

# *The Bulletin*



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

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## ***The Bulletin***

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## **WORLD TRADE CENTER DESTROYED**



**This dramatic photograph, taken on the morning of September 12, 2001, shows the level of damage done to the Twin Towers about 24 hours before.**

Carl Henar photograph

On the morning of Tuesday, September 11, 2001, the famed Manhattan skyline was changed, possibly forever, by terrorists who intentionally flew two hijacked jetliners into the World Trade Center within the space of about a half hour, destroying the Twin Towers and several neighboring buildings. The resulting fires burned for over a week, and thousands of people were listed as "missing." On the same morning, two other hijacked planes crashed, one into the Pentagon in Washington, D.C. (it had allegedly been headed for the White House), where it killed over 200 people, and the other (said to have been headed for the Presidential retreat, Camp David, in Virginia) into a field in western Pennsylvania. In addition to casualties on the ground, hundreds of passengers and

crewmembers on the planes, including the terrorists, were also killed.

While this incident affected the city (and the country) in many ways, we will concern ourselves here with the effects on the city's subway system. A separate article in this issue details the effects on the commuter rail system serving the city.

Subway service throughout the system was suspended at approximately 10:15 AM on September 11. It was restored a bit at a time during that day and over the following few days, though some sections of the system and some individual stations were still closed as of this writing.

As of 5:30 AM September 12, the following service pattern was in effect:

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**World Trade Center Destroyed**

*(Continued from page 1)*

- A**: 207<sup>th</sup> Street to Far Rockaway/Lefferts Boulevard via **F** between Jay Street and W. 4<sup>th</sup> Street
  - B**: 205<sup>th</sup> Street to 34<sup>th</sup> Street-Sixth Avenue
  - C**: suspended
  - D**: normal
  - E**: Jamaica Center to W. 4<sup>th</sup> Street
  - F**: normal
  - G**: normal
  - J**: Jamaica Center to East New York
  - L**: normal
  - M**: Metropolitan Avenue to Broadway-Myrtle Avenue
  - N**: normal, except operation via bridge instead of tunnel between Manhattan and Brooklyn
  - Q**: Coney Island to 21<sup>st</sup> Street-Queensbridge
  - R**: Court Street to 95<sup>th</sup> Street
  - W**: DeKalb Avenue to Coney Island
  - Z**: suspended
  - 1**: 242<sup>nd</sup> Street to Times Square
  - 2**: 241<sup>st</sup> Street to 96<sup>th</sup> Street; Atlantic Avenue to Flatbush Avenue
  - 3**: 148<sup>th</sup> Street to 135<sup>th</sup> Street; Utica Avenue to New Lots Avenue
  - 4**: Woodlawn to Grand Central (northbound trains started at Brooklyn Bridge); Atlantic Avenue to Utica Avenue
  - 5**: Dyre Avenue to E. 180<sup>th</sup> Street
  - 6**: Pelham Bay Park to Grand Central (northbound trains started at Brooklyn Bridge)
  - 7**: normal
  - 9**: suspended
- All **S** Shuttles: normal
- By 6 PM on September 12, some services had been restored, as follows (all stations in Manhattan from Canal Street southward were being skipped):
- A**: 207<sup>th</sup> Street to Far Rockaway/Lefferts Boulevard via **F** between Jay Street and W. 4<sup>th</sup> Street
  - B**: normal
  - C**: suspended
  - D**: normal
  - E**: Jamaica Center to W. 4<sup>th</sup> Street
  - F**: normal
  - G**: normal
  - J**: Jamaica Center to Essex Street
  - L**: normal
  - M**: Metropolitan Avenue to Broadway-Myrtle Avenue
  - N**: Ditmars Boulevard to 34<sup>th</sup> Street-Broadway and Court Street to Coney Island
  - Q**: normal (including **Q**)
  - R**: Court Street to 95<sup>th</sup> Street
  - W**: normal

- Z**: suspended
  - 1**: 242<sup>nd</sup> Street to 34<sup>th</sup> Street
  - 2**: 241<sup>st</sup> Street to 34<sup>th</sup> Street; Atlantic Avenue to Flatbush Avenue
  - 3**: 148<sup>th</sup> Street to 135<sup>th</sup> Street
  - 4**: normal, except trains skipped Union Square
  - 5**: normal, except trains skipped Union Square
  - 6**: Pelham Bay Park to Bleecker Street (northbound trains started at Spring Street)
  - 7**: normal
  - 9**: suspended
- All **S** Shuttles: normal

Over the next few days, the service pattern changed several times as government officials opened up more of lower Manhattan and as NYC Transit worked to make more of the subway system usable. Some services that had been restored (such as **5** to Flatbush Avenue) were cut back, then restored again. The Broadway-Seventh Avenue Line was flooded in the area of the Chambers Street station, and serious damage (estimated to take years to repair) occurred on the section between Chambers Street and South Ferry. The Broadway Line between Whitehall Street and Canal Street was out of service due to concern over vibrations from trains in the area of the former World Trade Center.

The next major change to service occurred on the morning of September 17, coinciding with the reopening of the Financial District in lower Manhattan. The Montague Street Tunnel and the Broadway-Seventh Avenue Line in the area of Chambers Street reopened to train service, but the lower part of the Broadway Line was still out. Service operated as follows:

- A**: normal, except trains skipped Chambers Street and ran local between 168<sup>th</sup> Street and 145<sup>th</sup> Street; shuttle service at night, Euclid Avenue to Lefferts Boulevard
- B**: normal
- C**: Suspended
- D**: normal
- E**: Jamaica Center to Euclid Avenue, skipping Chambers Street
- F**: normal
- G**: normal
- J**: Jamaica Center to 95<sup>th</sup> Street, operating local on Fourth Avenue
- L**: normal
- M**: Metropolitan Avenue to Coney Island, operating local on Fourth Avenue and operating via the **N** in Brooklyn
- N**: suspended
- Q**: Continental Avenue to Coney Island, running local on Broadway and Queens Boulevard
- Q**: 57<sup>th</sup> Street to Brighton Beach

*(Continued on page 3)*

**World Trade Center Destroyed**

(Continued from page 2)

- Ⓡ: suspended
- Ⓦ: Ditmars Boulevard to Coney Island, running local on Broadway and the Astoria Line
- Ⓩ: suspended
- ①: 242<sup>nd</sup> Street to 14<sup>th</sup> Street, express south of 96<sup>th</sup> Street
- ②: normal, except trains skipped Park Place and Chambers Street and ran local between Canal Street (also skipping Franklin Street) and 96<sup>th</sup> Street
- ③: normal, except trains skipped Park Place and Chambers Street and ran local between Canal Street (also skipping Franklin Street) and 96<sup>th</sup> Street
- ④: normal, except trains skipped Wall Street
- ⑤: normal, except trains skipped Wall Street
- ⑥: normal
- ⑦: normal
- ⑨: suspended
- All Ⓢ Shuttles: normal

On Wednesday, September 19, there was a change to this service pattern. Everything remained as it was as of September 17, except:

- ①: 242<sup>nd</sup> Street to New Lots Avenue, local in Manhattan and Brooklyn
  - ②: 241<sup>st</sup> Street to Flatbush Avenue, local in Manhattan; trains skipped Franklin Street, Chambers Street, and Park Place
  - ③: 148<sup>th</sup> Street to 14<sup>th</sup> Street, express in Manhattan; trains skipped Chambers Street and Park Place
- At press time, this pattern was still in effect, with the Franklin Street station on ① and ② opening on September 18 and the Wall Street station on ④ and ⑤ opening on the evening of September 19.

On Monday, September 24, ⓔ service was restored to the World Trade Center terminal, with southbound trains discharging at Canal Street and northbound trains making their first stop there. ⓐ service was also restored. During the hours of ⓐ operation, ⓐ trains ran express between 168<sup>th</sup> Street and 145<sup>th</sup> Street; other times, they ran local between those stations.

**DATE OF INFAMY II**  
by Randy Glucksman

Today's news is the history of tomorrow, and if December 7, 1941 was "A date which will live in infamy" (President Franklin D. Roosevelt's speech to Congress on December 8, 1941), certainly September 11, 2001 qualifies as "A date of infamy II." The events of this day certainly defy description, and words like "unthinkable" and "horrific" can only scratch the surface. I found it difficult to put this piece together, thinking about the thousands of innocent people who were parents, relatives, friends, and co-workers who perished needlessly in this act of terrorism. Anyone who is old enough will remember where he or she was on other memorable dates in United States history such as December 7, 1941 – the attack on Pearl Harbor – or November 22, 1963 – when President John F. Kennedy was murdered – or January 28, 1986 – when the *Challenger* exploded. As we all know by now, a well-coordinated and -planned terrorist attack began when four airplanes were hijacked, two of them being crashed into the World Trade Center, the first target. Within an hour, both towers collapsed and were destroyed, killing thousands of innocent persons. Smoke from the fires continued to permeate the lower Manhattan area for many days following. I was able to see the smoke from the Tappan Zee Bridge, about 25 miles north. The Pentagon was also struck a short time later (189 lives were lost here), and the fourth plane was crashed in western Pennsylvania. A number of passengers aboard that plane used their cellular telephones to call relatives and

tell them that their plane had been hijacked, were informed by relatives about the other crashes, and took matters into their own hands, thereby preventing the intended target from being hit. The airplane crashes took a total of 266 lives on the planes (8 pilots, 25 flight attendants, and 233 passengers – the latter includes 19 hijackers). President George W. Bush told the nation that "war has been declared on us," and assured the world that all efforts would be made to seek out and destroy those who perpetrated this terrible act.

Locally, Manhattan Island was immediately cordoned off, and traffic on all bridges, tunnels, and commuter rail lines was stopped. There were reports that subway service was also halted. Slowly, subway service was restored (see cover story), but lines that ran near the World Trade Center either remained suspended, were rerouted, or bypassed stations.

