

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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THE REPEAL OF CHRYSTIE STREET

When the Chrystie Street Subway opened in November, 1967, BMT and IND trains were through-routed and there were extensive changes. More than three decades later, July 22, 2001, the northerly Manhattan Bridge tracks were taken out of service and the southerly tracks were returned to service again. The BMT and IND were no longer through-routed. A summary of the new schedules, which are similar to the pre-Chrystie Street schedules, was published in the previous issue.

INCREASED WEEKEND SERVICE

Weekend **N**, **O**, and **R** service was increased slightly. Increased **W** service is shown in the following table:

W WEST END EXPRESS HEADWAYS

	SATURDAY			SUNDAY		
	Morn- ing	After- noon	Eve- ning	Morn- ing	After- noon	Eve- ning
November 5, 2000	7½, 10	10	10	15, 12	10	12, 15
July 22, 2001	8	8	8	15, 10	10, 8	8, 10

Following are the rush hour headways on lines whose schedules were revised due to the Manhattan Bridge rehabilitation:

LINE	PEAK HEADWAY	
	AM Rush	PM Rush
B	10	10
D	6	7
N (Astoria)	8	8
N (Coney Island)	8	8
O Local	6½	6½
O Express	6½	6½
R (Continental)	5	6
R (95 th Street)	8	8
S (21 st Street)	12	12
S (Grand Street)	12	12
W (Astoria)	8	6
W (Coney Island)	6½	6½

Hours of operation on lines rerouted because of bridge repairs are as follows:

B CONCOURSE LOCAL

WEEKDAYS (There is no weekend service)

BEDFORD PARK BOULEVARD SERVICE

Leave Bedford Park Boulevard 5:26-9:01 AM and 3:58-6:38 PM

Leave 34th Street-Sixth Avenue 6:13-8:49 AM and 3:46-6:25 PM

145TH STREET SERVICE

Leave 145th Street 9:27 AM-4:04 PM and 7:05-10:06 PM

Leave 34th Street-Sixth Avenue 8:58 AM-3:36 PM and 6:35-10:33 PM

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The Repeal of Chrystie Street

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◊ BRIGHTON EXPRESS

WEEKDAYS (There is no weekend service)

All ◊ trains run express in Manhattan and bypass 49th Street

Leave Brighton Beach 6:00 AM-8:36 PM

Leave 57th Street 6:50 AM-9:24 PM

W WEST END

WEEKDAYS

ASTORIA SERVICE

Express in Manhattan—stop at 49th Street

Leave Coney Island 4:52-11:56 AM (L) and 12:06-8:26 PM (X)

The first three trains run local in Brooklyn, stopping at DeKalb Avenue. Others run express and bypass DeKalb Avenue

Leave Ditmars Boulevard 5:46 AM-12:48 PM (X) and 12:56-9:19 PM (L)

Express in Brooklyn, bypassing DeKalb Avenue

(L) Local between Astoria Boulevard and Queensborough Plaza

(X) Express between Astoria Boulevard and Queensborough Plaza

57TH STREET-SEVENTH AVENUE SERVICE

Express in Manhattan—bypass 49th Street

Leave Coney Island 8:38-11:39 PM; local in Brooklyn and stop at DeKalb Avenue starting at 10:39 PM

Leave 57th Street-Seventh Avenue: 9:45 PM-12:45 AM; express in Brooklyn and bypass DeKalb Avenue

WEEKENDS

PACIFIC STREET SERVICE

Express in Brooklyn:

	SATURDAY	SUNDAY
Leave Coney Island	5:12 AM-10:15 PM	5:31 AM-10:15 PM
Leave Pacific Street	6:00 AM-10:59 PM	6:15 AM-10:59 PM

36TH STREET-FOURTH AVENUE MIDNIGHT SERVICE

	WEEKDAY	FRIDAY-SATURDAY	SATURDAY-SUNDAY	SUNDAY-MONDAY
Leave Coney Island	11:55 PM-4:32 AM	11:55 PM-4:52 AM	10:35 PM-5:12 AM	10:35 PM-4:32 AM
Leave 36 th Street-Fourth Avenue	1:32-6:12 AM	1:32 AM Saturday-5:52 AM	11:13 PM-6:12 AM	11:13 PM-6:12 AM

UNUSUAL RUNS—W LINE

Weekday northbound put-ins leave 36th Street at 3:47 and 4:16 PM and 34th Street (Manhattan) at 4:58 PM.

S SIXTH AVENUE SHUTTLES

21ST STREET-QUEENSBRIDGE—BROADWAY-LAFAYETTE STREET

Six-car R-32 trains (increased during the first week of operation to ten cars) run on a 20-minute headway during the midnight hours, 15 minutes late in the evening, and a 12-minute headway at other times.

BROADWAY-LAFAYETTE STREET—GRAND STREET

A four-car R-46 train is single-tracked on northbound Track B4 on the same headway as the 21st Street shuttles. Shuttle buses operate between the Grand Street station and the Canal Street BMT station

M MYRTLE AVENUE-NASSAU STREET

Passengers using the Grand Street station objected to the proposed new schedules because they were required to transfer several times to reach their destinations on Fourth Avenue, Brooklyn or in Sunset Park. They were able to reach Governor Pataki, who persuaded NYC Transit to revise the schedules. Because the Bowery station is only a few blocks away from Grand Street, NYC Transit decided to pacify the Grand Street passengers by increasing M service, which was extended from Chambers Street to Ninth Avenue during midday on weekdays and to Bay Parkway for two hours later in the evening effective July 23, 2001. Hours of operation are as follows: *(Continued on page 3)*

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The Repeal of Chrystie Street

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BAY PARKWAY SERVICE

Leave Metropolitan Avenue 6:19-8:33 AM and 2:33-9:04 PM

Leave Bay Parkway 6:29-9:10 AM and 3:17-8:51 PM

NINTH AVENUE SERVICE

Leave Metropolitan Avenue 8:26 AM-2:23 PM

Leave Ninth Avenue 9:36 AM-3:23 PM

BROADWAY-MYRTLE AVENUE SERVICE

Leave Metropolitan Avenue 9:16 PM-6:13 AM

Leave Broadway-Myrtle Avenue 9:40 PM-6:42 AM

BROAD STREET SERVICE

Leave Metropolitan Avenue 5:46, 6:05 AM

Leave Broad Street 6:35, 6:54 AM

TRANSITION SCHEDULE

The last trains that operated on the northerly A/B Manhattan Bridge tracks and the first trains rerouted to the southerly H tracks are listed below:

NORTHBOUND

Leave Coney Island	Line	Leave DeKalb Avenue	Arrive Times Square	Arrive 145 th Street	Arrive 205 th Street	Notes
(light) 11:49 PM	Ⓒ	12:21*	12:37	—	—	First train via H tracks
(light) 12:03 AM	Ⓒ	12:35*	12:51	—	—	
12:06 AM	Ⓓ	12:38	—	1:12	1:32	Last Ⓓ from Brooklyn
12:07 AM	Ⓑ	12:43	—	1:19	—	Last train via A/B tracks
12:23 AM	Ⓒ	12:55	1:11	—	—	First revenue train via H tracks

Q trains turned at Times Square because of reroutes.

*Estimated

SOUTHBOUND

Line	Leave 205 th Street	Leave 145 th Street	Leave Times Square	Arrive 34 th Street	Arrive DeKalb Avenue	Arrive Coney Island	Notes
Ⓓ	12:06 AM	12:28	—	12:46	1:01	1:34	Last Ⓓ to Brooklyn
Ⓑ	—	12:26	—	—	1:05	1:38	Last train via A/B tracks
Ⓒ	—	—	12:57	—	1:15	1:48	First train via H tracks
Ⓓ	12:24	12:46	—	1:03	—	—	First 34 th Street-Sixth Avenue turn train; arrived at 205 th Street at 1:47

The Grand Street Shuttle, a four-car R-46 train, operated light and followed the last revenue train, the 12:07 Ⓑ from Coney Island. It stopped and stayed at Grand Street until the northbound Track A4/B4 was secured. The train operated in shuttle service as soon as the crew received permission to proceed.

At the same time, a 63rd Street Shuttle was established to carry passengers between 21st Street-Queensbridge and Broadway-Lafayette until the 63rd Street Connector opens for regular service (expected in November). Four six-car trains of R-32 cars assigned to Jamaica Shop were used. However, these trains were lightly used while Ⓕ trains, which share tracks with 63rd Street Shuttle trains from Rockefeller Center to Broadway-Lafayette, were overloaded. Press reports cited a lack of awareness of the existence of the shuttle and of what it does as the reason, and the fact that trains were short made it difficult for passengers waiting on the ends of the platforms to reach them.

Accordingly, on July 26, 2001, the car assignment was revised. The six-car trains were replaced by ten-car trains of R-32 cars. To make these cars available for shuttle service, the peak car requirement for the Ⓒ line was reduced by eight cars (to 144) by reducing layover time at the terminals during the AM rush, and the number of spares was reduced by eight cars.

