Market-Frankford Line had replacement service for most weekends in April and May while the new signal system was installed.

Following other transit agencies along the North East Corridor, SEPTA Regional Rail issued new timetables on April 29. Service improvements were made to R-2/ Marcus Hook/Wilmington/Newark, R-5/Doylestown, R-5 Paoli/Thorndale, R-6/Norristown, and R-8/Chestnut Hill West/Fox Chase.

SEPTA held public hearings in May to consider fare increases. Some examples of the new fares are: cash - \$1.90, token - \$1.30, transfer - \$.60, and PATCO Joint Fare - \$2.10. If approved, they would go into effect on or about July 1. Thanks to member David W. Safford for these news items.

Washington, D.C. area

MDOT announced on April 18 that it had signed an agreement with Smartrip, a reusable card used for D.C. Metro and parking (and buses too). With this signing, Smartrip will install the system on the Baltimore Metro and buses and it will be cross-honored on both systems. Member Steve Erlitz, who sent this report heard that Light Rail would be included, but he does not know how it would work as that line uses an honor system, unless MTA plans to have people still buy a ticket, just using the Smartrip instead.

South Florida

Intercounty cooperation is essential for regional transportation, according to an editorial in the **South Florida Sun-Sentinel**. The newspaper would like to see a coordinated approach to transportation in Dade, Broward, and Palm Beach Counties, along the lines of Tri-Rail, and says the counties should not be put in a position of having to compete with each other for state and federal grants. Thanks to member Karl Groh for the report.

For the first time in more than 30 years, passenger service will once again be serving Florida's east coast

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Commuter Notes*(Continued from page 10)*

under an agreement between Amtrak and the Florida East Coast Railway. Initially, one of the *Silver Service* trains will be diverted to serve cities between Jacksonville and West Palm Beach, another will be added in the next three years. First, a new connection must be constructed between the FEC and CSX tracks in West Palm Beach, and \$45 million must be found to build stations and sidings and improve signaling and railroad crossings. Florida DOT officials are hoping to have everything done by next July. Thanks to member Joe Gagne for the report from in the ***South Florida Sun-Sentinel***.

Members Bob and Judy Matten were in Florida recently, and Bob reported that Metro-Dade is changing the decals from "M" (over) Metro Rail, to "M" (over) Miami Dade Transit. The Mattens also went to Key West, and while there visited a new museum, The Flagler Station Over-Sea Railway Historeum. Here, one can learn about Henry Flagler's "Railway That Went To Sea" through exhibits of photos, artifacts, etc. that survive this rail line, which opened in 1912. It was completely destroyed during a Labor Day hurricane in 1935 and never rebuilt. Part of its right-of-way was used in the construction of the highway to Key West.

With the passage of an amendment to the Florida constitution in last November's election, the state must begin construction of a rail line by November, 2003; a bill was approved by the legislature that would require the Governor to create an authority to operate intrastate rail transit. Once signed by Governor Bush, nine members will be appointed and presumably work will begin to design the rail routes. The cost of the project has been estimated at least \$21.9 billion. Thanks to member Dennis Zaccardi for the article from the ***St. Petersburg Times***.
Chicago, Illinois

Thanks to member Jim Beeler, who sent copies of Metra timetables for the Chicago to Elgin and Central Lines, which went into effect on January 7 and 8, respectively.

Las Vegas, Nevada

The entire state of Nevada has never had any electric traction (***The Interurban Era*** – William D. Middleton). My wife and I visited Las Vegas recently, and that still has not changed. In recent years, several connecting shuttles between hotels, called trams, have been built. This is necessary because the hotels on "The Strip," also known as Las Vegas Boulevard, are so far from each other. They operate on fixed guideways, mostly using cables for movement. No fares are charged to ride. Generally, each operation consists of a pair of "tracks," which connect two hotels. The exception is the one between the Excalibur, Luxor, and Mandalay Bay Hotels. In this operation, the track closer to Las Vegas Boulevard operates as an "express," bypassing the

Luxor. The other track runs between Luxor and Mandalay Bay. Equipment used here has a tapered end, as opposed to the flat-fronted units used elsewhere. Two others run between The Mirage and Treasure Island, and the Bellagio and Monte Carlo Hotels.