I commute on an express bus that runs to the Port Authority Bus Terminal. Leaving my office on Tuesday afternoon I arrived there at 1 PM, and found that the building was closed, so I walked over to Grand Central. Only one entrance to the terminal was open. I was exceptionally fortunate, because when I got there ten minutes later, the Hudson Line departure board showed the 12:20 PM all-stops local to Poughkeepsie. The terminal was also surprisingly empty. Subsequently I learned that it had just reopened following a bomb scare. (In the days to come there would be many such threats made

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**Date of Infamy II***(Continued from page 3)*

at other locations where large numbers of people gather.) I boarded the 8-car push/pull train, which departed a little more than a half-hour later. Between 12:15 PM and 2:30 PM, a load-and-go operation had been in effect. Beginning with the 3:07 PM to New Haven, a Saturday schedule was being operated. Regular daily service resumed on Wednesday.

Tuesday afternoon the Long Island Rail Road only operated eastbound service from Penn Station, and all trains headed to Manhattan were discharged at Jamaica but carried "emergency" personnel on to New York. Normal service was also resumed on Wednesday. NJ Transit also operated a load-and-go service out of New York's Penn Station on the Northeast Corridor and North Jersey Coast Lines, and the Midtown Direct service. Raritan Valley Line customers, as usual, had to transfer at Newark. Train crews did not collect fares on Tuesday. Fares were not charged on Tuesday afternoon or Wednesday. NJ Transit was cross-honoring its bus and rail tickets, and instructed its train crews not to charge the fees for purchasing a ticket onboard its trains.

PATH's press release stated that service would resume at 6 AM Wednesday, between 33<sup>rd</sup> Street and Hoboken, 33<sup>rd</sup> Street and Newark, and Journal Square and Hoboken. Passengers destined for Exchange Place or Pavonia/Newport were advised to use the Hudson-Bergen Light Rail Line. It is believed that this is the first time that PATH operated a 33<sup>rd</sup> Street/Newark service or a strictly Journal Square/Hoboken service. Passengers destined for Exchange Place were advised to use PATH to Pavonia/Newport, and transfer to HBLRT. It is not known if free transfers were provided. The latter was initiated to serve Pavonia Avenue. A slightly modified late night "around the world" service between Newark, Hoboken, and 33<sup>rd</sup> Street was operated. Rush hour headways are 5 minutes; off-peak, 10 minutes; and night 30 minutes. Initially the only service between Manhattan and New Jersey was the ferry that runs between W. 34<sup>th</sup> Street and Weehawken. Do not look for PATH service to the World Trade Center to resume anytime soon. According to several emails that I received, the station was filled with water, and between one and three sets of equipment (reports vary) were apparently stranded as employees fled to the street. The tunnels under the Hudson River were both filled to the roof with water and the water extended all the way to Exchange Place, where PATH and the Jersey City Fire Department were working to pump it out. Emergency barriers have been constructed at Exchange Place to prevent water from heading toward Grove Street and the junction if it should rise further. (PATH officials later decided that they would install a concrete plug at Exchange Place.) On September 14 Jersey City firefighters in

boats made it halfway through the flooded tunnel in an effort to reach the World Trade Center platform to determine if any survivors were there. The water mains in New York, which ruptured, have been closed, and pumps were working nonstop to reduce the water depth down a foot from as much as ten feet in some areas. Six days later, there were news reports that rescue workers had entered the World Trade Center station, some eighty feet below the surface, and found no signs of life. At that time PATH officials reported that no trains were trapped at the World Trade Center station, and that they had halted service about 15 minutes after the first plane hit Tower 1. Passengers aboard two trains, one from Hoboken and one from Newark, were evacuated by the train crews to the street. The following train, which was en route to World Trade Center, looped through the station and returned to New Jersey without stopping. The United Transportation Union issued its own press release, which praised the actions of its crews in preventing any trains with passengers from being trapped at World Trade Center when the towers collapsed.

Bus service into and out of the midtown and George Washington Bridge Bus Terminals remained suspended until Thursday morning. Most of the bridges and tunnels were returned to service over the next few days.

Staten Island Ferry service was expected to resume at 6 AM Thursday. However, it remained suspended until 6 AM Monday, and carried passengers only – no cars. Until then, the ferries were running, but only to transport equipment and crews between Staten Island and Manhattan. On Monday, September 17, the first (albeit temporary) ferry service to operate between 58<sup>th</sup> Street, Brooklyn (Pier #4) and Whitehall Street in Manhattan in 58 years (according to *The New York Times*) began. The hours of operation are 6-9 AM and 3:30-7:30 PM, using the Staten Island Ferry's *John A. Noble*. Due to the suspension of subway services in the Whitehall Street area, free bus shuttles were being provided.

Several members, friends, and relatives related stories of how they were able to return home. It was very thoughtful of them to think to do this during this crisis, so they appear below.

My brother-in-law, an attorney, took the ferry to Staten Island to try a case. When it was time to return to Manhattan, the ferry had ceased operating, so a series of buses and the HBLRT got him to the George Washington Bridge, where he had planned to walk across. However, there was a free bus running to outside of the George Washington Bridge Bus Terminal and from there he was able to ride the **A** train, which was also not charging any fare.

Member Jack May, who works in New Jersey, decided to observe what was happening at the Hudson River waterfront. Unable to do so due to heavy congestion on the roads leading there, he parked near the Norfolk

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## TECH TALK

### by Jeffrey Erlitz

Though they were obviously not operable from the late morning of September 11 on, Tracks #1 and #4 between Chambers Street and Rector Street (Broadway-Seventh Avenue Line) were officially removed from service on Monday, September 17. The actual limits are from the south end of the Chambers Street station (both tracks) to the south end of Rector Street on Track #1 and the north end of Rector Street on Track #4. Track #4 in the Rector Street station is supposed to be available to Rapid Transit Operations for train movements. These tracks will probably be out of service for many months since there is some structural damage present.

Tracks B1 and B2 on the BMT Broadway Line are also out service from the Nassau Cut to the Canal Street station. These may very well be back in service by the time you read this since there does not seem to be any structural damage to this line.

As mentioned last month, the Labor Day weekend saw the completion of the new Queens Plaza Interlocking. Apparently, however, there were some software glitches during the first week of operation. One result was long backups of trains, especially on the express tracks, passing through Queens Plaza. Supposedly, most of these were ironed out in time for the 63<sup>rd</sup> Street service test on Saturday, September 8.

Speaking of this test, this was the first real use of the Second Avenue station as a terminal, which is where the **V** service is going to terminate. Between August 25 and September 6 new signal equipment was placed in service there. There is a new Dispatcher's office located off the north end of the northbound platform. Inside this office is a Dispatcher's control console and indication panel. The indication panel is a temporary, home-built product and shows the territory from Delancey Street to Broadway-Lafayette Street. A permanent indication panel is supposed to be installed by October. Three "ready to proceed" pushbuttons were installed at the north end of Tracks B2, B5, and B6. Second Avenue Interlocking can now, for the first time, be left in an automatic mode. I am not certain, but I think this is simply automatic terminal operation, not automatic route selection like Rockefeller Center. The destination identification pushbuttons on Track B1 at the Broadway-

Lafayette Street station were also replaced. Control of Second Avenue can be transferred between Essex Street and the Second Avenue Dispatcher's office.

Below is a detail of Second Avenue Interlocking showing all signals and switches that are part of that interlocking. No automatic signals are shown for the sake of clarity. This drawing looks very much like the actual Second Avenue portion of the Essex Street Master Control Panel. A key to the symbols is also shown below.

Approach Signal 88 at Broadway-Lafayette Street and Home Signals 26, 30, and 32 at Second Avenue remain red until a Train Operator pushes one of the buttons. The exact choices of the destination identification pushbuttons are shown in the table below the track diagram. There is also a table showing the location of all route request telephones.

I mentioned last month that the barriers at the south end of Second Avenue on Tracks B5 and B6 had been removed. There is now also new tunnel lighting on both of these tracks south of the station, presumably all the way to the bumping blocks near Ludlow Street.

At Atlantic Avenue on the Canarsie Line, the removal of the former Fulton Street "L" tracks is proceeding. As of September 20, Track K4 had been completely removed, from north of the station south all the way to the bumping block. Track K3 is removed from south of the station to the bumping block also. The remainder of Track K3 will probably be gone by the time you read this. Since the Track P2 bypass went into service over the Labor Day weekend, Track J2A is disconnected from Track P2. See the track diagram in the September, 2000 *Bulletin* for details.

The new Dispatcher's office at Continental Avenue finally opened back in June. It is so roomy it is hard to imagine how everyone fit into the space of the original tower. Though I do not have the exact date, the new Dispatcher's indication panel was placed in service sometime before the office was occupied.

Parking brake tests with the R-143s were supposed to have taken place on Track J1 on the Williamsburg Bridge on the nights of September 10 and 11. I suspect the tests on the second night were probably cancelled, but I do not know.

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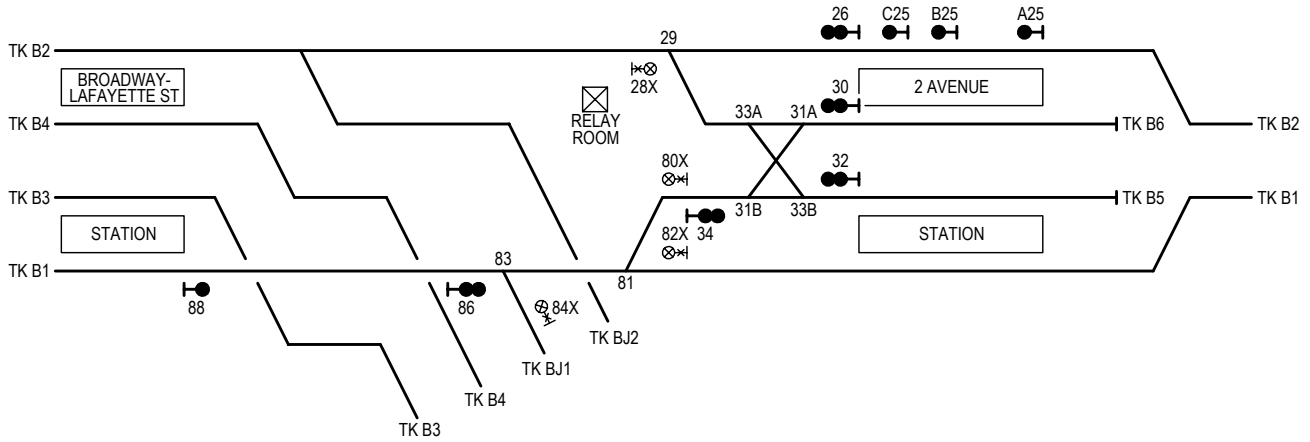
*Jeff may be contacted via e-mail at [jerlitz@pipeline.com](mailto:jerlitz@pipeline.com).*

**Tech Talk**

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6 AVENUE LINE  
2 AVENUE CONTROL  
ESSEX ST MASTER TOWER

← NORTH



DESTINATION IDENTIFICATION PUSHBUTTONS			
SIGNAL	STATION	TRACK	FOR
86	-	B1	ESSEX ST BJ-1, F-STILLWELL, V-2ND AVE
-	BROADWAY-LAFAYETTE ST	-	ESSEX ST BJ-1, F-STILLWELL, V-2ND AVE

READY TO PROCEED PUSHBUTTONS
SIGNAL
26
30
32

ROUTE REQUEST TELEPHONES
SIGNAL
26
30
32
34
86

NOTE:  
AUTOMATIC OR MANUAL TERMINAL OPERATION.