TECH TALK by Jeffrey Erlitz

In last month's *Tech Talk*, I mentioned that Queens Plaza Interlocking was scheduled to be placed in service over the Labor Day weekend. What I did not realize at the time was that the Labor Day weekend would see the *completion* of the signal cut-in at that location. The

work to place the new interlocking in service actually started on Thursday, July 26. Until I received the signal bulletin, I hadn't realized how many weekends would be required to accomplish this. There are eight phases of work scheduled, as follows:

PHASE	DATE	WORK
1	July 26 (5 hours)	New automatic route selection pushbuttons at Lexington Avenue (Astoria Line) for control of 11 th Street Interlocking
2	July 27-30 (55 hours)	New signals on Tracks D2 and GD2
3	August 3-6 (55 hours)	New signals on Tracks D1 and GD1
4	August 10-13 (55 hours)	New signals on Track D4 (including 23 rd Street-Ely Avenue)
5	August 17-20 (55 hours)	New signals on Track D3 (including 23 rd Street-Ely Avenue)
6	August 20-24 (weekdays)	New panel overlays at Fifth Avenue Tower and Lexington Avenue (53 rd Street) Relay Room and new tiles at the Control Center
7	August 24-27 (55 hours)	New signals on Track D5 and all switches north of Queens Plaza station, including the 3 switches at 36 th Street Interlocking not yet placed in service
8	August 31-September 4 (79 hours)	All switches south of Queens Plaza station, including 23 rd Street-Ely Avenue

Of the original four wheel detector systems that were designed to be at Queens Plaza (one on each track), only one remains; this is on northbound local track D2. With the completion of this work, the signal system portion of the 63rd Street Connector project is now com-

plete.

Over on the Canarsie Line, it took six weekends to place the new Broadway Junction Interlocking into service. The sequence of work involved took place as follows:

PHASE	DATE	WORK
1	June 22-25 (53¼ hours)	New signals placed in service on Tracks Q1 and Q2
2	June 30-July 2 (48 hours)	Switches Q471A and Q473A on Track Q2 installed
3	July 7-9 (48 hours)	Switches Q471B and Q473B on Track Q1 installed
4	July 14-15 (48 hours)	Test switches and track circuits
5	July 21 (16 hours)	Test programmable logic controllers
6	July 28-29 (32 hours)	Place interlocking in service

In Phase I, some existing signals were simply renumbered. There are two significant points in this signal cut-in. The first was the initial use of a line letter as part of an interlocked switch or signal number. This is actually going to be the new standard for interlocked signal and switch numbers. In this case, the line letter of this portion of the 14th Street-Canarsie Line is "Q". As a result, the new northward home signal on Track Q1 at the north end of Broadway Junction station is Q1-413 (XQ488). Previously, this home signal would have been known as Q1-413(X488). After all these years of having duplicate switch and signal numbers under the control of various master towers on different lines, a new system of unique numbering is starting to take hold. This will become more important in future years as the new Control Center takes control of more interlockings on various lines.

The second significant point is the fact that the block numbers of these new signals use the new 14th Street-Canarsie Line stationing numbers. You may recall from my discussion of the Canarsie Line CBTC project that the stationing numbers on this line are going to be recalculated with a new zero point at the bumping blocks at the Eighth Avenue station. Currently, the zero point for this line is at the west end of the Sixth Avenue station, the original terminal.

Oddly, the East New York Master Control Panel, which will be controlling this interlocking, also refers to Relay Room 1 as Broadway Junction. Hopefully no confusion will ensue. By the way, the installation of the signal equipment for Broadway Junction Interlocking was included as part of the Canarsie Line CBTC project, S-32701.

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Tech Talk

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Elsewhere in East New York, work on the Atlantic Avenue reconfiguration (C-33226) is progressing. Since Track K1 (southbound Fulton Street "L" local track) was removed from service last November, all of the main steel girders supporting this track have been removed. New steel pieces have been installed to support new main girders that follow the gradient of Track P1 south to the Sutter Avenue station. All signal equipment on the remaining portion of Track K1, as well as on Tracks K3 and K4 were to be removed starting on Monday, August 6. Over the weekend of August 4-5, a new switch was installed immediately north of the Atlantic Avenue sta-

tion on Track P2. Over the next few weeks, the new P2 bypass track will be installed from this point north to a temporary connection with Track Q2 south of Broadway Junction station. This track will be installed on the former track space of the "fourth" Fulton Street "L" track, part of which shared the elevated structure on Snediker Avenue with the northbound Canarsie track (P2). This bypass track is scheduled to be placed in service over the Labor Day weekend.

On the West End Line, 62nd Street Interlocking and all of the automatic signals from south of 55th Street to south of 20th Avenue are being placed in service. Five weekends from August 10 to September 24 are required for this milestone of contract S-32344, as follows:

PHASE	DATE	WORK
1	August 10-13	New signals placed in service on Track D2
2	August 17-20	New signals placed in service on Track D1
3	August 24-29	New signals placed in service on Track D3-4
4	September 14-17	Place switch D437A/B on Tracks D2 and D3-4 in service
5	September 21-24	Place switches D431A/B and D433A/B on Tracks D1 and D3-4 in service

In addition to 62nd Street Relay Room, two Central Instrument Rooms (640CIR at 79th Street and 670 CIR at 20th Avenue) are being placed in service. This signal contract also includes the new standard of using the line letter (in this case, "D") in interlocked signal and switch numbers. The next piece of this line to be placed in service is scheduled to be the Ninth Avenue area sometime this winter.

You may recall that the center tracks in the Second Avenue station on the Sixth Avenue Line were removed from service several months ago. This was to rebuild them and the switches north of the station for this fall's **V** service, which will be terminating there. These tracks were returned to service on Monday morning, August 20. As part of this work, the "temporary" barrier that was built at the south end of the station to keep homeless people out of the unused tunnel was removed sometime towards the beginning of August. This will enable terminating **V** trains to enter the station at a reasonable speed.

At Court Square on the Crosstown Line, the reopening of the mezzanine to provide the *MetroCard* transfer to the **7** is nearly ready. The temporary wall/doors that used to close off the mezzanine to the public has been removed. All of the railings and gates at the 45th Road end of the mezzanine are now installed and the street stairs are finished. All of the new platform stairs have been completed, though the one nearest the south end of the platform (next to the Dispatcher's office) is still closed off with a plywood barrier. The new street stair from the Flushing Line mezzanine still has not been

built. The construction of the two moving walkways in the existing transfer passageway is now well under way. As of August 14 the pits had been excavated but the equipment had not been installed yet.

At 72nd Street on the IRT Broadway Line, the northbound local track (Track #4) was not relocated at the end of June as originally intended (July *Bulletin*). It was rescheduled for the weekend of August 18-19.

Last month I mentioned the parking brake test in the Steinway Tubes with R-142 equipment. According to General Orders I read, R-142s were also used in parking brake tests on the Williamsburg Bridge between 10 PM and 5 AM from July 30 to August 1. Also in equipment news, the R-143s were supposed to be used in clearance tests during the overnights from August 7 to August 13 along the **C**.

Also on the Flushing Line, much progress has been made on Contract S-32702 (Flushing Line Interlockings – Phase I) since I last reported. Many, if not most, of the new signal heads and train stops (no stop arms, of course) have been installed at 111th Street Interlocking. Several train stops have also been installed at the south end of the Willets Point station for that interlocking. The structural steelwork for the new Willets Point Relay Room seems to be complete, but the room itself has not been built yet. There is no visible equipment installed yet at Main Street, but the new relay room over the tunnel portal has been completed.

As mentioned in my cousin David's column last month, the old Jerome Avenue Tower is scheduled to be demol-

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Tech Talk

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ished during weekdays from August 6 to September 28. D&K Construction is performing this work under contract C-33676.

Last month I noted that signal L18 at Bergen Street did *not* have a selective stick feature. Another one without the selective feature is signal L24 at Fourth Avenue. This signal controls the split between southbound **F** trains heading towards Coney Island and southbound **G** trains which are relaying at Fourth Avenue on the southbound express track B3.

In doing research of the signal system, I came across an interesting project that was designed during the very first Capital Program (1982-1986). Contract S-32268 provided for the furnishing and installation of route request pushbuttons at various locations around the sub-

way system in all four boroughs. This contract was probably designed in 1983 since the contract drawings are dated September 9, 1983. There were several locations on the subway system where diverging moves were commonly made but the location could not physically be seen by the controlling tower. None of the locations chosen for this project was under the control of a master tower. The table below shows all of the locations where route request pushbuttons were installed under this contract. The dates of installation have not been confirmed with information from Signal Bulletins. These dates were shown on single line drawings under this contract number. So far, I can only suspect that all of the work was performed around July of 1988. All of these pushbuttons only produced an indication in the respective tower. There was no automatic route selection capability on any of these.