Connecting the MGM Grand and Bally's is a monorail, and if it resembles the one at Walt Disney World, it is no coincidence. The cars are in fact the original ones that were used in Orlando. One of the Operators told me that the two six-car trains were built out of four of the original WDW four-car sets. Even the station arrangement, platform loading areas, and structure are the same. There are plans to use this as a basis for a monorail system for the city and extend it to the Sahara Hotel, which is closer to the "downtown" area of Las Vegas. At the MGM Grand end, the station has the arrangement that the 242nd Street-Broadway and 241st Street-White Plains Road stations have, i.e. they could have been extended farther, unlike the Woodlawn and Pelham Bay Park terminals. At the present time, the structure at the Bally's end leads to the maintenance facility.

San Francisco, California

On April 29, Caltrain issued new timetables. Two weekday trains were added, and now Caltrain operates 80 each weekday. This represents a 33% increase in service over the past five years. Other minor schedule adjustments were also made. Thanks to member Phil Hom for the report.

Montréal, Quebec, Canada

Montréal's four rail commuter lines received new timetables in January. The Deux Montagnes, Dorion, and St. Hilaire's are dated January 1, 2001, and Blainville's was issued on January 29. Thanks to member Gregory Campolo for sending copies.

Toronto, Ontario, Canada

GO Transit fares went up 15 cents per one-trip ride, \$1.25-\$1.50 for 10-trip tickets, and \$4-\$5 on monthlies, on March 25. The need to raise fares was attributed to higher fuel costs, and the recent increases in service.

London, United Kingdom

Three of London Underground's stations have been equipped with an "air enhancer" that sprays a fragrance which has been described as a "rich, rosy, jasmine bouquet with a touch of herbs." During the month-long trial, a coat of the freshener will be sprayed onto the floors each day after their early-morning cleaning. It dries into a film of microscopic bubbles, which release their scent when walked on. Modeled after a scent known as Madeline, which was introduced into the Paris Metro two years ago, the British version has been modified to have a fruitier, less flowery bouquet. Thanks to Dennis Zaccardi for sending the article from the *St. Petersburg Times*.

From the History Files

110 Years Ago: In June, 1891, the Long Island Rail

(Continued on page 12)

Commuter Notes

(Continued from page 11)

Road started running the Cannon Ball train to Greenport and Shelter Island. In later years this train operated on Thursday and Friday afternoons from Hunterspoint Ave-

nue to Montauk, sometimes carrying a distinctive logo on the locomotive.

20 Years Ago: On June 6, 1981, Amtrak's GG-1s made their last run. Those owned by NJ Transit continued in service until October 29, 1983.

News items and comments concerning commuter operations

Tech Talk

(Continued from page 6)

Contracts with an asterisk had no signal work involved. This is because the signal work was done under a separate "S" contract. Contract C-102 eliminated all of the crossovers at the north end of the DeKalb Avenue station, including those unique three-way switches. This contract also eliminated the platform gap fillers at the

south end of the station. According to some data I have, contract C-111 was supposed to do platform extension and gap filler work at Brooklyn Bridge. However, I have not yet seen this particular contract so I do not yet know what the exact nature of this work was. If anyone has details on this, please don't hesitate to contact me.

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



R-143 8101 being delivered at 207th Street Shop on April 26, 2001.
Trevor Logan photograph—used by permission of www.transitalk.com



R-143 8101 at East New York Shop on May 14, 2001.
Jeffrey Erlitz photograph



Another interior shot of 8101 at East New York Shop on May 14, 2001.
Jeffrey Erlitz photograph



Exterior of 8108 at East New York Shop on May 14, 2001.
Jeffrey Erlitz photograph

(Continued on page 13)

Tech Talk

(Continued from page 12)



#1 end of car 8108 at East New York Shop, May 14, 2001.
Jeffrey Erlitz photograph



Operating cab of R-143 8101 on May 14, 2001. Note the dual computer screens.
Jeffrey Erlitz photograph

DID THE MINEOLA RUN ON LONG ISLAND RAIL ROAD TRACKS?