**Legend**

- Home signal
- Approach signal
- ⊗— Marker signal

## Commuter Notes

by Randy Glucksman

### MTA Metro-North Railroad (East)

Since mid-January, Metro-North riders have been able to purchase their tickets via the Internet, and sales have been increasing monthly. The most popular ticket is the 10-trip, which accounts for 70% of all sales. As of the end of June, over \$235,000 worth of tickets have been sold in this fashion.

Member Josh Weis reported that Genesis dual-mode 222 arrived at Croton-Harmon during the early hours of September 1. Metro-North's will be 219-227. 219 was in service by August and has been used for MNR/MTA publicity poses by Bannerman's Castle; I observed 220 on September 11 and 225 being tested as it passed through Tarrytown after the Division's September meeting.

On November 15, Bear Stearns will open the public thoroughfare from Grand Central Terminal to its 383 Madison Avenue office building, and a mosaic, which had been a part of another building, will be on display. As the article in the Real Estate section of *The New York Times* (September 1) reported, this mosaic was commissioned around 1950 by the Manhattan Savings Bank and was displayed over the entrance to its offices in the Knapp Building, on Madison Avenue between E. 46<sup>th</sup> and E. 47<sup>th</sup> Streets. The mosaic shows a lower Manhattan skyline rising above a tree-lined harbor. A red tugboat and ferry are also to be seen. This mosaic was one of three salvaged from the Knapp Building when it was demolished three years ago. \$31,000 was spent to restore this piece of art. The disposition of the other two mosaics is still to be decided.

### Connecticut Department of Transportation

At the request of the Connecticut Rail Commuters Council, Metro-North will add a question about cellular telephone use when it conducts its annual survey this fall. The Council is seeking "quiet cars" because, as Vice Chairman Jim Cameron told the *New Haven Register*, "no single issue has brought forth more comments in the 10 years that I've been on the council." The railroad is not anxious to place its onboard train personnel into the role of being police officers. Thanks to member David A. Cohen for the report.

CDOT has directed its engineers to investigate accelerating the project to replace the more than 90-year-old electric catenary that runs over almost 50 miles of the New Haven Line between New York State and New Haven, according to a report in the *Stamford Advocate*. The current timetable calls for this work not to be completed before 2006. This work is currently split into four sections. Construction is underway on the portion between Greenwich and Stamford and is beginning for a second segment between New Haven and Bridgeport.

Thanks to the Tri-State Transportation Campaign for the report.

### MTA Long Island Rail Road

What was described as an "equipment" train derailed east of the Syosset station at about 4:40 PM August 12, throwing the return home for thousands of Port Jefferson Line commuters into chaos. The derailment was attributed to a washed-out roadbed, which occurred following the overflow of water from a neighboring drainage pit that had eroded about 150 feet of the embankment. Service was immediately suspended, eight of the ten cars were off the tracks, and bus service was provided to the non-served stations. Once again on Tuesday morning, there was no rush hour service east of Hicksville, and commuters were advised to utilize Ronkonkoma and Montauk Line stations. Extra cars were added to some trains operating on those lines, but, as is usually the case, the biggest problem is lack of parking, and WCBS-880 traffic reporter Tom Kaminski reported that cars were being parked everywhere that a car could fit. Although too late for most, a very limited service was operated from Port Jefferson at 8:19 and 9:18 AM to Huntington, where a bus service was set up to run to Hicksville, where another transfer was made to the train. Repairs were completed and service resumed in time for Wednesday morning's commute to work.

General Order No. 103 went into effect at 12:01 AM August 27, and will remain in effect through October 21. Two special timetables for events occurring on the Port Washington Line were also issued: the U.S. Open (August 25-September 9) and New York Mets at Shea Stadium (August 27-September 23). For the Fall Meet at Belmont Race Track, a timetable was issued for the period September 7-October 21. Elsewhere, certain trains that were canceled to accommodate the Main Line Track Program have been restored. New to the timetable is a rush hour evening train to Far Rockaway. On the Hempstead Branch an adjustment was made to reduce the headway between the 5:01 AM and 6:22 AM Hempstead to Flatbush Avenue trains, and now the 6:22 AM leaves Hempstead at 6:03 AM. Adjustments to departure times were made to several trains on the Long Beach and Long Island City Branches.

A lot of work on many branches has been planned for this fall, as work continued through September on installation of the new signal system between Jamaica and Flatbush Avenue. Midday service between Jamaica and Flatbush Avenue was provided by shuttles every 30 minutes instead of the 40-minute headway that was operated during the summer. Final testing was to be performed during a 36-hour period between 1:00 AM Satur-

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**Commuter Notes***(Continued from page 7)*

day, September 22 and 1:00 PM Sunday, September 23. Alternate subway service was to be used. Also at Flatbush Avenue, Track #6 is out of service to permit work associated with the Terminal's reconstruction.

Between August 27 and mid-December one of two tracks on the Far Rockaway Branch is out of service during weekday middays, in order to replace 3,000 wood ties, 42,000 feet of continuous welded rail, and third rail between Valley Stream and Cedarhurst. Eastbound and westbound midday trains are operating through to Flatbush Avenue. There was also midday work on the Port Jefferson Branch to do replacement work at seven grade crossings, and buses were used for the (four eastbound and five westbound) affected trains. Between Hicksville and Mineola, one of two main tracks will be out of service between to replace two switches west of Hicksville. Finally, one of two tracks was out of service between Babylon and Amityville to replace two switches west of Babylon.

One of the railfan publications had reported that the LIRR had leased some of Amtrak's surplus F-40s, so I asked Jim McGinty to check this out. He reported that the F-40s are tall locomotives, and cannot fit through the station canopies at Jamaica. Of the four F-40s that the railroad would have leased, two of these units have since been leased to the Alaska Railroad. The LIRR has more than enough DE and DM locomotives for service, and he does not think it will need additional power, even with units down for repair at Super Steel.

In case you are interested in owning some M-1 cars, you will soon have that opportunity. In the August issue of *Railway Age*, the LIRR had an advertisement requesting expressions of interest for those who would want to purchase 724 M-1 cars. The cars, which date from 1969-71, are to become available starting in 2002 upon delivery of the M-7s. All cars are on an "as is" and "where located" basis and various quantities may be purchased.

To improve the cleanliness of its cars, the Long Island has initiated a rather unique program entitled *The Traveling Cleaners*. Under this program car cleaners are assigned to start cleaning trains at Penn Station, Hempstead, Long Beach, Babylon, and West Hempstead immediately after the completion of their first rush-hour trip. They complete their work by riding these trains, which are deadheading, so when the trains reach their respective terminals, they are clean for the next group of riders. Thirty-six extra trains are being cleaned in this manner. Some facts: 16,000 lbs. of trash is left on trains each weekday; on weekends the amount drops by half. Each day 3,500 car cleanings are performed by 375 car cleaners.

**NJ Transit**

Alan Kramer sent a report from the "front" lines about

the Bergen Tunnels Rehabilitation Project. As of early August, the catenary wires and tracks had been removed, and a fence had been installed to keep trespassers out. From the perspective of his daily commute, NJ Transit was doing a good job, considering what it has to work with. In mid-August, a milestone was marked when work began to remove the old tunnel liner. Although backhoes are being used to do most of the removals, blasting will be required in selected locations, but that work would be limited to midday hours.

The Paterson station (Main Line) received a high-level platform on September 11. This new platform is 320 feet long, and replaces the old low-level one, which was to the east and has been rehabilitated. It may be used, but only in emergencies. What are termed "spot markers" have been installed to assist train engineers in properly stopping trains. Only cars that have high-level capability can permit passengers to enter/detrain. On trains equipped with low-level doors (5700-series), those doors must remain closed and passengers directed to use cars with "traps."

Timetables were issued for the Morris & Essex and North Jersey Coast Lines for the period September 4-29. The following day, the Newark International Station was to open, and new timetables were to be issued. This updates information that appeared in the September *Bulletin*.

In order to construct the new interchange on the New Jersey Turnpike between Exits 15E and 16E (September *Bulletin*), a "potters field" will have to be disturbed. Relocation of this burial site of about 900 indigents was avoided when the Turnpike was constructed fifty years ago by elevating the roadway that spans the area. Now this site stands in the path of where the new roadway is to be built. Turnpike officials have decided that to be respectful to those buried there, their remains would be cremated and then reburied elsewhere. The cemetery belonged to a Hudson County complex that once housed a tuberculosis hospital, poor house, and lunatic asylum, all of which were demolished years ago.

A new type of ticket, with a magnetically encoded strip on the back, has been introduced. Passengers will soon swipe this ticket through turnstiles at the Newark International Airport, and also at Secaucus Transfer when it opens next year. They are identical to those currently being used on the two light rail lines.