LOCATION	LINE	TRACK(S)	SELECTION(S)	INSTALLED	NOTES
135 th Street	Lenox Avenue	M	Ready	c. July, 1988	
Dyre Avenue	Dyre Avenue	Y1	Track Y1, Track Y3, Track Y4	c. July, 1988	
Dyre Avenue	Dyre Avenue	Y3, Y4	Ready	c. July, 1988	
Morris Park	Dyre Avenue	Y3, Y4	Ready	July 12, 1988	
S/O Morris Park	Dyre Avenue	Y2	Track Y2, Track Y3, Track Y4	July 12, 1988	
W. 4 th Street	Eighth Avenue	A1	Sixth Avenue	c. July, 1988	
North of W. 4 th Street	Sixth Avenue	B3	A/C /JFK Express, B , D , F	c. July, 1988	1
South of W. 4 th Street	Sixth Avenue	B2	Eighth Avenue, Sixth Avenue	c. July, 1988	
York Street	Sixth Avenue	B1	Eighth Avenue	July 13, 1988	
High Street	Eighth Avenue	A3	Sixth Avenue	July 13, 1988	
N/O Jay Street	Eighth Avenue/Sixth Avenue	A3/B1	Sixth Avenue, Eighth Avenue	July 13, 1988	1
Middletown Road	Pelham	2	Track #2, Yard	c. July, 1988	2
Westchester Square	Pelham	3	Track #3, Yard	c. July, 1988	2
Kings Highway	Sea Beach	E1	Stillwell Avenue, Coney Island Yard	c. July, 1988	2
Grant Avenue	Liberty Avenue	K2	Local, Express	June 30, 1988	1
Smith-9 th Street	Prospect Park	B1	G , F	July 1, 1988	3
Kingsbridge Road	Concourse	C2	D , C	c. July, 1988	
S/O Bedford Park Boulevard	Concourse	C2	D , C	c. July, 1988	
Bay 50 th Street	West End	D1	Track D1, Track D3-4, Coney Island Yard	c. July, 1988	1
Bay 50 th Street	West End	D2	Track D2, Track D3-4, Coney Island Yard	c. July, 1988	1
Bay 50 th Street	West End	D3-4	Track D3-4, Stillwell Avenue, Coney Island Yard	c. July, 1988	1
Canal Street	Eighth Avenue	A4	Local, Express, Sixth Avenue	June 30, 1988	
Queens Plaza	Queens Boulevard	D1	Crosstown, 60 th Street Tunnel, Sixth and Eighth Avenues	June 30, 1988	

Notes:

1. This location also included a route request telephone
2. This location has since been replaced with a completely new signal system
3. A route request telephone was included at the southward home signal on Track B1 north of the Fourth Avenue station

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Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

Commuters can expect to pay more for the privilege of parking their cars at eleven Metro-North stations beginning January 1, 2002, after the proposal to raise those rates was approved by the MTA Board. Daily parking fees will rise by \$1 and yearly permits by \$55 (or 6%) at Cold Spring, Garrison, Cortlandt, Ossining, Brewster North, Purdys, Goldens Bridge, Pelham, Harrison, Mamaroneck, and Mt. Vernon. In its support for this increase, Metro-North requested the new rates to offset rising costs, and to "continue the process of establishing standard parking rates at adjacent stations." And differences there are. Using the Hudson Line as an example, an annual resident permit can cost from as little as \$60 at Phillipse Manor to \$480 at Croton-Harmon. Non-resident permits are another matter: it costs from \$254 at Metro-North-controlled stations to \$950 in Tarrytown, which is under control of the Village of Tarrytown.

When temperatures soar, Metro-North employs a policy under which train speeds are reduced on the New Haven Line. In spite of this, on August 9, near the end of the weeklong record-breaking heat wave that affected our area, the 1:07 PM Grand Central Terminal/New Haven snagged the catenary wires east of Rowayton and stalled. Approximately 400 passengers were aboard the train, which was now without any air-conditioning, and the temperature in New York had reached 103 degrees, breaking a record that was set in 1977. Metro-North employees responded immediately with bottles of water, but it took nearly two hours until the train was able to return to Rowayton. For the evening rush hour, passengers were put on buses to access Noroton Heights, Darien, and Rowayton.

Work on the Northwest Passage in Grand Central Terminal was essentially complete at the end of June.

MTA Metro-North Railroad (West)

In addition to the 65 Comet V cars that Alstom will build under the NJ Transit contract, Metro-North will also purchase two additional diesel-electric locomotives. When delivered, this will bring the West-of-Hudson fleet to an all-time high of eleven locomotives.

MTA Long Island Rail Road

There is a follow-up to the news item that appeared in last month's *Bulletin* from *Newsday* via member Larry Kiss. Two Letters To The Editor were published, each expressing opposite opinions about the proposal to resurrect the Republic station. One wrote that he is affiliated with a local college, and 10% of the students and faculty currently use mass transportation, while another 20% indicated that if it were available, they too would use it. The other writer, a former employee at Fairchild-

Republic, wrote that at most 25-30 employees used this stop until it was closed in 1986. He also believed that some sort of "car shuttle" would be needed as the control tower is about a one-mile walk, and the shopping mall on the site would draw few train riders. Without a comprehensive study as to just how many would use this station, he felt that monies should be spent to improve roads or stations in the area.

NJ Transit

The 22nd Annual Hoboken Festival, in conjunction with Try Transit Week, will be held on Saturday, September 8, from 10 AM-5 PM.

At the July Board meeting, the Directors were extremely busy, as you will see. First, the \$1.138 billion FY2002 budget was passed, and for the eleventh straight year, no fare increases are anticipated. An agreement was also reached with the NJ Turnpike Authority, which will advance NJ Transit \$84 million to enable construction to proceed on the Main-Bergen Connection. This will enable Bergen County and Pascack Valley Line trains to divert from their present routing to a new four-track Main Line station beneath Secaucus Transfer. NJ Transit will also save the estimated \$11 million cost of constructing a temporary platform so that those lines would have a stop at Secaucus Transfer. The right-of-way, which will be abandoned, will provide highway access to the station, on top of which will rise office buildings, a hotel, and retail stores. The Turnpike Authority also plans to construct a new interchange between the existing exits 15E and 16E and construct an extension to Seaview Drive that will reach the new interchange. Also, a new overpass will be built over the tracks at New County Road.

A "Letter of Intent" was approved among Washington Group International (of which Raytheon is a subsidiary), NJ Transit, and Union County, to allow design and engineering work to proceed on the 6-mile segment of the Newark-Elizabeth Rail Line. This line would begin at the former Central Railroad of New Jersey station in Elizabeth, and continue to the Elizabeth waterfront, past the Jersey Gardens Mall, IKEA, and Newark Airport. A portion of the line would use an alignment formerly used by the CNJ, now CSX and Norfolk Southern. The line is to connect up with two other segments of the NERL, and if everything falls into place, construction should begin in the fall of 2002, with service running by late 2004.

On July 24, the North Jersey Transportation Planning Authority approved a number of highway projects, and also two rail projects: \$13.4 million to add passing sidings to the Pascack Valley Line, and to reroute the Pascack Valley/Bergen Line tracks to the Main Line.

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Commuter Notes

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NJ Transit does not own all of the trackage over which its trains operate. One case in point would be Amtrak's Northeast Corridor between Trenton and Penn Station, New York. The Board voted to extend the lease with Norfolk Southern (successor to Conrail) for use of the Washington Secondary Branch between Netcong and Hackettstown. Norfolk Southern will receive \$303,000 annually for the five-year contract. Service returned to Hackettstown on October 31, 1994, after a 28-year hiatus. Please see **From the History Files** at the end of this column.

Newark's International Airport Station (NIA) is set to open on September 15. In July the pricing structure was made known, and a train ride to the airport won't come cheap! According to the report in **The New York Times** (Ed. Note - apparently seeking justification), the fares were based on what the cost of a taxi ride from New York and Newark's Penn Station would be: one-quarter and one-half, respectively: \$11.15 and \$6.65. This fare also includes the cost of the monorail ride to the airport, a ride that is free in the area that service is presently provided. In the table below are NJ Transit's fares on the Northeast Corridor. To say that the fares are exorbitant, would be an understatement, considering that NIA is only 2.5 miles from Newark. For an additional \$3.80, you can add a ride on SEPTA's R-7 to Center City Philadelphia. The new service has been named *AirTrain Newark*, and from 6 AM and 9 PM, three trains per hour would serve NIA.

SEPTA charges a premium fare to ride its R-1 line to Philadelphia's airport, as does Metrolink to St. Louis' Lambert Field (please see April, 2001 **Bulletin**). Those premium fares might seem like a bargain when you consider how long the ride is, 8.5 and 18 miles respectively. But on Cleveland's RTA, it is just a regular fare to ride to/from Hopkins International Airport, just as it is on the

ZONE	STATION	FARE FROM NEW YORK	FARE FROM NEWARK
NWK	Newark	\$2.50	N/A
	Newark International Airport.	\$11.15	\$6.65
5	North Elizabeth, Elizabeth	\$4.15	\$1.65
7	Linden	\$5.00	\$2.50
8	Rahway	\$5.30	\$2.80
10	Metropark	\$6.10	\$3.60
11	Metuchen	\$6.60	\$4.10
13	Edison	\$7.50	\$5.00
14	New Brunswick	\$7.75	\$5.25
	Jersey Avenue	\$7.75	\$5.25
19	Princeton Junction	\$8.90	\$6.40
20	Hamilton	\$9.15	\$6.65
22	Trenton	\$9.45	\$6.95

two CTA lines that serve O'Hare and Midway Airports.