August Belmont, IRT President, had his own private subway car, the *Mineola*, which is in the Shore Line Trolley Museum (formerly Branford) at the present time. There have been persistent rumors that Belmont rode on the *Mineola* via the Long Island Rail Road to Belmont Park, but nobody has been able to furnish evidence that such a trip even took place.

Member Steve Krokowski (ERA #5108) has been gathering evidence which indicates that there was a track connection between the IRT and the LIRR at Atlantic Avenue-Flatbush Avenue. Following are excerpts from his letters to the Editor:

In the Robert Emory collection in SUNY-Stony Brook, he found a 1923 track plan of the Flatbush Avenue LIRR terminal. This plan shows a track leading from the northbound IRT local track to former LIRR Track #6 (now Track #1). The note on this plan states that Track #6 was actually connected from 1908-16 only, although not for regular operation. Unfortunately we were unable to print this plan because of its large size and the lack of contrast. In August, 2000, Steve inspected the area and found evidence that there was a track connection. The ties set in concrete were still in place and he could see

where the tie plates were pulled up. Additional research revealed that the Baltimore & Ohio Railroad sued the LIRR and the Pennsylvania Railroad because they had an unfair advantage to gain access to the city subway system. When the B&O won the suit, the track connection was broken in 1916. The IRT used this connection as a siding until the switch was removed on May 27, 1922 (see July, 1991 *Bulletin*).

The 1923 track plan also shows a track leading from the southbound IRT local track to the LIRR. This track was probably never built. In 1998, Steve visited the LIRR Flatbush Avenue Tower just before it was taken out of service. The 1904 model board showed track connections from the northbound and southbound IRT local tracks to the LIRR. The switches were controlled from this LIRR tower.

Because Belmont served on the LIRR Board of Directors from 1897 to 1923, he could have used the *Mineola* on the LIRR whenever he wished. We still have no proof that the *Mineola* ever ran on the LIRR. If anyone has a newspaper or magazine article on this subject, please mail it to us so that we can settle this controversy.

Around NYC's Transit System

(Continued from page 18)

125th Street. Northbound B and D trains operated on the Eighth Avenue local track from W. 4th Street to 125th Street from 11 PM Saturday, April 14 to 11 AM Sunday, April 15, 2001. Southbound service was normal.

To renew Switch #29 north of Second Avenue and Switch #41 south of Broadway-Lafayette Street, northbound F trains operated via Track A-4 from north of Jay Street to north of Canal Street and Track A-2 to south of W. 4th Street during the midnight hours on the April 13-16 weekend. Southbound service was normal.

Conductors Must Ride Rear Car of Light Trains

When a revenue train is running light or taken out of passenger service, the Conductor must ride in the rear car. If there is an undesired uncoupling, the Conductor will be available to secure the rear section and communicate with the Control Center.

Dark Headlights on Operating Car

If both sealed beam headlights on an operating car are dark, the train must not leave the terminal in passenger service. A train may leave the terminal if one sealed beam headlight is illuminated. If both headlights

fail en route, the Train Operator must attempt to reset the circuit breaker controlling them. If the headlights are still dark, the train must be operated at restricted speed and the passengers must be discharged at the next station. The train must be operated with extreme caution at restricted speed to the nearest yard or siding in accordance with the Control Center's instructions. The Train Operator must sound his or her horn or whistle at short intervals to warn employees on the tracks.

Trains Must Not Exceed 15 MPH Leaving Stations

The signal system is designed to protect trains making scheduled stops at each station, but may not protect them from trains running at excessive speeds. Therefore, the speed of trains leaving stations must not exceed 15 miles per hour. Trains skipping stations may enter at a high rate of speed, but must decelerate gradually so that the train leaves the station at 15 MPH. The Train Operator must blow his horn or whistle when entering or leaving the station. Light trains must not enter stations until the entire train can pass the station without stopping, but a light train may stop in the station if the Train Operator is required to punch in to indicate the requested route or train identification.