NJ Transit's (22<sup>nd</sup>) Hoboken Festival was held on Saturday, September 8, as the kick-off of *Try Transit Week*. This time there was no number associated with the Festival, and instead it was called BACK TO THE FUTURE (LACKAWANNA RAILROAD - 150<sup>TH</sup> ANNIVERSARY). To celebrate that event, E-As 807 & 808, in Lackawanna Railroad colors and restored by the Central New York Chapter-National Railway Historical Society, were borrowed and displayed on the west end of the terminal, in full

*(Continued on page 9)*



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

sunlight for all to see and photograph. Both units trace their ancestry to the Pennsylvania Railroad. 807 wound up working for the MBTA, while 808 was NJ Transit 4305. Tri-State Chapter NRHS added to the Lackawanna celebration by bringing its restored caboose 896 and baggage car 2038. In addition, a four-car set of restored URHS coaches (334-333-326-327) bracketed by F-7s 576/578 in Lehigh Valley colors operated in pull/pull style between Hoboken and Millburn. The Lackawanna proclaimed itself as *The Route of the Phoebe Snow*, and to that end several young women were attired in white dresses to resemble Phoebe Snow. A favorite of children, the "Wild West Train" also operated. Member Arthur Lonto, with support from various others, staffed the ERA's sales table.

Besides a smaller, but representative sampling of NJ Transit's rail passenger equipment, one of the recently rehabilitated Comet II cars was also on view. 5386 (ex-5696) was well-lighted and clean, and although it had 3-2 seating, the seats are "flippable." It is equipped with all of the latest "bells and whistles" that all new Comet cars have. The side doors have been replaced with an arrangement similar to the Comet IIIs and Comet IVs whereby onboard train personnel have the option of opening the doors for a high-level platform or for no/low platform.

Outside in the plaza in front of the terminal, there were a number of restored and currently operating buses, but the highlight was the now-retired PCC 6, in Public Service colors, making its second appearance. Checking my records, I found that it was previously there in 1994.

Amtrak provided *Acela* trainset #12 (2006-2037) for all to see. One of the technicians on board mentioned that even with the differences in power, the *Acela* could have operated on its own, but to be safe it was towed by diesel-electric locomotives. Although the weather was magnificent, warm and sunny, and there were a number of vendors selling railroad memorabilia (NJ Transit also sold a variety of shirts, hats, bags, etc.), the crowds were not as large as I had seen them at some previous festivals. Many of our members were in attendance.

NJ Transit introduced its Tr@nsitShoppe at [www.njtransit.com](http://www.njtransit.com). Among the items that are offered for sale are its Lionel trainsets, attaché cases, pens, hats, sweatshirts, watches, etc.

**CORRECTION** – September *Bulletin* – Several members reminded me that there were in fact five railroad terminals on the Hudson River. Omitted was the New York Central/New York Ontario & Western's Weehawken Terminal, which closed in 1959.

**Port Authority Trans-Hudson Corporation**

For the Hoboken Festival, PATH provided PA-4 810 and L-1, its electric locomotive. Handouts included a

squeezable PA-4 car (1½" x 5½" x 1½"), note pads, and cases to carry *QuickCards*.

The 9<sup>th</sup> Street station has been one of PATH's best kept secrets, and unless you knew its location, it could be difficult to find. By now, that should have changed. With an overnight closure September 19-20, a canopy was scheduled to be installed to allow customers to easily identify the station. Preliminary work was to have been done earlier in the day, resulting in a partial closure of the half of the entrance. In another station note, a handout was issued to alert users of the Pavonia-Newport station that over the next 18 months, \$15.7 million is being spent to upgrade the station, which will ultimately lead to the opening of the side platform. A new staircase and elevators will also be added. When work is completed, the existing platform will be used for trains to Exchange Place and Journal Square, and the other for Hoboken and 33<sup>rd</sup> Street trains.

**Amtrak**

Amtrak officials took another "hit," this time from the New York State Senate Standing Committee on Transportation, about the condition of the North (Hudson) and East River Tunnels. The report called on U.S. Senators Charles E. Schumer and Hillary Rodham Clinton to secure \$898 million in federal funds to make the needed repairs. The railroad was also criticized for spending money only on projects like *Acela* high-speed service and the Farley-Penn Station, instead of using its resources to improve safety conditions inside these tunnels.

There is more bad news for Amtrak. Ridership and revenue on *Acela* trains is below expectations, and requests for reimbursements from dissatisfied customers is higher than planned. In addition, Bombardier is behind on delivery because as of late August, only 11 of 20 trainsets had been delivered. Amtrak carried its 250,000<sup>th</sup> *Acela* passenger on July 29.

**Museums**

The Shoreline Trolley Museum (Branford) is requesting donations to acquire one of Newark's PCCs, so you now want to know how this can happen as NJ Transit, at least for now, is not selling any of its 24 PCCs. The answer is that in 1977, two cars, 3 and 27, were sold for use on the Shaker Heights Line. Both cars were later sold to the Como-Harriet Streetcar Line in Minneapolis. 3 has been magnificently restored (please see article in the August *Bulletin*) to its original Twin Cities Rapid Transit appearance. That museum has agreed to sell 27 to Branford, which plans to restore it in Newark colors. Donations are being solicited. At the September meeting, member Jeff Hakner told us that the car had arrived at Branford earlier in the day.

It is hard to believe it, but members who have been around as long as I have, and even longer, can remember when the first Boeing-Vertol LRVs were delivered to Boston. Now a quarter-century later, the Seashore Trol-

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

ley Museum has requested donation of 3444 from the MBTA. This car was not one of the 51 that received an overhaul by Amerail in 1996-97.

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

With the approval of a contract to install a variable message display system in 64 additional MBTA commuter rail stations, passengers will soon be able to be kept up-to-the-minute on changes in train service and schedules. Variable message board signs have already been installed at the "T"'s other commuter rail stations. The board directed staff to prioritize the work and provide regular updates to ensure work is completed by the end of the year. This project is to be completed by this December.

The Massachusetts Environmental Protection Agency has given the green light to the MBTA to build the 17.4-mile Greenbush Line, which would provide rail passenger service to Scituate for the first time since the New Haven Railroad ended its service in 1959. The article in **The Boston Globe** reported that with this approval, a 17-year long battle with some of the five South Shore communities is now over, and construction bid proposals were due on the \$408 million project by September 28. If there are no further lawsuits (one opponent promised one would be filed), service could be operating as soon as the spring of 2005.

As of mid-August, there were 16 Type 8s in service, however on August 20, with the derailment of yet another Type 8, all were withdrawn from service. In the latest accident, all three trucks left the rails on the B/Commonwealth Avenue car. The first of these problem-plagued cars were due in November, 1998 but nearly a year later only five were in service, and their tenure was brief due to propulsion, electronic, and braking problems. Per contract specifications, all 100 were to be in service by the end of 2000.

Late night service (1-2:30 AM) began on September 7, forty years after it was ended. However, MBTA officials warned that if the service is not used it will not be renewed after the one-year pilot program ends. The timetable for a special *Night Owl Service* extension for Friday and Saturday nights only was issued on that day, which will be in effect through December 28. On September 1, the fall timetable (in Boston, fall comes a little earlier) for Rapid Transit and Light Rail service went into effect, and will also be in effect until December 28. This month the Aquarium station is set to open. It was closed for renovation a year ago. Thanks to member Todd Glickman for these reports and copies of the timetables.

Several members emailed that in September the MBTA awarded Siemens Transportation a contract valued at \$172 million to build 94 cars for the Blue Line, which are to be delivered starting in 2003. Under the

contract, Siemens would also overhaul 24 existing Blue Line cars and lengthen them from 48'6" to 65', and make them into semi-permanent 8-car trains, after which they would be assigned to the Orange Line.

*Philadelphia, Pennsylvania*

As it has done previously, SEPTA operated special Broad Street Line Sports Express trains to all Philadelphia Eagles pre-season and regular season games at Veterans Stadium. SEPTA also provided special "Xpress" trains, which were added to regularly scheduled express and local service throughout daytimes and evening hours, on the Broad Street Line. Thanks to member Phil Hom for the reports.

New timetables went into effect on SEPTA's lines on September 3. Member David W. Safford was kind enough to send a summary of what transpired. On the Suburban (Victory) Division, on the Norristown Line, the fare structure was realigned and reduced to two zones: 69<sup>th</sup> Street to Bryn Mawr and Ardmore Junction to Norristown. Route 101 was also realigned so that the two zones are 69<sup>th</sup> Street to Springfield Mall and Drexel Hill Junction to Media. David also sent copies of Regional Rail schedules for route R-7, where major maintenance work was being performed on the Chestnut Hill East portion of the line. This work includes tie replacement, surfacing track, and cutting back vegetation. On the R-8/Fox Chase and Chestnut Hill West route, full midday service was restored.

Member Dave 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.

*Washington, D.C. area*

There is lots of Baltimore and Washington, D.C. news this month from Member Steve Erlitz. Another vestige of old-time railroading has ended on MARC. On August 9, en route to D.C., Steve noticed that MARC 190 and 191 (the two parlor cars) and MARC 1, the ex-NYC Observation 48, were in the west yard at Union Station adjacent to Track #7. He wrote, "when I got home, I asked the Dorsey ticket agent if MARC had ended parlor car service and she called BWI. They confirmed that the service was quietly terminated August 1, no reason given. It was thought to be doing well. Seats were \$90 per month round trip, \$55 per month one-way, and \$5 per trip, plus rail fare. No alcohol was served but a contractor that was allowed to sell snacks gave free coffee and soft drinks to the riders. Although never really a 'Commuter Club' like the LIRR and E-L had, most passengers considered themselves to be a club because of the first-class seating. Car 190 was a club-lounge with the tables open to all passengers. 191 was a full parlor. Both had the PRR and NH style swivel seats."

MARC started to accept credit/debit cards at its ticket

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

offices on August 13. Amtrak had been allowed to sell MARC tickets on plastic for sometime now, but now all MARC-staffed stations can do it. Unlike Amtrak, a ticket card prints out as a credit card receipt. The passenger signs what is normally the ticket receipt and gives it back to the agent. The large part is the passenger charge receipt.

In Baltimore, full service on the Central Light Rail Line was restored on September 8, and all services were running normally. During an earlier visit Steve wrote that it looked like they were taking the opportunity to replace additional trackage, not just track that was damaged, as rail was being replaced north of Baltimore Street on Howard.