With most of the opposition hopefully a thing of the past, the board awarded a \$4.5 million contract to SYSTRA Consulting, to prepare the draft environmental impact statement (DEIS) for the Monmouth-Ocean-Middlesex (M-O-M) rail project. This document is required before restoration of passenger service can begin on the line, which is situated in one of New Jersey's fastest growing regions. Two alignments will be considered using diesel trains. The first, 40.3-miles of existing freight trackage, would run from Lakehurst to Monmouth Junction, where a connection will be made to the Northeast Corridor. Passengers traveling to New York or south of Monmouth Junction would have to change trains, while those destined for Newark would have a one-seat ride. Another freight line, between Lakehurst and Red Bank, is also under consideration. This one is 31.5 miles long, and would link up with the North Jersey Coast Line. The DEIS requires ridership projections, potential station and yard locations, equipment requirements, capital and operating costs, and of course, environmental impacts.

Hoboken Terminal's interior restoration has been completed and so now repairs will now be made to the plaza canopy, the piles, substructure, and first floor superstructure of the Terminal's northwest corner. This station is the last active station of four rail terminals on the Hudson River, the others all in Jersey City: Erie (closed 1958), Exchange Place (Pennsylvania Railroad left in 1961), and Central Railroad of New Jersey (closed in 1967).

Preservation of NJ Transit's rail stations was the focus of an article in **The New York Times** (August 2). The transit agency received high marks for its efforts in the care of its 160 stations. Forty-nine have been placed on the National Register of Historic Places, the highest in the nation.

NJ Transit has teamed up once again with K-Line Trains and The Train Station, to create another die-cast train model. This time they will be replicas of GG-1s and will be produced in two varieties, green with gold stripe and black with no stripe, and operate on O and O-27 layouts. They carry a retail price of \$249.95. These schemes are representative of how they looked during the years that they ran for NJ Transit.

Member Bob Wright emailed that the closing of the Cherry Hill Race Track will have no effect on NJ Transit's rail station because in 1998-99 this lot, basically on the west side of the Atlantic City Rail Line tracks, was developed into a shopping center. The station access was revised slightly, with all station parking moved to the west side behind the stores, and a new roadway was built from Cornell Avenue to provide a route to the station through the shopping center parking lot.

Port Authority Trans-Hudson Corporation

From 10:30 AM-3 PM Tuesdays through Thursdays

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Commuter Notes*(Continued from page 8)*

from July 17 to November 1, Newark-World Trade Center Line service operates every 15 minutes. This reduced schedule (trains normally run every 10 minutes) is necessary to enable "essential maintenance work" to be performed west of the Journal Square station. At Harrison, trains will only stop at the eastbound platform during this time.

PATH has requested proposals from qualified manufacturers for two (plus an option for two) specially designed utility track vehicles. This equipment would be used for track and other wayside maintenance.

Metropolitan Area

I have driven on the Henry Hudson Parkway past the rusting steel skeletal remains of a deteriorating pier at W. 64th Street and the Hudson River countless times, never knowing of its railroad heritage. An article in the City Section of *The New York Times* (July 22, 2001) had a photo of this late-19th century pier, which was built by the New York Central as a transfer station to load cargo onto ships. In conjunction with the building of the Trump Organization's Riverside South development project, the pier is to be demolished; however, some community groups are considering a try at preserving it.

During the first week of August, the International Olympic Committee was in New York City on an inspection trip to determine the feasibility of holding the 2012 Olympics in the Big Apple. Apparently the NYC2012 Committee ruffled a few feathers with some New Jersey officials over a City Hall proposal to bring the New York Jets to a new stadium on the west side of Manhattan, and the New Jersey officials issued a statement to say that they are not part of the bid. The proposal calls for several New Jersey venues, including the Continental Arena and Giants and Rutgers Stadiums, to be used for Olympic competitions. NJ Transit trains are part of the transportation plan to get visitors to the aforementioned venues. NJ Transit's Executive Director Jeff Warsh also said that a new passenger rail tunnel under the Hudson River and a rail link to the Meadowlands would be needed to support this bid. If this tunnel and link are ever constructed, they will provide a long-lasting improvement in commuting capacity between the two states.

Another city that is vying for these Olympics is Tampa, Florida. Member Dennis Zaccardi sent an article from the St. Petersburg *Times*, which had an artist's rendering of "rapid-transit buses" operating on the center lanes of I-75. This system would be a precursor to a light rail system.

Hoboken's new Mayor, David Roberts, supports a proposal for a heritage trolley line on Washington Street, using a few of the recently retired Newark PCCs. NJ Transit officials have agreed to begin preliminary studies and would pay most of the costs. While no for-

mal plans have been developed, NJ Transit Executive Director Warsh is also considering using these cars in one of the (Jersey) shore communities. As member Karl Groh emailed, this would be like Kenosha and San Francisco, two cities that are using PCCs very successfully. So it looks like proposals that have been mentioned to sell the cars to San Francisco, which is in dire need of operable trolley cars, will not come to pass. Please see article under *San Francisco* for details.

Census data information is being released periodically since last year's tabulation. In August, the average amount of commuting time was made available, and it should come as no surprise that New York, at 31.2 minutes, leads the nation. Maryland (29.2), New Jersey (28.7), District of Columbia (28.5), and Illinois (27.0) round out the top five. Commuters spend the least amount of time commuting in Wyoming, Nebraska, Montana, and the Dakotas, where the time ranges from 17.1 down to 15.4 minutes. The average for the nation is 24.3 minutes.

Amtrak

An 81-mile stretch between stations, the longest in New York State, will be reduced under an agreement with CSX. Lyons, located at MP 335, midway between Syracuse and Rochester, which had a station that was last used around 1968 and has since been demolished, will receive a new station. In other station news, Amtrak began using the newly rehabilitated Worcester, Massachusetts Union Station on May 23, although no one notified the crew of its first train (#145), which was directed onto the old platform by CSX' Dispatcher. MBTA trains have been using this station since earlier this year.

Sufficient numbers of AEM-7 and HHP-8 electrics were sometimes available to run a completely electric schedule on the Corridor as early as April 29. Meanwhile, the F-40s are fast disappearing. 210, 227, 228, 232, and 234 were taken by USDOT for crash-test experiments in Pueblo, Colorado, and 244 is on temporary lease to the MBTA. There has also been one additional "Cabbage" unit conversion, 90340, which is to be returned to its former Amtrak West assignment in a greatly transformed state. As of July 22, there were nine active F40s in the Northeast: 226, 265, 271, 278, 280, 288, 291, 411, and 413, and the only "scheduled" use of them is on Trains #63/64, The *Maple Leaf*. Genesis units (800s) are prohibited from leading on the Shoreline until they can be retrofitted with ACSES cab signal equipment. Thanks to member George Chiasson for these reports.

Florida's DOT has denied a funding request that would have had passenger service running from Jacksonville to West Palm Beach via Florida East Coast trackage (August *Bulletin*) by next fall, so the earliest possible date in sometime in 2003.

Other Transit Systems*Boston, Massachusetts**(Continued on page 10)*

Commuter Notes*(Continued from page 9)*

MBTA riders will soon be able to use cellular telephones. Member Todd Glickman reports that a contractor's proposal to install antennae within the confines of the subway system has been approved. As part of the compromise agreement, the MBTA will designate certain cars as "quiet." ("Yeah, go enforce that!," says Todd). The contractor will make a sizable yearly payment to the MBTA, so this is a revenue-generating program for the agency, and will in turn lease capacity to the various wireless services to make back its investment and generate its own profit. Installation will begin in the next few months, with completion in about two years.

New Attleboro/Stoughton timetables were issued on July 23, in connection with revisions to *Acela Express* schedules. Departure times were changed for nine trains between 15 minutes earlier to 12 minutes later than previously. Thanks to Todd for sending copies.

Commuter rail service is being offered to and from New England Patriots home games during the 2001 season. Service will run between South Station and Foxboro, and Providence and Foxboro.

Philadelphia, Pennsylvania

In the aftermath of torrential rains which struck the Northeast on June 16-17 (August *Bulletin*), service was resumed over the Fort Washington bridge on the R-5 Lansdale/Doylestown Line on July 23. SEPTA crews worked 24 hours per day to install a new 114-foot, two-track, three-span steel deck girder bridge.

Over the next 2½ years, there will be many weekend shutdowns on the Market-Frankford Line to enable a new state-of-the-art signal system to be installed. This automatic train control (ATC) system will create cab signals in the new M-4 cars and eliminate many of the wayside signals. SEPTA's control center will ultimately be able to control all switches and signals remotely. Thanks to member David W. Safford for the reports.

From *Cinders*, SEPTA plans two major projects on its commuter lines, beginning with a \$69 million project to rebuild tracks and signals on 7.5 miles of ex-Reading main between Wayne Junction and Glenside. Cab signals and Rule 261 (bi-directional) signaling will be installed. The award of this contract was expected this summer. Rebuilding the main line between 30th Street and Suburban Stations, including the catenary, track, and seven bridges, was to be the other project. Due to the massive disruptions in service that would have been caused, it was decided to reduce the scope to just doing catenary replacement now, thereby only removing one track at a time from service.