MONTCLAIR CONNECTION UPDATE

by Bruce J. Russell

During the autumn, work continued on NJ Transit's Montclair Connection project, which also includes extension of electrification from Bay Street, Montclair to Great Notch. These five miles of catenary will be the first overhead wires installed on former Erie Railroad trackage. Extension of electric service from Bay Street in Lower Montclair to Great Notch was part of the agreement NJ Transit had to make with Montclair to win approval of the connection, which involves 1,200 feet of new double-track right-of-way through a residential neighborhood. About 20 homes had to be destroyed, and their occupants resettled.

Bulldozers and earth-moving equipment had no difficulty demolishing the mostly wood-frame dwellings. Once this was done, actual preparation of the alignment began by using grading machines and levelers. Because the ex-Erie Railroad line, today called the Boonton but formerly the Greenwood Lake, is at a slightly higher elevation than the ex-Lackawanna's electrified Montclair Branch, there is a noticeable downgrade between the two double-track railroads that are being joined. As the connection swerves away from the old Erie, the two tracks will proceed through a cut with concrete walls on either side. As of March this cut is finished. When the tracks

emerge from the cut, they cut across Glen Ridge Avenue at grade. They will then enter the new high-level platform at Bay Street. There was considerable objection to having this level crossing by area residents, but to elevate the line would have cost many millions of dollars.

The Bay Street station is about 70% complete. It features high-level platforms made of concrete, which were poured in April. Two separate platforms have been built, rather than one center one straddling two tracks. There will also be a station with a heated waiting room. A substantial structure was also part of the deal with NJ Transit which, if it had had its own way, would have opted for a much smaller structure made of Plexiglas. Whether the new Bay Street station will have an agent, or only ticket dispensing machines, is unknown to this reporter. One thing, however, is for sure. The Bay Street area is

gentrifying, and many more people will be using this boarding location. The main draw will, of course, be direct service into Penn Station New York via the Kearny Connection. Since it began in 1996, ridership on the Dover and Gladstone trains has skyrocketed. Lakeland Bus Company, the main competitor, has suffered serious erosion of ridership.

All of the catenary poles to Great Notch are in place, and the insulators to support the wires are now in position. As of early April, the actual placement of the wires that will carry high voltage AC has begun. They are being winched through the insulators using pulleys. To me, it is quite fascinating to witness a NEW electrification project taking place. Only one substation, the structure at Bay Street, is required for the Great Notch electrification project. If the wires go further, then an additional

one will be needed. Both electric locomotive-hauled trains and MU cars will provide service. However, only locomotive-powered trains will be able to travel directly into Penn Station New York. The multiple-unit Arrow IIIs will proceed to Hoboken. Many felt that they should have been retrofitted with the apparatus to handle two separate AC voltage systems. NJ Transit balked, saying the cost could not be justified for 25-year-old MUs. Additional electric locomotives are on order by NJ Transit. The new Great Notch storage yard is finished



The Bay Street station takes shape.

Bruce Russell photograph

except for stringing of the catenary. Electric trains from both Penn Station and Hoboken will end their runs here and lay up. One track is equipped with an inspection pit. Diesel-powered trains for destinations beyond Great Notch will proceed through the yard.

A new station has been built at Great Notch, and it is architecturally appealing and traditional in appearance. It is certainly no Plexiglas shelter or small brick cracker box. As with Bay Street, many new riders are anticipated and a decent station is a requirement. The other stations between Great Notch and Bay Street are historic Erie Railroad structures, and are receiving minor upgrades. In the vicinity of these stations, catenary poles have been painted green.

The entire project is supposed to be finished sometime in December.