On Sunday, September 2, Baltimore Metro opened for Sunday service for the first time in 9 years. Rides on all September Sundays were free. The governor made a commitment to fund the service this time. In 1992 when the MTA last tried it, there was no funding, advertising, or feeder bus service, and the line only carried 4,000 people a day. This time, the agency will advertise heavily and all feeder buses that run Saturday run Sunday. Service will be from 6 AM-midnight and will run every 15 minutes. MTA projects 11,000 riders per Sunday this time. Weekday is up to 50,000 and Saturday to 25,000.

During the last week of August, WMATA quietly placed the first of its new 5000-series cars into service. For the first time in 25 years the car interiors have been altered, and only the end seats of the cars have the burnt orange and yellow look from the 1970s. One set has been assigned to the Green Line and the rest will follow frequently. Unlike New York, Metro does not test the cars in revenue service, opting to do non-revenue station stops during the night when the system is closed. Metro had a lot of problems before these cars were accepted and even ordered the builder (CAF) to stop assembling them until the problems were worked out. (*Ed. Note – sounds a lot like Boston with the Breda Type 8s*). There is more electronic signage in these cars. In addition to allowing all trains to run with six cars in the rush hour, WMATA may be able to try 8-car trains and do the rehabilitations for the 2000 series as well as start the 3000s. Thanks to Steve for these reports.

VRE sought volunteers for a Disaster Drill for local emergency personnel, which was held on Sunday, September 16. Volunteers were needed to be "victims," and no acting experience was necessary!

**South Florida**

Herzog Transit, currently Tri-Rail's operator, has won a \$231.6 million contract to double-track the remaining portions of the 71-mile line. Working with its partners, The Washington Group and Granite Construction, it expects to complete the remaining 44 miles in two years. At that time, Tri-Rail will operate service every 30 min-

utes. Nine stations are also being renovated with this work. Thanks to member Joe Gagne for the report from the South Florida **Sun-Sentinel**.

Member Karl Groh sent a copy of Tri-Rail's latest timetable, but with its August 14, 2000 date, it appears like the others that I have. However, Karl pointed out that there is a date on the side, almost micro-sized, that reads "07.01.200M". Checking my files, I discovered that I have a similar one from this past April. The cover, showing a repainted 805 with a "wrapped" bi-level, remains the same. Karl wrote that ERA member Bill Volker took the photo. Previously, Tri-Rail would indicate the number of the printing below the date, which on one schedule reached the sixth printing.

Following opposition by Mangonia Park residents, Tri-Rail has decided to look elsewhere for a site that would house its new maintenance facility. The agency maintains that a site at the northern end of the line is required to enable an eventual 20-minute headway. Eleven other sites are still under consideration. Not rail-related, but worthy of mention, PalmTran, successors to CoTran, Florida Transit Management, and Florida Cities Transit Company, celebrated its 30<sup>th</sup> birthday on August 2. A time capsule containing schedules, bus maps, a bus driver's uniform, and other mementos was buried outside the front door of the agency's administrative office, to be opened in 2071. Thanks to Karl for the news from the **Palm Beach Post**.

**Chicago, Illinois**

A proposal has been put forward by Chicago transportation officials that a CTA rail station be constructed located just south of the Loop. It would make use of two existing subway lines where passengers headed to O'Hare or Midway Airports could check their bags, then board express trains that would speed them to those airports. This is part of Mayor Richard Daley's \$6.3 billion plan for O'Hare that would realign runways and build a number of highway and mass transit projects. The Midway express trains would follow a route that briefly parallels the State Street (Red Line) subway south of Van Buren Street before linking with the Orange Line tracks that lead to Midway. O'Hare-bound passengers entering at the same Red Line station would be connected, probably by a high-speed escalator, to the Blue Line's Dearborn Street Subway for trains going to O'Hare. These rides could reduce travel times from as much as 90 minutes (via bus, car, or cab) to less than 30 minutes. The plan calls for luggage to be carried on the same train as the passengers, but in a separate rail car that is secured, to meet the same Federal Aviation Administration requirements that the airlines must follow. No costs (possibly more than \$2.3 billion) have been identified as the proposal is conceptual, but another part of the plan calls for extension of the Blue Line from O'Hare to the northwest suburbs. Thanks to member Michael T. Greene for the report.

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**Commuter Notes***(Continued from page 11)***Baldwin City, Kansas**

You just never know where you will come across commuter cars that used to run in the metropolitan area. In my travels I have found:

Five ex-Metro-North (New York Central *Empire State Express*) cars in Clarkdale, Arizona, in service for the Verde Canyon (Arizona Central) Railroad (September, 1994 *Bulletin*)

Central Railroad of New Jersey 1158 on the Santa Fe Railway (September, 1997 *Bulletin*) in Santa Fe, New Mexico

Eight ex-Long Island Rail Road coaches operating for the Stone Mountain Railroad, outside of Atlanta, Georgia (March, 1997 *Bulletin*)

Baldwin City is home to the Midland Railway, a tourist line that started operations in 1987 over 5.5 miles of former Santa Fe trackage. The line's origins date to 1867, when it was built as the Leavenworth, Lawrence & Galveston Railroad. One of its members purchased Long Island Rail Road coach 2937, but due to the flat wheels it obtained during its westward trek, the car had not arrived on the Midland's property as of my August 11 visit. Its heating and cooling systems as well as rest-room will make this car ideally suited for use in all seasons. Another car owned by the Midland was originally Kansas City Southern 246 (later 262). Sold to the Long Island as 8564 in 1968, the car was retired and resold to the Smoky Hill Railway and Historical Society of Belton, Missouri in 1976, before the Midland acquired it in 1986. The two passenger cars that made up our train were Chicago, Rock Island & Pacific commuter cars 2507 and 3106, both built by Standard Steel Car Company in 1923 and 1913, respectively.

Although not a part of our train (our motive power was ex-KATY 145 (Alco 1951)), the Midland Railway also operates New York Central 8255 (Alco 1951). Now privately owned, this unit initially saw freight and local passenger duties east of Buffalo and on various secondary lines in upper New York, as well as the West Shore. In 1958 it was transferred to the Harlem Line and operated between Brewster and North White Plains. 8255 was later renumbered to 5504. Ironically, while on the assembly line, these two locomotives were only separated by eleven other units. Since this number sounded somewhat familiar, I decided to check my movies from the ERA's October 21, 1967 trip on the Putnam Line (now, do not read ahead because you already know the answer) but 5504 was the motive power!

**Las Vegas, Nevada**

Work began to build the 3.8-mile monorail on August 16. The new construction will add on to the portion already running between the MGM Grand Hotel and Bally's. When it opens in January 2004, riders will pay a \$2.50 fare to ride to eight hotel/casino properties and

the Las Vegas Convention Center. Nine four-car train-sets will be used. Thanks to member Dennis Zaccardi for the report from the St. Petersburg *Times*.

**Seattle, Washington**

City planners in Seattle have concluded that elevated rail, including but not limited to monorails, with buses running in reserved lanes and light rail, have a place in the city's future. The *Seattle Post-Intelligencer* reports that at \$82 million per mile, elevated rail has the potential of attracting 50,000 riders per day by 2020. Such a system could carry 24,000 more riders per day than buses on the same route. Sound Transit has plans to build a light rail system, however those plans have been put on hold while ways are found to reduce the cost of the system.

Southern Commuter service celebrated its first anniversary on September 18.

**Portland, Oregon**

Member Bob Wright was on hand for the July 20 opening of the Portland streetcar line and reported: "Free rides were offered for the first weekend on the 2.4-mile (one way) line, which connects Portland State University, the west side of downtown, (and) the popular Pearl District and Northwest parts of town, ending at Good Samaritan Hospital at 23<sup>rd</sup> Avenue and Northrup. Only 5 Skoda cars (001-005) are currently available for service, and all were operating on the first day. The paint scheme is different for each one, and one side has one color, except for the left front of the other side, which carries the other side's color. Some cars have corporate sponsors. Each stop either has a corporate sponsor or is available for such. There was considerable advance press to warn motorists and pedestrians to watch for the cars and to park within the white edge lines, since the track is close to or next to the curb. Special signal phases are also in place where cars must turn against traffic and preemption allows the cars to safely make these moves. I attempted to ride the first day but waited about 20 minutes (with the cars on 12-minute headways, the best that could be offered with 5 cars on a line that requires 50-55 minutes for the round trip - yes, it is s-l-o-w!). Two cars showed up within minutes of each other that day but were too crowded to board. First weekend problems were parked vehicles, either parked too far from the curb and too close to the tracks, or fouling turning areas. The crowds also presented problems - in some cases, doors stuck and the bridge plates, which extend from the rear set of doors in the low section (there are two sets in the low section and one at the right front), would not extend or retract due to the loads."

"I rode on July 21, 23, and 25. Crowds were generally big (even late night Saturday). After the weekend, normal service began - Monday through Thursday 5:30 AM to 11 PM, Friday to 1 AM, Saturday 7:30 AM to 1 AM, and Sunday 7:30 AM to 11 PM. Headways are 15 min-

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

utes (weekdays) (and) 20 minutes (weekends). The 'Vintage Trolley' operates once an hour on the line on weekends. Fares were supposed to go into effect on July 23, but the on-board ticket machines were not operational, and staff noted that no fare inspectors would be boarding cars. Another surprise was that the machines on the cars only accept coins. Single-zone Tri-Met fares (\$1.20) are in effect except in the *Fareless Square* fare-free zone, and Tri-Met tickets and passes are accepted. An annual pass (\$50) is available for the streetcar only (not good on Tri-Met)."

"The operation is awkward and slow. For some reason, patrons cannot board at the stub-end terminal at Portland State - riders on board are advised that the stop at 5<sup>th</sup> Avenue and Montgomery (around the corner from the stub) is the last stop where they can leave before the car changes ends. Since there is a short lay-over at this stop, it would make sense to allow passengers to board/leave. Hopefully these glitches will be resolved. The private right-of-way used by northbound cars across Portland State's campus, between 5<sup>th</sup> Avenue and 6<sup>th</sup> Avenue is interesting and very European. However, the stop pattern does not allow a convenient transfer to MAX except between northbound streetcar and eastbound MAX. At the other junction points, there is at least a 2-block walk between lines - not a great distance, but one would think this would have been made more convenient. Also, the single connection between MAX and streetcar at 10<sup>th</sup> Avenue & Morrison is odd since it requires a reverse move (perhaps it was done this way to avoid facing-point turnouts?) through a busy intersection. Streetcars will be serviced at MAX's shops."