Amtrak has announced another plan to develop the air rights over its Penn Coach Yard, which is located just north of 30th Street Station. This latest plan involves building a high-rise office building or hotel, with a 1,700-

car garage, to be linked to the station via one or more pedestrian bridges over Arch Street. PennDOT and Amtrak were finalizing an agreement that would begin a multi-year, \$140 million project to upgrade the infrastructure on the *Keystone* Line between Philadelphia and Harrisburg. When work has been completed, all train service would be electrically operated, with trip times reduced to 90 minutes. This compares to an average of two hours at present.

Member David Klepper requested that I clarify my statement from the August *Bulletin* that the Market Street Line was entirely elevated. In fact, the portion east of the Schuylkill River, including the four-track section west of City Hall, which is shared with the trolleys, has always been in a subway.

Baltimore, Maryland

There are times when events occurring adjacent to a transportation line have an effect on rail service. However, quite the opposite transpired recently, as member Steve Erlitz reports. "During the afternoon of July 18, a CSX Eastbound freight heading through the 1.7-mile-long Howard Street tunnel in Baltimore derailed and caught on fire, causing postponement of the evening and following day make-up ballgame between the Baltimore Orioles and the Texas Rangers. All told, three games were affected. A tank car carrying hydrochloric acid ruptured, creating a fire that took days to put out. Within three hours, a water main broke at Howard and Lombard, flooding the area. Howard Street was closed from Pratt to Mt. Royal Avenue. Over the next week, the following service disruptions occurred: Baltimore Metro closed the State Street station for about an hour, because of the very limited road access, the governor ordered Metro to open on Sunday the 22nd from 8 AM-7 PM (Metro is normally closed Sundays.), Light Rail ceased operating between Patapsco and North Avenue, and a bridge (shuttle) bus was started. When Camden Yards was allowed to reopen on Saturday the 21st, service was extended to the Yards from Patapsco. Because they needed to tear up the track to fix the main, service is expected to be out indefinitely. MARC suspended service to Camden Yards Wednesday afternoon through Monday night. Trains were able to operate from their yard at Riverside, bypassing the Camden Yards, and either started or terminated at St. Denis or Dorsey (if they were not scheduled to stop either way at St. Denis). Full service was restored Tuesday morning the 24th. On Wednesday, CSX officials announced that they would pay all reasonable costs for the disruption, because they are acting like 'good citizens.'"

The end of the days of single-track operation and the odd 17-minute headways is in sight. With approval of a \$120 million grant from the Federal Transit Administration, work can begin to double-track 9.4 miles of trackage. Work on the eight segments of track from the Warren Road station in Cockeysville to the Cromwell Station

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Commuter Notes

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in Glen Burnie should be complete by 2006, and then a 10-minute headway is planned.

Washington, D.C. area

Virginia Railway Express's latest timetable is dated July 1. WMATA's current pocket map (March, 2001) shows the planned Blue Line extension to Largo. Its cover is adorned with a logo recognizing Metro's 25 years of service.

Atlanta, Georgia

At the end of June, Georgia Governor Roy E. Barnes announced a major transportation initiative for the Atlanta area. If this \$3.9 billion program goes forward, seven projects, of which two are rail (see below), would be constructed. In recent years, the City of Atlanta has been studying the concept of a commuter rail system, and it recently created the Georgia Regional Transportation Authority. Financing these projects has been a problem, but this year the Georgia legislature established the State Road and Tollway Authority, which has the power to issue Grant Anticipation Revenue Vehicles (GARVEE) bonds that would pay for transportation projects.

- Northwest Corridor Light Rail – passenger rail service from Town Center to Cumberland and Midtown Atlanta (\$2.8 billion)
- Regional Commuter Rail System – Atlanta-Macon Corridor would be the first line to be built, with a multi-modal passenger station in Atlanta, near Five Points (\$446 million)

Thanks to member Karl Stricker for the news from

Passenger Transport.

Atlanta is also studying the feasibility of constructing two light rail lines. The first would be an arc-shaped route in south DeKalb County connecting several major traffic generators, while the other would serve a route along Route 46, between Kennesaw and MARTA's Arts Center Station. **Railway Age** reports that these would be built in phases over a 24-year period, with the first segment complete by 2010.

South Florida

Tri-Rail is looking at a younger generation, college students in an attempt to attract more riders. It is hoping that this group will use Tri-Rail trains when they come to school and again when they return home. To reinforce the economics of using public transportation, Tri-Rail has developed a monthly student pass at a cost of \$40 and is targeting certain stations along the line that are in close proximity to a college campus to increase shuttle bus service. Tri-Rail officials are also looking to have the cost of these shuttles added to student activity fees, which would then include the use of public transportation. Thanks to member Joe Gagne for sending the article from the South Florida **Sun-Sentinel**.

To comply with the constitutional amendment approved by the voters in last November's election, nine members were appointed to the Florida High-Speed Rail Authority. However, not all of its appointees are pro-high-speed rail. The authority was created by the legislature this spring. According to the amendment, high-speed trains must begin running by November, 2003. Thanks to Dennis Zaccardi for the report from the St. Petersburg **Times**.

Chicago, Illinois

The Chicago Transit Authority has exercised the third and final option that it held with Alstom, worth \$60 million, to refurbish 180 additional 2600-series subway cars. The number of cars being overhauled now totals 598. Thanks to member Phil Hom for the news.

St. Louis, Missouri

When Metrolink was extended to Belleville on May 7, transit officials rerouted the bus service in St. Clair County so that it feeds Metrolink. All 24 St. Clair bus routes were changed, so that instead of 93 buses, only 77 are required for the expanded service. One Metrolink Train Operator, who was interviewed in the **St. Louis Post Dispatch**, told the reporter that with the extension, their jobs had changed from making five round-trips in eight hours to 3 or 3½ in the same time period, but with new scenery.

Members Bob and Judy Matten attended the NRHS convention which was headquartered in St. Louis from June 18-23. They rode Metrolink from Lambert Airport to downtown. Bob reminded us that the fare is higher from the two airport stations, \$3, as opposed to the regular fare of \$1.25. All-day passes cost \$4. Highlights of the convention included three trips behind steam engines. The first was an 85-mile ride to Gorham, Illinois, using Union Pacific 3985 and a train composed of streamliners and a domeliner, also of UP heritage. The other two excursions were powered by Frisco 1522 and a consist of various privately owned cars, with one Amtrak Horizon coach thrown in. The Mattens rode to West Quincy, Missouri (83 miles). They also visited the Museum of Transportation and attended a few seminars that dealt with citizen advocacy in light rail projects and the Eads Bridge. There was also one that discussed the proposed Chicago-St. Louis high-speed rail service, and they were surprised to learn that construction is already going on, and that rail cars would be ordered soon. Bob also commented on the proposed new intermodal station that is to be built near the present, inconvenient Amtrak station. He felt that it should be where lots of trains used to stop – Union Station. At the end of the convention, they remained for one extra day, and a friend who is a St. Louis resident took them on a tour of the area, during which they got to see the route of the next Metrolink extension to Clayton. Unlike the original line, this one will not use an old railroad right-of-way, but will instead operate through city streets. At major

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intersections, the line will be routed underground, and there will be three overpasses.

Kansas City, Missouri

Kansas City once again mounted a campaign to build a light rail system. This time the routes are being planned to reach many parts of the area. The former Country Club streetcar and freight alignment has been given up as the main focus of the system. To assist in building community support, Siemens loaned one of its SD-400 cars currently being delivered to St. Louis for Metrolink's expansion. Voters were asked to approve a ½-cent sales tax for 25 years to fund a light rail system (August **Bulletin**). Member John Pappas reported that car 3021 was parked on the remaining spur directly behind the revitalized Kansas City Union Station on Thursday, July 19, being made ready for public display. According to a Siemens representative, the car was to remain there on public display for 40 days. However, when I visited Kansas City on August 10, I found the car had been covered by a heavy blue tarpaulin and placed atop a flatcar in preparation for its trip to St. Louis.

One thing that you can not say about the elected officials in Kansas City is that they are not persistent, especially when it comes to the proposed light rail system. For the fourth time in as many years, voters rejected the sales tax and the light rail plan. According to the article in the **Kansas City Star**, blame was meted out to various entities, foremost to the "skimpy" fund-raising on the behalf of the Greater Kansas City Chamber of Commerce, whom it has been alleged, "favors and lobbies for more road building in the area." Perhaps in the long run, persistence may pay off, because Kansas City's mayor, Kay Barnes, hinted that another light rail vote may come as early as next year.

Vancouver, British Columbia, Canada to San Francisco

Member Davis Dure and his wife had a railfan's dream-vacation this summer. Starting their trip in Vancouver, British Columbia, Davis wrote: "it was very frustrating to be in each place only one or two days! Vancouver's SkyTrain is an ideal transit line - trains operate every 4 minutes off peak and evenings, and people love being able to show up and know a train will be along almost immediately. Ridership is over 120,000 per day, and the line seems very much a part of people's daily life. The new line is well under construction.