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

by David Erlitz

Hello again. This month is a very good one for outdoor work in all three divisions, but it is also special because this is the last month that the Sixth Avenue Line side of the Manhattan Bridge will be open and the Broadway Line side will be closed for quite some time. As I am sure you all have heard already, the service on the Manhattan Bridge will switch over to the Broadway Line side as of July 22. This will cause the B and D from the Bronx to terminate at 34th Street-Sixth Avenue, and the Q and W (formerly the B) will run from Stillwell Avenue to operate via the Broadway Line side to 57th Street-Seventh Avenue and Astoria. This closure is expected to be around 4 years; with any luck it will only be 4 years or less. Besides the bridge flip we have the 63rd

Street Connector nearing its final completion and all of the station rehabilitation work throughout the system. CBTC and West End Signals will be working full force to take advantage of the good weather and longer hours. Also, if you haven't already noticed, the T tracks are closed from 57th Street-Sixth Avenue to Lexington Avenue. This is for what we call track fixation. These are the clamps and pads that hold the running rails to the road-bed. Unfortunately the original product did not fare too well, so it all has to be replaced with a new and hopefully better system. Well, that's all for now. Again, thanks to everyone for your continued support. Until next month, enjoy.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
5/28 to 6/22	Daily	#4	Track J-1N/E 170 th Street to N/O 161 st Street	S/B via Track M S/O Burnside Avenue to N/O 149 th Street-Grand Concourse	Construction of new communication room
5/30 to 6/15	Daily	#6	Tracks P-2 & PWB N/E to S/E Midletown Road	S/B via Track M S/O Pelham Bay Park to N/O 177 th Street-Parkchester, then normal	Type III panel installation into B Lead
6/2 to 6/17	Wkend	#6	Tracks P-2 & PWB N/E to S/E Midletown Road	S/B via Track M S/O Pelham Bay Park to N/O 177 th Street-Parkchester, then normal	Type III panel installation into B Lead
6/4 to 6/8	Daily	#1	Track BB-4 S/O 225 th Street	N/B via Track M N/O 215 th Street to S/O 242 nd Street	Painting of Broadway Bridge over Harlem River
6/8 to 6/10	Wkend	#2/#3	Tracks B-2 & B-3 N/E to S/E Times Square	S/B via Track #1 and N/B via Track #4 From N/O 72 nd Street to S/O Times Square	Steel work and roof demolition
6/5 to 7/31	Tues	#2	Track K-2 N/E to S/E Borough Hall	S/B South Ferry/Bowling Green Loop move to Wall St., then via Joralemon Street Tunnel to Atlantic Avenue then normal	Removal and delivery of escalator parts
6/9 to 6/11	Nights	#2	Tracks E-4/K-3 S/O Borough Hall to N/O Wall Street	N/B Atlantic to Wall Street via Joralemon Street Tunnel then via Bowling Green/South Ferry Loop to N/O Chambers Street and normal	Installation of fiber optic cables
6/8 to 6/11	Wkend	#4	Tracks E-2 & E-3 N/E to S/O Atlantic Avenue	N/B via Track #4 N/O Utica Avenue to N/O Atlantic Avenue S/B via Track #1 N/O Atlantic Avenue to S/O Utica Avenue	Platform demolition, Type II invert, and steel work
6/4 to 6/17	Daily 7day/wk	#2	Track F-3 S/E Jackson Avenue to S/E Freeman Street	N/B via Track M S/O Jackson Avenue to N/O Freeman Street then normal	Install rails
6/9 to 6/24	Wkend	#3	Track F-1 N/E 148 th Street to S/E 148 th Street	Single pocket on Track #4 at 148 th Street	Construction of communication room at S/E of platform
6/6 to 6/15	Nights	#2	Tracks F-1/F-2 S/O 149 th Street-Grand Concourse to N/O 142 nd Street Junction	S/B single track via Track #3 N/O 149 th Street-Grand Concourse to 142 nd Street Junction, then normal	Install fire lines and telephone and communication equipment

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Track Construction Forecast for June, 2001

(Continued from page 16)