"The streetcar is an interesting line but some Portlanders are wondering if the \$56 million investment is worth it. It will be interesting to see how the line fares once it settles in. From the trendy Northwest part of town, which is congested and in need of traffic relief, either of two bus routes takes less than half the time to go between downtown (on the Transit Mall, not 5-6 blocks away where the streetcar runs) and Northwest, at the same rate of fare. Hopefully, things will work for the line. Also, MAX goes colorful on September 10, when the Airport line opens (to be called the Red Line). Single-car trains operate from the downtown (12<sup>th</sup> Avenue) turn-back and the airport on 15-minute headways. Six of the low-floor Siemens cars have been experimentally equipped with luggage racks for this service. The main line (Gresham-Hillsboro) MAX becomes the Blue Line."

As alluded to above, Portland's MAX opened its 5.5-mile long light rail line with four stations, to Portland's International Airport (PDX) on September 10. The trip between downtown and the airport takes just 38 minutes and costs just \$1.55. (NJ Transit please take note:

getting to the airport does not have to be expensive!) Appropriate ceremonies were held prior to the opening. Cars operate every 15 minutes from 5 AM to 11:30 PM seven days a week.

*San Francisco, California*

Caltrain is taking fare collection to the next level. Public hearings were held during September on proposals to eliminate the sales of tickets on board trains. According to Caltrain, these changes, which would go into effect in March, 2002, are part of an effort to "move to a more modern and efficient method of fare collection as Caltrain evolves into a higher-frequency, high-capacity service." In the September *Bulletin* we reported that ticket vending machines were installed systemwide. Caltrain would also institute a Proof-of-Payment system similar to what is in effect on SF Muni and all recently opened light rail and commuter rail systems. Under discussion are proposals that would:

- Raise the fee for buying tickets on board from \$1 to \$3
- Require the use of validators for all 10-ride tickets, eliminating the need for validation by a conductor
- Change the period of validity for some tickets. One-way tickets would be valid for three hours from the time of purchase. Round-trip tickets would be valid for the day of purchase. Ten-ride tickets would be valid each one-way trip for three hours from the time of validation

Thanks to Phil Hom for the report.

*Los Angeles, California*

A milestone was marked on August 20, when Governor Gray Davis dedicated what he declared to be the last section of new highway to be built in California. The eight-lane, six-mile stretch of new freeway is in Fontana, which is east of Los Angeles. Governor Davis plans to spend more money on transportation (trains and buses) and any money spent for highways will be for improvements, not extensions.

*Whitehorse, Yukon Territories, Alaska*

Dennis Zaccardi sent an article from the St. Petersburg (Florida) *Times*, which reported on a proposal to construct a 56-mile-long tunnel under the Bering Strait that would link Alaska and Russia. Transportation officials met in Calgary in mid-August to discuss the building of 900 miles of track that would link Canada and Alaska. The accompanying map showed the proposed rail line beginning in Prince George (Canada) running northwest to Fairbanks, via the tunnel under the Bering Strait, and continuing to Chyumikan in Russia. With the end of the cold war, and the breakup of the Soviet Union, one official felt that this was the time to do it, as Americans and Russians are no longer enemies but customers. A Russian official who endorsed the proposal believed that Trans-Pacific shipping times could be cut by two weeks, and that 30 billion tons of cargo

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# NEWARK CITY SUBWAY: END OF THE PCC ERA

## by Harold H. Geissenheimer

### from TRANSNET #76

On August 24, 2001, PCC car service ended on New Jersey Transit's Newark City Subway after 47 years of operation. After a short weekend bus substitution, new light rail cars began service on Monday, August 27, 2001.

I observed the entire program of weekend events which form the basis of this On The Spot news report. Activities began on August 24 at 12 noon with a formal Retirement Ceremony at the Branch Brook Park station (formerly the Franklin Avenue station). Jeffrey A. Warsh, NJT Executive Director, introduced many civic and transportation leaders to commemorate the event. NJT had prepared an extensive set of memorabilia for the event as follows:

- PCC Last Run Certificate
- Full Color Retirement Ceremony Poster and Post Card
- "Discover the New Newark City Subway" folder
- "Illustrated History of the PCC Car folder in the cutout shape of a PCC car
- Two sided copper key chain to commemorate both the PCC car and the new Light Rail car
- Cutout cardboard model of the new Light Rail car
- New Light Rail public timetable dated August 27
- Also, NJT had previously issued two bilingual color folders titled **A New Way To Ride** and **On Track for Tomorrow**
- And some years ago, a #7 Subway Fact Sheet

NJT's fleet of 24 PCC cars provided a frequent service all day with car 6, repainted and restored in the traditional original Public Service Coordinated Transport gray, blue, and white colors in service all week. Ridership on Friday was heavy all day with many visitors joining the normal approximate 16,000 daily riders. An amazing number of transit professionals and friends visited Newark that day. I met dozens of old friends. I do not believe that I have ever witnessed such a varied turnout.

The last regular service PCC car was scheduled to depart Penn Station at 7:32 PM, arriving Branch Brook Park at 7:47 PM. Following a brief shutdown, NJT offered commemorative PCC car rides from 8 PM to 10 PM to celebrate the retirement. These rides began and ended at Penn Station, traveling the entire system and making no stops. Special Last Ride Tickets were provided. I made several round trips during the day and a last ride round trip at 9:15 PM.

The entire day's activities were well organized and executed by Jeffrey A. Warsh and his staff. A special commendation goes to the entire City Subway manage-

ment, Operators, and maintenance staff for their long-term commitment to keeping the PCCs in service. Parts often had to be manufactured in-house to keep the cars running. On the last day, the cars were clean and operated well. As usual, PCC Operators operated the cars safely and efficiently, making the 4.3-mile trip in about 12 minutes, often on a two-minute frequency!

The new Light Rail cars will be air-conditioned and provide low-floor accessibility. The PCC cars featured open windows and frequent service. Rehabilitated PCCs in San Francisco provide ADA access by means of mini-high platforms, while those in Kenosha have on-board center door lifts. Washington, D.C.'s *Silver Sight-seer* PCC car was air-conditioned 40 years ago. Continued maintenance of the PCC cars was an ever-growing problem, with new spare parts not available.

Use of new Light Rail cars is part of an overall expansion of the City Subway, including a two-station, one-mile extension through Belleville to Bloomfield to open later this year. New track, signals, and overhead catenary were provided. In preparation for Light Rail car operation, Newark's PCC cars were equipped with pantographs. The fare collection system was also converted to Proof of Payment with platform ticket vending machines. A new Maintenance Base and yard has been constructed at the new end of the line to replace the crowded underground shop at Penn Station.

The 16 new light rail cars are numbered from 101 to 116. They are sisters to 29 similar low-floor articulated cars numbered in the 2000-series in service on the Hudson-Bergen Light Rail line in Jersey City. They are 90' long and have a top speed of 55 MPH and were built by Kinki Sharyo.

They represent the next era for the Newark City Subway, which opened in 1935 with large double-ended conventional Public Service streetcars, received PCC cars in 1954 purchased from the Twin Cities Rapid Transit, and now in 2001, articulated Light Rail cars.

The PCC cars and the City Subway staff served New Jersey well. That era has ended as we witness future expansion of the line from Penn Station to the Broad Street station and possible southern extensions. The PCC cars are being held in New Jersey for possible other future applications. Three cars will be donated to the New Jersey Transportation Heritage Center, to be built in Phillipsburg. The track loop at Franklin Avenue will also be donated to this museum.

#### WEEKEND ACTIVITIES

Substitute bus service was provided Friday evening

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**Newark City Subway: End of the PCC Era**

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and all day Saturday and Sunday. This weekend bus service will continue until the full line is open to allow for further work.

On Saturday and Sunday, NJT began the removal of the Franklin Avenue loop. Overhead wire was removed and track spikes lifted. A crane was observed Monday AM to allow the removal to continue. A visit to Franklin Avenue at noon on Sunday found test LRV service had not yet started because of ongoing signal work. A second visit at 3 PM on Sunday found test operations underway.

The 24 PCC cars were moved to the new maintenance base on Friday evening. Over the weekend, I found many of them parked on the two stub tracks at the end of the line station. All of the PCC cars have had small hasps mounted on the bottom of the doors to allow them to be padlocked.

**START OF LIGHT RAIL OPERATION ON MONDAY**

The first light rail car left Branch Brook at 4:35 AM for Penn Station. Initial operation will be until 12:30 AM Monday to Friday with weekend bus substitution until the complete line opens later this year.

Scheduled running time is 13 minutes on a headway as low as 4 minutes. I made two round trips between 6:30 AM and 8:30 AM. I found that slow door operation and long dwell times were lengthening the running time. Several light rail cars had defective door release signals. One car required recycling the doors 4 or 5 times to obtain a release. One car was towed off. At least one car could not depart Branch Brook and passengers had to be transferred across the platform to another car. The replacement car was then operated express, bypassing two stations to the heavy Bloomfield Avenue stop. There were service gaps of 20 minutes. In another case, one car was loaded and then held with the doors closed while an empty car was sent out in advance.

Operation on the surface right-of-way was at speed, but operation in the subway tunnels was sluggish. There seemed to be backups approaching Penn Station and Branch Brook Park. Over the years, PCC car operation had been refined, resulting in fast and frequent service. LRV operation is a more measured response.

PCC operation looped at both Penn Station and Franklin Avenue. LRVs still loop at Penn Station but use a stub station at Franklin Avenue, now Branch Brook Park. There is a double crossover just outside the Heller Parkway station. This station is slated to close, passengers making use of a ramp down to the new Branch Brook Park station. On opening day, Heller Parkway was still in use and the ramp not yet open. Until the loop is removed, only the outbound subway track connects to the new extension. Cars going into service must use

this single track, stopping at the island platform and then crossing over to the inbound track. The use of the loop at Franklin Avenue resulted in a fast turnaround for the PCCs. The two-minute headway was easily maintained. Now the Operator must change ends to reverse back to Penn Station.