"On the *Talgo* to Seattle we crossed the Fraser River on a long drawbridge just below the beautiful SkyTrain suspension bridge, and enjoyed exquisite scenery while being served a nice meal (you could even buy a bottle of champagne, which we did) in the dining car. We stopped briefly overnight in Seattle before continuing our *Talgo* journey to Portland, and rode the waterfront streetcar and the Monorail. The streetcar serves a bona-fide transit function, connecting the up-and-

coming Belltown section where our hotel was with King Street and Union Station and the trolleybus tunnel.

"Portland's new downtown streetcar, which opened on July 20 using Skoda-built cars, is very attractive. However, it is almost useless as a circulator with a 15-minute base headway that lengthens to 20-30 minutes in the evening. I noted people showing up at stations and then deciding to walk instead - the whole line is only 2 miles end-to-end. MAX by comparison operates every 10 minutes, and, while not to the same extent as SkyTrain, is clearly part of the fabric of daily life. The trains are very quiet, smooth, and fast outside of downtown. The Airport line will open this fall, connecting into the Gresham line at Gateway.

"In Sacramento (after an overnight on the *Coast Starlight* and enjoying the Pacific Parlor Car for First Class passengers), I was amazed that they run 4-car trains in the peak. Also surprised how much single track is left - but not enough to cause problems. We rode a train that was delayed by 5 handicapped boardings, but I didn't see a train waiting at the end of any single-track section. The K Street Mall was a little depressing though.

"After a nice B(ed) and B(reakfast) in Sacramento, we boarded an early Capitol for San Jose. The *Capitols* are exceptionally nice trains, with beautifully designed and appointed café cars (the *Talgo* bistro cars were nice too, but the California café's blew me away). San Jose has a lovely downtown mall on one of the one-way couplets, which, unlike Sacramento's, was alive. The secret may be that half the street is still accessible to cars. The LRT goes through the pedestrian part of the street - it almost seems as if it is going down an exceptionally wide sidewalk, but with trees on both sides of the single-track forming a boulevard-like canopy of shade. You can hardly see the pantograph! After lunch, al fresco by the tracks in San Jose, we rode north to Mountain View. The new line, connecting at the north end of the original line like the crossing of a capital "T", is in the middle of Silicon Valley and not surprisingly seemed a little dead. The section at the Mountain View end was single track - with 10-minute headways! The outbound car appears to be scheduled such that if it is on time it actually has to wait briefly for the inbound car, while at the terminal a few minutes elapsed after our arrival before the next inbound departure. At Mountain View we rode Caltrain up the peninsula to the city, thence via the new Embarcadero extension of MUNI Metro from the Caltrain station to our hotel off Market Street.

"San Francisco was San Francisco, with beautiful weather. Rode the F/Market-Wharves line, which was hopelessly packed just as I had read about. Not a good transit experience for tourists - but then neither is the cable car. Both were used by locals for transportation until they became so overrun, and Muni seems constrained by a combination of budget, personnel, and car shortages from scheduling more service. So much po-

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tential squandered."

San Francisco, California

Ribbon-cutting ceremonies were held at the Richmond BART station on July 19, to mark the completion of work on this project, which provides a joint BART-Amtrak cross platform transfer. The station now has an 800-foot platform with a 120-foot canopy, seating areas, clock/identification tower, stairway and elevator providing direct access to the BART station below. This is the only station, among BART's 39 stations, with a direct connection to Amtrak, including the Capitol Corridor service between Sacramento and San Jose. The Richmond station is part of the overall Richmond Transit Village, and combines transit, 231 affordable housing units, 25,000 square feet of retail space, a 30,000-square-foot Performing and Cultural Arts Facility, and a four-level, 680-space parking garage.

Caltrain re-instated the \$1 surcharge for not purchasing tickets at stations prior to boarding trains as of August 5. The fee had temporarily waived while ticket vending machines were being phased in. According to the Caltrain press release, "the surcharge is intended to help free up time for Conductors to spend on other operational and passenger assistance duties on the train." Thanks to Phil Hom for these two reports.

This has got to be a first. The Market Street Railway, a major force in improving the trolley situation in San Francisco has purchased, with \$20,000 of its own funds, four of Muni's retired PCCs, and will be donating them to SF Muni. According to *Inside Track*, published by the Market Street Railway, "Baby Ten" cars 1026, 1027, 1028, and 1034 (St. Louis Car Company, 1951) were sold to an individual in South Lake Tahoe in the 1980s who had planned to create a streetcar line there. Over these intervening years nothing has happened, so these cars have become available. (In the October, 2000 *Bulletin*, we reported the numbers of some 1100-series PCCs, also in South Lake Tahoe.) 1027 has already arrived in San Francisco, and is presently in storage. Adding these four cars to the four already on hand (1023, 1031, 1038, and 1040 (the last PCC constructed in the US)), plus three unrestored double-ended cars (1006, 1008, and 1011), brings the total of cars in need of overhaul to eleven. MSR believes is the lowest number that would bring bids from interested contractors. Unfortunately, Muni has only identified enough funding to pay for five cars. There are also five "foreign" cars on hand, awaiting restoration. In order to alleviate the chronic car shortage (please see Davis Dure's comments above) for the "F" line, MSR would like Muni to bid on all of the Newark PCCs, which they believed were going to be auctioned off this month. The group believes that a few could be put into service immediately, as they would only require minor modifications.

Montréal, Québec, Canada

VIA awarded a contract to Bombardier for engineering and design services in preparation for carrying out modifications and assembly work on the 139 new passenger cars that were purchased last December from Alstom in the United Kingdom. These *Nightstar* cars had been slated for use on a European overnight train service between London and the continent that never panned out. The first fifteen cars arrived in Canada in late May, joining the original three-car test set.

Toronto, Ontario, Canada

As of June 3, it is now more expensive to ride on Toronto's subways, trolleys, and buses, because on that day, adult fares went up ten cents, Senior/Student fares went up five cents. The base cash adult fare is C\$2.25, tokens/tickets are 5 for C\$9. Senior/Student fares are C\$1.50, and their tickets/tokens are sold at 10 for C\$12. A Day (family) Pass now sells for C\$7.50. One US dollar is equal to C\$1.48.

Ottawa, Ontario, Canada

Canada's government has announced that VIA will now begin to work more closely with commuter agencies in providing service. According to the report in *Railway Age*, this is a reversal of a long-standing policy that VIA should only be involved in intercity rail service. As part of a government plan for the reduction of greenhouse gases and smog, VIA will coordinate its operations with those providing commuter service and even expand them in some cases. In the Toronto area, it will supplement those of GO Transit, and may restore some services that were mainly commuter runs. Discussions have been held with Montréal's AMT to share facilities and honor each other's customers. A new stop will be added in the West End of Ottawa and early morning service between Ottawa and Montréal will be increased.

London, United Kingdom

Just six and one-half months after he took the job as Chairman of London Transport, Robert Kiley was (as the British say) "sacked" on July 17, over a controversial proposal to privatize the lines. Kiley's termination resulted over differences that he had with the government because he had been using his position to attempt to block the public-private partnership (PPP) of the Tube. His dismissal had been approved by Prime Minister Tony Blair, who placed Mr. Kiley in charge of negotiations with the preferred bidders for 30-year contracts to operate the Tube tracks, signals, and stations. He retains his position as Commissioner of Transport for London on a £500,000-a-year contract, a job that he took last year with a mandate to improve London's Underground.

Almost everyone knows that London has three airports, Heathrow, Gatwick and Stanstead, and all are served by direct rail service into downtown London. But, there is a fourth, albeit smaller airport – London City Airport – and its location, near the Docklands Light Rail-

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Commuter Notes*(Continued from page 13)*

way, has transit officials building a line to it. Planning calls for this new segment to branch off the line to Beckton, just east of the Canning Town station. Five stops would be added, including the one at City Airport, and there is a proposal to extend the line one additional stop. Construction is set to begin next February, with revenue service starting in late 2004. A running time of 22 minutes is envisioned.

Austria

Bob and Judy Matten also went on the NRHS trip to Austria in May. Traveling from the Vienna airport, they rode S-Bahn Route S-7, which departs at half-hour frequencies. This station is a through station, not a terminal, as are many rail lines to airports. Austrian Rail Passes are honored on this train. At Wien Mite, a transfer was made to the U-4 subway line, which they rode to the last stop, Heiligenstadt. One has several choices when purchasing tickets, but instructions are only in German. Single-fare tickets cost 19AS (Austrian Shillings), 24-hour passes (60AS), 3-day passes (150AS) and 7-day passes (155AS). At the time, \$1US was equal to 14.7AS. These tickets are valid on U-Bahn (subway), S-Bahn, tram, bus, and the interurban to Baden, which is within the city limits of Vienna.

Trams usually run in two-car units, which not surprisingly, are painted red and white (also the colors on the national flag), but new low-floor trams operate on Lines 65, 67, and U-6, and they are painted gray with red and blue stripes at the base of the cars. One of Vienna's most famous streets is the *Ring*, and two lines operate around it, in opposite directions, Route #1 (clockwise) and Route #2 (counter-clockwise). Riding around the *Ring* (which used to contain the old city walls) is a good way to sightsee and observe other streetcar activity, as other lines join and leave. At some points there are short sections, which contain three or four tracks. Tram lines carry both numbers and letters. The interurban line to Baden operates blue cars, and the terminus is near the Opera House. U-Bahn lines operate on third rail, with the exception of Line U-6. The latter uses equipment composed of 5-car trams, in combinations of five low-floor cars or one low-floor car spliced by two trams.