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
5/21 to 6/25	24/7	F	Track BJ-1 N/O Essex Street to S/O Broadway-Lafayette	No effect on service	Switch #83 out of service
5/14 to 7/13	Nights	A/E	Track A-1 S/O 59 th Street to S/O W. 4 th Street	S/B via Track A-3 N/O 59 th Street/42 nd Street to S/O Canal Street, then normal	II to II chip-out
5/21 to 6/29	24/7	F	Switch #81 S/O Broadway-Lafayette to N/O 2 nd Avenue	No effect on service but all service on Track B-1 must remain on Track B-1	Switch #81 renewal
5/21 to 6/22	24/7	Q/S	Tracks T-1 & T-2 N/E 57 th Street-Sixth Avenue to S/O Lexington Avenue	Q – Brighton Beach to 57 th Street-Sixth Avenue S – 21 st Street-Queensbridge to 34 th Street-Broadway	Track fixation
5/21 to 6/8	Nights	E/F	Tracks D-3 & D-4 N/O Lexington Avenue to S/O Roosevelt Avenue	F North – 179 th Street to 57 th Street-Seventh Avenue F South – Stillwell Avenue to 57 th Street-Sixth Avenue E – Jamaica Center to Whitehall Street via 60 th Street Tunnel	Install signal equipment Note – F split due to track fixation on Tracks T-1 and T-2
5/2 to 6/29	Daily	F/G	Track B-4 N/O Ditmas Avenue to S/E Fourth Avenue	No effect on service	Recalibrate Track Geometry Car #2
5/21 to 6/29	Nights	F	Tracks B-1 & BJ-1 S/O W. 4 th Street to S/E Delancey Street	S/B via Eighth Avenue Line/Cranberry Street Tunnel from W. 4 th Street to Jay Street	Renew switches #81 & #83
5/21 to 7/20	Nights	G/S	Track E-2 N/O Bergen Street to S/O Bedford-Nostrand	G – Court Square to Bedford-Nostrand S – Hoyt-Schermerhorn to Bedford-Nostrand on Track E-1	Tie block renewal
6/3 to 6/30	24/7	F	Tracks B-5S & B-6S N/O Second Avenue	No effect on service	Continued renewal of Switches #31 & #33 A&B
6/8 to 6/11	Nights	A/E	Track A-1 S/O 59 th Street to S/O W. 4 th Street	S/B via Track A-3 N/O 59 th Street/42 nd Street to S/O Canal Street, then normal	Type II to Type II chip-out
6/8 to 6/11	Nights	F	Tracks B-1 & BJ-1 S/O W. 4 th Street to S/E Delancey Street	S/B via Eighth Avenue Line/Cranberry Street Tunnel from W. 4 th Street to Jay Street	Continued renewal of Switches #81 & #83
6/8 to 6/10	Wkend	E/F/R/ Bus	Tracks D-3 & D-4 S/O Fifth Avenue to N/O Roosevelt Avenue	F North – 179 th Street to 34 th Street-Broadway F South – Stillwell Avenue to 57 th Street-Sixth Avenue E/R – Jamaica Center to 95 th Street/Whitehall Street Bus – 21 st Street-Queensbridge loop bus	Install signal equipment Note – F split due to track fixation on Tracks T-1 and T-2
6/7 to 6/15	Nights 7day/wk	B/D	Track C-3/4 N/E 167 th Street to N/O 145 th Street	No effect on service	Container plate renewal
6/7	Night	A	Track A-4 S/O 34 th Street to S/O 59 th Street	No effect on service	Vacuum train
6/8	Night	A	Track A-2 N/O Broadway-East New York to N/E Utica Avenue	N/B express via Track A-4 N/O Broadway-East New York to N/O Utica Avenue	Vacuum train
6/9	Night	A	Track A-2 N/O Utica Avenue to S/O Court Street (Transit Museum)	N/B express via Track A-4 from N/O Utica Avenue to S/O Hoyt-Schermerhorn, then normal	Vacuum train
6/10	Night	A/B/D	Track A-2 59 th Street to S/O 81 st Street	N/B express via Track A-4 from 59 th Street to 125 th Street	Vacuum train
5/21 to 6/22	Nights	N/R/E/B sh.	Track A-1 N/E 34 th Street-Broadway to S/E Prince Street	All S/B service express via Track A-3 from 34 th Street to S/O Prince Street. B shuttle suspended	Station rehabilitation at 28 th , 23 rd , 8 th , and Prince Streets.
5/21 to 7/21	Nights	L	Track Q-1 N/E Third Avenue to S/O Bedford Avenue	S/B single track via Track Q-2 from N/O Third Avenue to S/O Bedford Avenue	Asbestos abatement and positive and negative cable replacement
6/4 to 6/15	Daily	B/M	Track D-3/4 S/O Bay 50 th Street to N/E Bay Parkway	No effect on service	In-service testing of new signals

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

David Erlitz is a Superintendent 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.