I am sure that these matters will be resolved. Similar cars operate on the Hudson-Bergen with few problems. Riders on Monday were pleased with the easy access, air-conditioning, and the quiet, smooth ride.

**NEWARK SUBWAY FACT SHEET**

The subway is 4.3 miles long, with 11 stations. The line was built in the bed of the former Morris Canal. Four stations in downtown Newark are underground subway stations (Penn Station, Broad Street, Washington Street, and Warren Street). The new extension will add one mile and two stations.

Subway construction began in November, 1930. Initial operation between the Broad Street and Heller Parkway stations commenced May 26, 1935. Initial operation included Subway-Surface streetcar lines Route #21/Main Street (two branches), #23/Central Avenue, and #29/Bloomfield Avenue in addition to the #7/City Subway. The subway was extended to Penn Station on June 20, 1937. It was further extended to the Franklin Avenue station on November 22, 1940.

Subway-Surface trolley operation ended as follows: Route #23 in 1947, Route #21 in 1951, with a truncated section to the Roseville car house continuing to 1952, and Route #29 on March 30, 1952. Public Service proposed to convert the subway to dual-mode All-Service diesel-electric trolley bus vehicles in the 1950s, but there was considerable anti-bus, pro-rail reaction. As a result, 30 PCC cars were acquired from the Twin Cities Rapid Transit in 1952. 24 remain in service, with two sold to Cleveland and four scrapped. Control of the subway was transferred to NJ Transit on October 18, 1980 and a complete rehabilitation was completed on April 21, 1985.

Statistics reported in a previous City Subway Fact sheet are as follows:

STATISTIC	TOTAL
Weekday Passengers	16,871
Monthly Passengers	416,206
Annual Passengers	4,994,467
Weekday Revenue Miles	2,200 (PCC cars)
Weekday Revenue Hours	154 (PCC cars)

*(Continued on page 16)*

**Date of Infamy II**

*(Continued from page 4)*

Street station of the Newark City Subway and rode to Newark. "I arrived about 4:20 PM and the station was jammed with people; most were waiting at the foot of the platform for Tracks #3 and #4, which serves out-bound (Northeast) Corridor and North Jersey Coast trains. I suspect the platform itself was also jammed. A loudspeaker had indicated there was no service to New York City. But a few minutes later the public address system declared PATH was resuming service to New York. I quickly pushed my way to Track #1 and found out that PATH was going to run to 33<sup>rd</sup> Street via Hoboken (the round-robin), stopping at all New Jersey stations en route, but not at any other station in the city other than the final terminal. Thus all New Jersey stations would be served except for Exchange Place, directly opposite the World Trade Center. At 4:38 PM the train left, about half-filled at the front where I was, but I suspect it had many standees in the middle. It was a quick ride across the meadows, stopping at Harrison to pick up only a handful of passengers. As we approached Journal Square I could see the smoke emanating from downtown New York. We pulled into the station, paralleling another train that had been laid up, and would probably follow us. The platform here was crowded, with most passengers near in the center. I got off at Grove Street and walked over to the Marin Boulevard station of the Hudson-Bergen Light Rail Line. You could see thick clouds of smoke coming from across the river, and as I followed the tracks eastward to Essex Street the whole scene began to come into view. No World Trade Center. A huge cloud of smoke was streaming southward from the gap between the two tallest World Financial Center buildings. The sight lines were toward where 7 World Trade Center had been. The light rail line was running, with service about every 15 minutes on each branch, bypassing Exchange Place, but ending at Harborside, not Newport. Since

PATH was stopping at Newport, I did not understand why HBLRT was not running to that point. The turn-around facilities there are pretty miserable, but HBLRT could have provided an excellent service for riders from New York to Bayonne and southern Jersey City. There were few passengers, as the line was now not connecting with anything. I rode to Garfield Avenue on the West Side Avenue branch, where there is an unobstructed view of lower Manhattan. It was eerie on this beautiful blue sky day, with the sun on its way to set, spreading a golden glow on the remainder of the skyline."

"I rode back as far as Essex Street at the waterfront. I walked to the pier near Exchange Place, where I observed large numbers of Emergency Medical Technician personnel and ambulances waiting for boats to bring the injured. Hardly any came over while I was there (I saw one woman, who seemed to be in pretty good shape, being carried on a stretcher off a tug to an ambulance). I remained standing adjacent to the river for about 20 minutes, until I was asked by a policeman to move one street inland. After awhile, with nothing happening and the sun about to set, I rode back to Marin Boulevard and then walked to PATH at Grove Street. While I was waiting for a Newark train, another waiting passenger took out his video camera and played back the video he took earlier from his Jersey City apartment. It showed the second attack and was incredible. The plane entered the frame and flew right into the tower, everything bursting into flames. I had not seen anything on television yet and so it was the first action view I got of the horrific events of the day. Later I would see everything close up on TV, including the collapse of the two towers. The rides back to Newark (a few standees as far as Journal Square) and then on the City Subway were uneventful. I arrived home at 8:35 PM. What a tragedy! So many murdered. I wish I could be optimistic that we will be able to prevent this kind of catastrophe in the future. My thoughts are so emotional. I would like to share them with you, but I would have trouble explaining

*(Continued on page 17)*

**Newark City Subway: End of the PCC Era**

*(Continued from page 15)*



**NJ Transit PCC 6 at Penn Station. This was the last PCC car in revenue service.**  
Andrew Grahl photograph



**NJ Transit LRV 106 and retired PCCs at the Grove Street station in Bloomfield.**  
Andrew Grahl photograph



**A lineup of retired PCCs at the Franklin Avenue station in Bloomfield.**  
Andrew Grahl photograph



**Date of Infamy II***(Continued from page 16)*

them. I bet if I would read them myself a week later they would sound incoherent and inconsistent.”

Steve Lofthouse, who works across from City Hall, was just exiting PATH's World Trade Center station on Church Street when the first plane hit Tower 1 (8:48 AM). Not knowing what was going on, he joined others who were running away from the area. Around noon, he and several co-workers decided to try to get home. They walked up to the Second Avenue subway station and boarded a series of trains, which brought them to 207<sup>th</sup> Street. From there they eventually boarded a bus which got them to Marble Hill and the Metro-North station, and a train to Tarrytown.

Because of the restrictions on air travel, Amtrak was reporting heavier than usual ridership, and accepting airline tickets. One of our members rode an Amtrak train from Penn Station to Newark, and was prepared to pay the fare, but the conductor simply asked him where he was going and “seat-checked” him without asking for payment.

From Boston, Todd Glickman reported: “Beginning at about 11 AM, the MBTA went into ‘rush hour mode’ on rapid transit and bus lines. Commuter rail trains kept their normal schedules, but expresses made all local stops. Many left work early; streets were gridlocked and mass transit was at crush levels midday. I stayed at work until the normal leaving time. The Red Line to the Green Line to North Station was like a Sunday morning. On the six-car commuter rail train, which is normally standing room only, just two of six cars were open - and I had a seat to myself. All service from midday (on Tuesday) was FREE on all MBTA bus, subway, and commuter rail operations.”

The Washington, D.C. area was also affected, with the bombing of the Pentagon. At the outset, because authorities had shut down all bridges and tunnels, Virginia Railway Express was effectively shut down. Arrangements were made to put into service five Alexandria Transit buses to provide some service from Alexandria to Fredericksburg. By 2 PM, it was decided to operate

trains every two hours until 6 PM. Manassas Line trains also departed from Union Station every two hours from 1-7 PM. On Wednesday, VRE operated an “S,” or reduced-frequency schedule. Normal service was resumed for Thursday.

Member Steve Erlitz emailed that “Metro stopped operating for a few minutes, then resumed service on all lines but the Yellow and Blue to Virginia. Those resumed shortly thereafter, skipping the National Airport and Pentagon stops. MARC and Amtrak suspended all service. Rumors...were they were trying to run a two-train shuttle between New Carrollton and Baltimore, but this cannot be confirmed. Camden line crews were called at 12:30 PM, but CSX would not let the first train depart until 3:30 PM. They brought an extra set of equipment with them since only three outbound and one inbound were going to run, not on a real schedule. MARC also resumed Brunswick service (to Brunswick only, bus service to Martinsburg) and Penn Line service.” In a subsequent email Steve reported that because of the restricted parking at the Pentagon, the Department of Defense requested that Metro open earlier. They have been opening at 5 AM instead of 5:30 AM and the trains are being used.

In Seattle, Sound Transit added an extra southbound trip at 1:55 PM, and additional ST Express buses were standing by to carry any overflow of passengers.

Other effects: In New York City all public and many private schools, as well as libraries, were closed on Wednesday. Major League Baseball canceled all games through Sunday. New York's various stock markets were closed until Monday. Broadway was dark (no shows were open) from Tuesday through Thursday. The Federal Aviation Administration shut down all airline service as soon as it was determined that the planes crashing into the World Trade Center was a terrorist act. At first it was believed that normal service would resume at noon Eastern Time on Wednesday, but that did not happen, although a few diverted flights were permitted to take off at that time. Regular service was resumed on Friday, although there were many suspensions due to “security” incidents.



**In this strangely serene scene from mid-September, 2001, a boat plies its way across New York Harbor, witnessed by the Manhattan skyline. But something's missing — the World Trade Center. What also cannot be seen are the dozens of emergency workers looking for survivors in the rubble.**

Harold H. Geissenheimer photograph

**TRACK CONSTRUCTION FORECAST FOR OCTOBER, 2001  
IN THE NYC TRANSIT SYSTEM  
by David Erlitz**

*Because of the September 11, 2001 incident that destroyed the World Trade Center, David Erlitz, as a member of NYC Transit's Operations Planning team, has been busy working to keep as much of New York City's subway network running*

*as possible. As a result, he was unable to provide his column this month. We hope that near-normal subway system operations will return in the near future, and that Dave can resume writing his column.*

**Commuter Notes**

*(Continued from page 13)*

could be moved by rail. The estimated cost of the project, including the tunnel has been put at \$50 billion.