At Längenfeld Station, where Lines U-4 (East-West) and U-6 (North-South) intersect, there is a four-track station with two platforms providing an across-the-platform transfer. The weekly passes that the Mattens purchased were put to good use, as they rode the U-Bahn and other transit lines frequently. Vienna's transit system is still being extended. In fact, last year Line U-3 was extended on both ends, and during their travels, construction was observed going on for Lines U-1 and U-2. There are digital signs to inform passengers as to how many minutes it will be until the next train arrives. In most cases the signs read 1, 2, or 3 minutes. (Ed.

Note – London has a similar system on some lines). Bob found that this is a better system than the one employed in Madrid and Barcelona, because that one tells you how long it has been since the last train left.

To finish up the last day of their Austrian rail pass, they rode to Graz, which is located in southern Austria. The trip took about 2½ hours. This city has six tram routes plus a tram museum at the end of route #1, Maria Trost Station. Downtown, where 4 of the 6 lines operate (#1, 3, 6, and 7), digital signs show the route numbers of the next three trams to arrive. This is important as two or three cars arrive at once, so passengers will know where to stand. There is no Route #2 (Bob did not know if it was never built, or possibly abandoned), but in the downtown, switches have been installed for Route #8, which will go to Don Bosco.

Tel Aviv, Israel

Railfanning is possible in Israel, and member David Klepper wrote that he recently went to explore some of the latest developments in Israel Railways passenger service. He rode an intercity bus from Jerusalem to the Central Tel Aviv station, and then a local bus one stop to the new Tel Aviv University station, where he found most of the signs to be in Hebrew, Arabic, and English. David wrote about the acoustics (he is a sound engineer) of the public address system, which he found remarkably good considering the arched ceiling. The first train he saw was the outbound to Rosh Ha Ayim, which used a Danish-built Flexliner. His four-minute ride north back to Central Station was aboard a modernized 1966 Yugoslavian coach in an eight-car train with an Alstom B-B double-ended streamlined diesel. A four-unit Flexliner set (3 cars per unit) was used for the trip to Ber Sheva (which we know as Beersheeba) and a traveling coach cleaner kept the cars tidy at all times. There were two "rolling-car purveyors of food and drink" with slightly different selections. The new station in Ber Sheva is a beautiful one, with one drawback: its tracks stub-end, and when the line is extended south to Demona and Eilat a reverse move will be required. Ten new three-car bi-level push/pull trains, possibly Adtranz from Germany, are on order, and the first has already arrived. These are articulated, unlike the Flexliners, but consist of a power coach, intermediate coach, and cab-car coach. All power is in the power car and MU operation of two-, three-, or four-car sets is possible. Like nearly all other passenger equipment, the interior has 2-2 seating with tables. Freight operations around Tel Aviv were using EMD export high-hood C-Cs, about 30-40 years old, but in good condition. Cabooses are not used, nor are end-of-train devices.

From the History Files

35 Years Ago: September 30, 1966 was a red-letter day in the annals of New Jersey commuter rail services, as many were drastically cut back. This occurred when the Erie-Lackawanna abandoned service on all or part

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Car Assignments and Deviations Therefrom

(Continued from page 18)

As of August 23, 2001 R-142s 6301-6350, 6411-6445, 6476-6480, 6501-6515, 6576-6625 in service on ②; 6351-6410, 6446-6475, 6481-6500, 6536-6540, 6626-6640, 6646-6670 delivered

Courtesy of George Chiasson, here are the numbers from 23 of the first cars to be sunk off the Delaware coast: (R-26) 7778, 7779, 7788, 7789, 7796, 7797, 7815, 7834, 7835, 7844, 7845, 7850, 7851; (R-28) 7870, 7871, 7890, 7891; (R-29) 8654, 8655; (R-33) 9056-returned from Smithsonian; (R-33S) 9321; (R-36) 9544, 9545.

As mentioned in the last issue, NYC Transit added four AM and two PM rush hour trips to ①/⑨ as of August 6. To provide added equipment for this service increase 15 R-62As from ⑥ have been running on ①/⑨. Car numbers will be provided when available.

On August 4, 2001, the non-air-conditioned single-unit R-33s were removed from trains on ⑦. All New York City subway cars in service for the remainder of the summer are air-conditioned. Presumably the cars will be returned to service after Labor Day, as has been done in previous years.

Effective July 23, the set of R-62A cars from ①/⑨ running on ⑤ was sent back to ①/⑨.

Around New York's Transit System

all times on BMT-IND lines not listed below. Short trains are operated on the following lines:

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trains, 10 60-foot cars or 8 75-foot cars, are operated at

LINE	NUMBER OF CARS		
	60 Feet	75 Feet	
③	8	—	All times
④	—	6	Weekdays
④	—	4	Late Friday evening until early Monday morning
⑤	4	—	Weekday evenings and midnights, all times weekends
⑤/⑥	8	—	Times not listed above
⑦	8	—	All times
⑦	4	—	Weekday evenings and midnights, all times weekends
⑦	8	—	Times not listed above
⑧, ⑨	—	4	Weekday and weekend midnights
⑧, ⑨	—	8	Except midnights
⑩ (Franklin Avenue)	—	2	All times
⑩ (Rockaway Park)	—	4	All times
⑩ (Grand Street)	—	4	All times

Commuter Notes

(Continued from page 14)

of the following branches: Boonton (Netcong to Washington), Caldwell, Carlton Hill, Newark, Northern, Sussex, and the Greenwood Lake Line (Mountain View to Midvale).

10 Years Ago: On September 9, 1991, NJ Transit started operating trains via the Waterfront Connection between Newark and Hoboken, thus providing another commuting option.

CLARIFICATION – From the History Files, July, 2001- From Bob Wright: "Not all of the Reading's MUs were known as Blueliners. Only those rebuilt received this nickname, derived from their blue and white paint scheme. Non-rebuilt MUs retained the green paint scheme through the SEPTA takeover, when some of the Blues got the SEPTA scheme. To the best of my knowledge, none of the green MUs ever were repainted in the SEPTA scheme."

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

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

by David Erlitz

How is everyone? I hope you all had a good summer. I won't take up much time with this because you already know there is a lot of work in the system. I have been telling you that since I started writing this article. Anyway, on to the show. In the IRT we have the usual culprits (72nd Street, Times Square, Atlantic Avenue), and now 125th Street. We have the Track people working between 138th Street and 149th Street-Grand Concourse, and the R-142s just keep rolling right along in delivery.

On the IND, by the time you read this, the 63rd Street Connector (the project that just will not go away) should have been delivered to NYC Transit. Due to switch work and other factors the normal service will not start until November. We also have switch work at Union Turnpike and track work in the Rockaways, along with the Airtrain project that will require track access for the completion of the Howard Beach section of the project as well as a station rehabilitation for the same.

The BMT is just so busy, with West End Line signals, Jamaica Line panels, Alabama Avenue switches, Montague and 60th Street Tunnel fire lines, and DeKalb Avenue switches, along with the start of the station rehabili-

tation at DeKalb Avenue. Also, Labor Day weekend is supposed to be the connection of the temporary Track P2 between Atlantic Avenue and Broadway Junction for the Atlantic Avenue reconfiguration project. After the temporary track is connected, full demolition and building of the permanent Track P2 will take place for the next year, with the schedule calling for connecting the permanent Track P2 by Labor Day of 2002. All of that plus CBTC, track work at Jefferson Avenue and later Graham Avenue, and Atlantic Avenue (Brighton Line) station rehabilitation. Additionally, the start of the Stillwell Terminal project involving the Sea Beach Line being taken out of Stillwell Avenue makes this a very busy fall season for Operations Planning. Oh, and by the way, for all of you people who cannot seem to stay up late enough to go out at night and take pictures of the vacuum train, you will notice that the last few lines of my article have the vacuum train on the Brighton and Franklin Avenue Shuttle Lines during the day, so now you have no excuse not to get pictures (unless you cannot get out of work or school). You may even see me or someone else you know on it. So look for it if you can and until next month, "happy reading."