Around New York's Transit System

Bombardier Lays Off Some Workers

In mid-April, Bombardier announced the temporary layoff of 175 workers at its Plattsburgh plant due to brake problems associated with the R-142 cars. It was expected that the layoff would last about eight weeks.

"Redbirds" to be Sunk...Where?

After being turned down by the State of New Jersey, Ocean City, Maryland agreed to be the repository for as many of the 1,300 "Redbirds" that are to be scrapped as soon as this summer. The cars were to be sunk at least eight miles off the coastline to create an artificial reef. New Jersey turned down NYC Transit's offer citing concerns about paint and asbestos in the 40-year old cars. An oceanographer with the Environmental Protection Administration dismissed these concerns because of the low concentrations of those materials. However, others later expressed their concerns about asbestos, and Maryland withdrew its consent. At last report, Delaware was interested in taking at least some of the cars.

E/F/G/R/V Service Tested on Queens Boulevard—Additional Information

In last month's issue, we mentioned that a test of full service on Queens Boulevard was conducted on

Saturday, April 14. We are now able to provide more information.

When 24-hour F service is operated through the 63rd Street Connector, R and V trains will provide Queens Boulevard local service and northbound G trains will terminate at Court Square. When the Greenpoint riders learned that they will no longer enjoy a one-seat ride to Queens Boulevard, they objected to the proposed new service plan. To determine whether G trains could be operated together with the R and V trains, NYC Transit operated a simulated rush hour schedule from 9:45 to 11:30 AM Saturday, April 14, 2001. R trains operated normally on a 6-minute headway between 95th Street and Continental Avenue, and V trains ran on a 6-minute headway from 57th Street-Seventh Avenue via 63rd Street to Continental Avenue. G service, operating on a 10-minute headway, was extended to 179th Street. Southbound trains operated light from 179th Street to Continental Avenue.

Other Reroutes

To install conduit over the trackway and run cables in the Sixth Avenue Subway, northbound A and C trains operated on the express track from Canal Street to

(Continued on page 14)

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

On Page 3 of last month's issue, we mentioned transfers of R-33 cars. The correct statement is as follows, with the correction in italics:

Two trains of R-33s were transferred each day from *line #2 and line #4* to line #6 and were returned at the end of the day.

OLD IRT SCHEDULES - SECOND CORRECTION

On page 15 of the April, 2001 Bulletin, we inadvertently omitted several lines from the "Old IRT Schedules" article describing the service in effect on September 15, 1925. Unfortunately, several lines were again omitted from the corrected statement published on page 16 of the May, 2001 issue. Following is the correct statement, with the missing text in italics:

Shuttles operated on Lenox Avenue between 96th Street and 145th Street from 1 AM to 6 AM and between Bowling Green and South Ferry during AM and PM rush hours. The City Hall station was closed from 1 AM to 6 AM because shuttles operated between Pelham Bay Park and 110th Street from 12:25 AM to 6:15 AM. *Through local service was operated between Pelham Bay Park and City Hall during rush hours and shuttles ran between Pelham Bay Park and Hunts Point Avenue*

from 9:22 AM to 4:22 PM and 7:27 PM to 12:05 AM. Shuttles also operated between 241st Street-White Plains Road and 177th Street from 12:17 AM to 7:23 AM and to E. 180th Street at other times. Because shuttle service was extended to 177th Street during the midnight hours, the 180th Street-Bronx Park station must have been open 24 hours a day. When we first checked the service in the early 1930s, this station was closed during the midnight hours.

The second column, next to last paragraph, should read:

During rush hours, Ninth Avenue expresses ran between Fordham Road or 155th Street and Rector Street. Midday expresses operated between 167th Street and Rector Street leaving 167th Street from 9:29 to 11:59 AM and Rector Street from 12:36 to 3:54 PM.