**Paris, France**

The RATP awarded the consortium of Bombardier and Alstom a \$300 million contract to build 161 five-car MF-2000 metro cars, for a total of 805 cars. Construction will take place at Bombardier's plant in Crespin, France, with delivery of the vehicles expected between the end of 2003 and the year 2014. These state-of-the-art rapid transit cars will replace older rolling stock, and will be air-conditioned. The cars will be lower than the existing stock by 30 mm, which will make it easier for the disabled to board. The MF-2000s follow the tradition that was established several years ago with cars delivered to Line #7bis (MF-88) and Lines #1 and #14 (MP-89), in that there is what RATP refers to as "inter-circulation." This means that passengers can move freely from car to car, as there are no doors between them. (The letter "M" stands for motor car, while the "F" and "P" are abbreviations for the French words that indicate that the car operates on steel wheels – *fer*, or on rubber tires – *pneu*).

**Tel Aviv, Israel**

David Klepper updated some of the information that appeared in the September **Bulletin** concerning the new Adtranz cars that are being delivered. He reports now that there will be 10-12 of these sets, but the con-

figuration has been changed so the consists are three-unit double-decker trains (three separate coaches) with a total of six four-wheel trucks. The Danish Flexliners are three articulated units with four, four-wheel trucks. The power unit provides the head-end power (HEP), and an Alstom double-ended streamlined B-B diesel electric is the motive power. This is the same type of locomotive that is used on the eight-car Alstom push/pulls. As you can see, the rail equipment that is used on Israel Railways qualifies as a "great melting pot." A 1960 stainless-steel ex-Belgium TEE set still operates, appears to be in good condition, and used a former passenger car for HEP and an Alstom B-B streamlined unit. In Haifa, David saw a train that was made up of a 1,200 horsepower EMD small road switcher with two 1966 Yugoslavian coaches, and a slightly older coach that had been rebuilt into a half-coach/half-HEP car. There are also a number of Danish Flexliners in service.

**From the History Files**

**130 Years Ago:** In October 1871, Grand Central Depot, which occupied the current site, was opened. Construction on the building that we see today began in 1903 and was completed on February 2, 1913.

**90 Years Ago:** On October 1, 1911, Manhattan Transfer opened. This station, which was situated in the Jersey Meadows, was used to change motive power from steam to electric for the trip into Manhattan.

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

**Redbird Update**

*(Continued from page 19)*

6535, 6626-6665, and 6676-6680 were in service on the ②. Cars 6536-6540 and 6666-6710 had been delivered as of September 13. 6351-6355 was another of the large group of R-142s which were delivered long ago but have yet to be accepted. These are identified as 6356-6410, 6446-6475, and 6481-6500. In response to an oft-asked query, all R-142s to date have been equipped with internal signage for the 2 line. Cars subsequently reassigned to other lines will have interior signage adjusted locally by shop personnel.



**R-29 8713, stripped, awaits its fate.**  
Andrew Grahl photograph

## REDBIRD UPDATE

### by George Chiasson

When this endeavor began it was not my intention to follow every Redbird to its ultimate disposition, just its removal from the active fleet. However, since there has been a lot of interest in monitoring dispositions, I have been trying to gather information on which cars were shipped for reefing and when. The results are spotty at best, so if anyone is able to offer specifics on the reefing operations, they are badly needed and would be greatly appreciated.

#### 1) Redbird Reefing Activity

23 Redbirds reefed in Delaware with the first barge of August 17 were identified through two separate field reports. As related in the *Bulletin*, these included R-26s 7778, 7779, 7788, 7789, 7796, 7797, 7815, 7834, 7835, 7844, 7845, 7850, and 7851; R-28s 7870, 7871, 7890, and 7891; R-29s 8654, and 8655; R-33 9056; R-33S 9321; and R-36s 9544 and 9545.

Additional shipments have been made weekly, but the exact composition of each is unknown. However, as of August 23, the following cars were ready to go: R-26s 7750, 7751, 7752, 7753, 7754, 7755, 7758, 7759, 7814, 7836, and 7837; R-28s 7902, 7903, 7908, 7909, 7942, and 7943; R-29s 8610, 8611, 8712, and 8713; R-33 9057; and R-36s 9486, 9487, 9492, 9493, 9508, and 9509.

As of August 30, R-26s 7760, 7761, 7780, 7781, 7784, 7785, 7854, and 7855 and R-28s 7894, 7895, 7952, and 7953 were prepped for shipment.

On September 7 there were 22 car bodies loaded on the barge for reefing: R-26s 7756, 7757, 7764, 7765, 7776, 7777, 7828, 7829, 7858, and 7859; R-28s 7874, 7875, 7934, 7935, 7940, 7941, 7950, and 7951; and R-29s 8706, 8707, 8778, and 8779.

This is a partial list, with a number of additional Redbirds from virtually all car types and routes additionally out of service. As time permits, it is hoped a more complete listing of equipment reefing activity can be supplied.

Note that actual dispositions to date have heavily concentrated on the General Electric R-26/28/29s, while many of the Westinghouse R-29s survive and the former Pelham R-36s remain idle. With the World Trade Center attack there may be a further slowdown of Redbird dispositions until the future equipment needs of NYC Transit are clarified.

#### 2) Redbirds Removed From Service Since The Report of August 9, 2001

R-26 7762/7763, 7776/7777, 7782/7783, 7810/7811, 7822/7823, and 7858/7859 off ⑤.

R-28 7882/7883, 7892/7893, 7904/7905, 7922/7923, 7934/7935, and 7944/7945 off ⑤.

R-29 8772/8773 and 8778/8779 off ⑤.

R-29 8570/8571, 8578/8579, 8586/8587, 8598/8599, 8602/8603, and 8606/8607 off ⑥. Note that a swap was made on July 31, when R-29s 8582/8583, 8606/8607, 8646-8649, and 8666/8667 were returned to service on the ⑥, but cars 8576/8577, 8584/8585, 8622-8625, and 8628/8629 were withdrawn.

#### 3) Recent Redbird Transfers

Several groups of R-33s were transferred from ② to ⑤:

8918-8927 on July 25, 2001

8928-8939 on August 24, 2001

8940-8953 on September 4, 2001

#### 4) 10-car trains on the Flushing Line

Single-unit R-33s were cut out of all ⑦ line consists for Saturday, August 4 to form 10-car trains. 11-car trains were restored after the Labor Day Weekend (in service September 8).

#### 5) R-62A changes

With the new schedules in effect August 5, 2001 there were two groups of R-62As shifted from the ⑥ to the ①/⑨ lines:

1821-1830 and 1856-1865 on August 2, 2001

1726-1730 on August 21, 2001

The randomness of this group (30 cars total) reflects their conversion to Electronic Cam (E-Cam) control, which is gradually being applied to the remaining Pelham-assigned fleet of R-62As. R-62As assigned to the ①/⑨ and ③ lines have already had this modification performed. Cars 1736-1740 and 1776-1780 were also completed as of August 24, 2001 and remained in service on line ⑥. It is unclear if these cars are being mixed with non-modified R-62As or operated as a separate consist.

As of August 21, single R-62A car 2155 was formally reassigned to the ⑦ line. It had actually been transferred to Corona earlier in the summer, but was routed through Coney Island Shops to receive some light cosmetic work in addition to its usual Scheduled Maintenance. The car was coupled to a pair of then-idle single-unit R-33s for a clearance test trip through the Steinway Tubes on August 22. It was also examined by local officials in preparation for the eventual use of such equipment on the Flushing Line to replace the Redbirds. When additional R-62As will be transferred to Corona to join 2155 is unknown, but rather was characterized as a "political decision."

#### 6) R-142/142As

Through September 4, R-142As 7211-7465 and 7476-7480 were in service on the ⑥. Cars up to 7500 had been delivered as of September 14.

Through September 5, R-142s 6351-6355, 6516-

(Continued on page 18)

## Around New York's Transit System

### IRT Car Service

The following car service was operated when the new schedules went into effect on August 5, 2001. Ten-car trains are operated at all times on lines not listed below. Shorter or longer trains are operated on the following lines:

- ③—9 cars at all times
- ⑤—midnight OPTO shuttles: 5 cars; all other trains: 10 cars
- ⑦—10 cars in the summer, 11 cars at other times
- ⑤ (42<sup>nd</sup> Street) — one 4-car train and two 3-car trains

### Door Operation

Conductors are reminded that closing doors too quickly can cause injuries to passengers. To avoid accidents, they should leave the doors open for at least ten seconds after making a station stop and allow passengers sufficient time to board and slight. Before closing the doors, they should announce, "Stand clear of the closing doors, please," and observe that the doorways are clear. They must close the rear section

first, watch the guard lights go out, and observe indication. Then they must close the doors in the front section and repeat the procedure outlined above. They should observe the front and rear sections twice as the train leaves the station.

### Energy Conservation

To conserve energy, crews must turn off the following equipment on passenger cars that are stored. They must turn off the main car body lights by using the momentary switch controlling the entire train's consist from an operating cab. They must also turn off the heat, ventilation, and air conditioning fans by using the momentary switch. All high-voltage circuit breakers, especially compressors and motor-generators, must be left cut-in at all times.

### Coupler Adapters on Work Trains

Before leaving the yard, every work train must have two coupler adapters on-board: an MCB-H2 adapter and an HCB-flat face hook type (formerly known as R-44/R-46) adapter.

## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
August 22, 2001	N	Mixed train of R-68 and R-68A cars
August 24 and 31, 2001	D	R-68

## IRT CAR ASSIGNMENTS

LINE	CARS REQUIRED AUGUST 5, 2001	
	AM Rush	PM Rush
①/⑨	320 R-62A	300 R-62A
②	220 R-33, 90 R-142	210 R-33, 90 R-142
③	216 R-62A	207 R-62A
④	70 R-33, 270 R-62	70 R-33, 270 R-62
⑤	50 R-26, 60 R-28, 100 R-29, 90 R-33, 20 R-62A	50 R-26, 60 R-28, 100 R-29, 90 R-33, 20 R-62A
⑥	50 R-29, 140 R-62A, 180 R-142A	60 R-29, 140 R-62A, 180 R-142A
⑦	31 R-33S, 310 R-36	31 R-33S, 310 R-36
⑤	10 R-62A	10 R-62A