DATE	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
9/8 to 9/16	Daily & Wkndys	②, ⑤	Track F2 S/O E. 180 th Street to N/O Freeman Street	S/B trains operate express via Track M S/O E. 180 th Street to N/O Freeman Street	Rail renewal
9/8 to 9/10	Wkend	④, ⑤	Track L3 S/E 125 th Street to S/O 125 th Street	N/B ④ and ⑤ operate local from N/O Grand Central to N/O	Demolition and installation of rubbing boards
9/5 to 9/14	Nights	⑦, ⑦ sh.	Track C1 N/O Vernon-Jackson to N/O Grand Central	⑦ – Single track N/O Hunters Point Avenue to Grand Central via Track C2	Tube wash
9/12 to 9/22	Nights	②	Tracks F1 & F2 S/E 149-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	Fire line installation
9/15 to 9/17	Wkend	④, ⑤, ⑤, Bus	Track L1 N/O 125 th Street to S/E 125 th Street	④ south – N/B terminate at 125 th Street, relay to Third Avenue-138 th Street ④ north – Woodlawn to 149 th Street-Grand Concourse ⑤ – S/B via Seventh Avenue Line ⑤ – Times Square Shuttle operates all night Bus – S/B only 149 th Street-Grand Concourse and 138 th Street-Grand Concourse to Third Avenue-138 th Street	Demolition and installation of rubbing boards
9/6 to 9/20	Nights	⑦, ⑦ sh.	Track C1 N/E Grand Central to S/E Grand Central	⑦ – Single track N/O Hunters Point Avenue to Grand Central via Track C2	Remove debris and deliver equipment
9/14 to 9/17	Wkend	②, ③	Track B3 S/O 72 nd Street to N/O 72 nd Street	N/B operates local via Track #4 from S/O 72 nd Street to N/O 96 th Street	Electrical and plumbing installation
9/15 to 9/16	Wkndys	②	Track WM N/O 238 th Street to S/O Bronx Park East	No effect on service	Remove track barriers
9/11 to 9/14	Nights	④	Track MM2 N/O Spring Street to S/O Spring Street	S/B operates local via Track #1 N/O 14 th Street to N/O Brooklyn Bridge	Remove of construction debris and complete communication room
9/15	Daily	⑦	Track C2 S/O 103 rd Street to S/O Willets Point	N/B via Track M N/O Woodside to Track MC S/O Willets Point, then normal	Install signal and cable equipment

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Track Construction Forecast for September, 2001

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DATE	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
9/4 to 9/14	Nights	E, F	Tracks GD1/D1 S/O 36 th Street and Queens Plaza to S/E Court Square and S/E 11 th Street Cut	S/B trains operate express from Roosevelt avenue to Queens Plaza, then via 53 rd Street Tunnel	Remove existing signal equipment and punch list work
9/5 to 9/14	Nights	E, F	Tracks GD2/D2 N/O Court Square and S/E 11 th Street Cut to N/E and S/O Queens Plaza	E and F operate via 53 rd Street Tunnel and run normal local from Queens Plaza	Remove existing signal equipment and punch list work
9/4 to 9/14	Nights	D	Tracks B4/B6 S/E 42 nd Street & N/O 47 th -50 th Streets to S/O 59 th Street & S/O 57 th Street	S/B via Track B1 34 th Street to Second Avenue and terminate. N/B via Track B2/A2 via Eighth Avenue Line to 59 th Street	Switch #137A&B renewal
9/4 to 9/30	7 nights a week	E, F	Switches #9 and 11 S/O Union Turnpike	E - S/B via Track D3 N/O Briarwood-Van Wyck to Continental Avenue F - S/B via Track D3 S/O Parsons Boulevard to Conti-	Renew switches #9 & 11
9/15 to 9/17	Wkend	D, Q, S	Tracks B4/B6 S/E 42 nd Street & N/O 47 th -50 th Streets to S/O 59 th Street & S/O 57 th Street	S/B via Track B1 34 th Street to Second Avenue and terminate N/B via Track B2/A2 via Eighth Avenue Line to 59 th Street Q - extended to 21 st Street-Queensbridge	Switch #137A&B renewal
9/15 to 9/17	Wkend	S	Track B3 N/O Broadway-Lafayette to S/O Grand Street	S - No effect on service Grand Street to Broadway-Lafayette S - 21 st Street-Queensbridge to Broadway-Lafayette suspended and	Asbestos abatement
9/15 to 9/17	Wkend	E, F, R	Tracks D2/D3 S/O Queens Plaza to N/O Roosevelt Avenue	E, F - N/B normal, S/B local R - N/B express via Track D4, S/B normal	Asbestos abatement
9/4 to 9/14	Nights	N, R, W	Tracks F2/B2 S/O DeKalb Avenue	N/B N/R/W operate express from 36 th Street to Pacific Street, then via Manhattan Bridge	Switch #73A&B renewal
9/15 to 9/17	Wkend	N, R	Track B2 N/O Whitehall Street to S/O Canal Street	N/B operates via Manhattan Bridge as per other plans	Structural repair and water remedy
9/15 to 9/17	Wkend	N, R, W	Tracks F2/B2 S/O DeKalb Avenue	N, R - N/B express 36 th Street to Pacific Street then via Manhattan. Bridge W - suspended, replaced by one-way N service West	Concrete pour for Switch #73
9/14 to 9/16	Wkend	N, W, W sh.	Tracks D2/D3/4/DC2/DC3-4 N/O Stillwell Avenue to N/O Ninth Avenue	N - one-way service as per above plan W - Last N/B W intervals via Sea Beach Line W Sh - suspended, replaced by N	In-service signal testing
9/10 to 9/12	Nights	J	Track J1 N/E Essex Street to N/O Marcy Avenue	N/B J single-tracks via Track J2 N/O Essex Street to N/O Marcy Avenue	Parking brake test with R-143 cars
9/11 to 9/12	Daily	Q	Track A3 S/O Prospect Park to S/E Kings Highway	S/B Q operates local via Track A1 from S/O Prospect Park to S/O Kings Highway	Vacuum train
9/13 to 9/14	Daily	Q	Track A4 S/E Kings Highway to S/O Prospect Park	N/B Q operates local via Track A2 from S/O Kings Highway to S/O Prospect Park	Vacuum train
9/15	Sat 7am to 12pm	S (Franklin Avenue)	Track O1/A1 S/O Botanic Garden to S/E Prospect Park	Operates as an exclusive use shuttle on Track A2/O2 Prospect Park to Franklin Avenue	Vacuum train
9/16	Sun 7am to 12pm	S (Franklin Avenue)	Track A2/O2 S/E Prospect Park to N/O Botanic Garden	Single track via Track A1/O1 Prospect Park to Botanic Garden	Vacuum train

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

Very Unusual Reroute

To install timbers for Switch #271A/B connecting the southbound local track to the middle track just north of 138th Street-Grand Concourse, the following reroute was in effect from 11 PM Saturday, July 28, 2001 to 3 PM Sunday, July 29, 2001.

④ trains from Brooklyn discharged passengers at 125th Street and operated light to Third Avenue-138th Street. Southbound ④ trains picked up passengers at this station. ⑤ trains operated all night. Southbound trains operated normally to 149th Street-Grand Concourse, after which they continued via Track #2,

Seventh Avenue Line, making express stops to north of Chambers Street, where they switched to the local track. Then they operated non-stop to Bowling Green via the South Ferry loop. Northbound trains operated normally. The 42nd Street Shuttle operated from 12:05 to 6 AM. A fare-free shuttle bus operated southbound only, stopping at 149th Street-Grand Concourse, 138th Street-Grand Concourse, and Third Avenue-138th Street.

BMT-IND Car Service

The following car service was operated when the new schedules went into effect on July 22, 2001. Full-length

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CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
July 25, 2001	Ⓐ	Solid train of Morrison-Knudsen R-32s
July 27, 2001	Ⓜ	Slant R-40
August 6, 2001	Ⓞ	R-68A
August 16, 2001	⑤	R-142 (one northbound trip)
August 21, 2001	Ⓞ	Train composed of four R-68s and four R-68As

One or two R-68As are in service on the Ⓞ every day, including weekends. We observed an R-68A occasionally on the Ⓞ. A train of R-68s appears on the Ⓜ in the evening rush. Mixed trains of Morrison-Knudsen R-32s and R-38s in all different combinations are in service on the Ⓐ.

The new R-68 car assignment is as follows:

2500-2715: Concourse Shop — Ⓑ and Ⓓ

2716-2915: Coney Island Shop — Ⓝ and Ⓞ

2916-2924: Coney Island Shop — Franklin Avenue Shuttle

Member Glenn Rowe has provided a list of "Redbirds" that have been removed from service (as of August 4) since the list published in the August *Bulletin*:

R-28s 7936-7937 from ⑤

R-36s 9548-9549, 9552-9557 from ⑦

R-29s 8600-8601 and 8636-8637, listed as scrapped in the August issue, are being used as signal dollies.

Member George Chiasson reports that the last trains of R-36 cars to run on ⑥ operated on Monday, July 9. The consists were S-9523-9522, 9524-9525, 9498-9499, 9513-9512, 9514-9514-N and S-9491-9490, 9501-9500, 9502-9503, 9497-9496, 9518-9519-N. After service, the cars were sent to Concourse Yard for storage.

George also reports that the following cars are out of service:

R-28s 7928-7929, 7940-7941, 7946-7947 from ⑤

R-29s 8582-8587, 8606-8607, 8622-8625, 8628-8629, 8646-8649, 8666-8667 from ⑥

In addition, George reports that the following car shifts/deliveries/entries into service have taken place since the last *Bulletin*:

(clarification from August issue) R-33s 8856-8883 and 8886-8907 were transferred from ② to ⑤ on June 27, 2001; R-33s 8908-8917 were transferred on July 11

As of July 27, 2001 R-33s 8918-8927 from ② to ⑤

As of August 20, 2001 R-142As 7211-7455, 7461-7465 in service on ⑥; 7456-7460 testing; 7466-7475 delivered

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