

# The Bulletin



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

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## ***The Bulletin***

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## **MONTCLAIR CONNECTION UPDATE** by Bruce J. Russell

Work continues on the scheme to connect the Boonton Line of NJ Transit with its Montclair Branch in order to create one commuter line from two. The project also involves extension of electrification five miles north to Great Notch, where a yard and servicing facility is under construction. From Great Notch to Penn Station, New York passengers will have a new, higher level of service. Thanks to the connection at Kearny that permits through operation of trains from the Morris & Essex Division of the former Lackawanna Railroad onto the Amtrak high line, service to Manhattan is now possible. Known as *Midtown Direct*, it began in June, 1996 and has been the cause of almost a doubling of ridership on services to Dover and Gladstone. After all, who wants to change trains at Hoboken, which was formerly the situation? The new electrification from Penn Station, New York to Great Notch will permit Glen Ridge and Montclair riders to be a part of the *Midtown Direct* service. Patronage that the railroad lost during the past 50 years to De-Camp Bus Lines, which always provided a one-seat trip into Manhattan, will hopefully be recaptured.

During spring and summer the final catenary supports were installed. These are basically I beams, and are similar to those used on modern electrifications. The extension of electrification from Montclair's Bay Street station to Great Notch does not involve any new substations, but if in the future it is extended further they will be required. In 1984 electrification on the Montclair Branch, as well as on the entire Morris & Essex Division, was converted from 3,000 volts d.c. to modern high-

voltage alternating current. The original electrification was finished in 1931 and was operated exclusively by "married pair" motor-trailer MU sets.

The summer likewise witnessed the installation of catenary wire from the brackets attached to the uprights. A special train powered by NJ Transit diesels consisted of flat-cars. Atop them was the copper catenary wire rolled up in huge spools. Using equipment that permitted the crews to reach the brackets, this new copper wire was strung along first one track and then the other of the two-track Boonton Line. During the summer the wire train moved freely over the five miles of twin track being electrified. Normally it appeared at about 9 AM and worked until after 5 PM. Work also continued throughout the weekends, in spite of several days of intense heat. The final portion of the project to have overhead wire installed is the multi-track yard at Great Notch. As of mid-August this work had just started. Here all electric trains originating in both Hoboken and Pen Station, New York will lay up. Prior to 1966, this same yard was where freight cars destined for the now-abandoned Caldwell Branch were set out by freights continuing north on what was then the Greenwood Lake Division of the Erie Railroad. It was officially renamed the Boonton Line in the 1970s.

As of mid-August the actual track connection that will permit through running had not been finished. However, all that separated the two segments was Glen Ridge Avenue in Montclair. On either side of this street, double track rail was in position. Once the grade

*(Continued on page 13)*

## AVENUE B LINE by Bernard Linder

Owners:

### HORSE CARS AND STREET CARS

April 17, 1860	Dry Dock, East Broadway & Battery Rail Road Company
August 23, 1897	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company

### BUSES

July 31, 1932	Avenue B & East Broadway Transit Corporation
March 29, 1980	Manhattan & Bronx Surface Transit Operating Authority

Route:

### HORSE CARS AND STREET CARS

Member Lawrence F. Hughes furnished copies of the 1860 and 1866 franchises.

The original franchise, dated April 17, 1860, authorized the construction of a railroad from the "northern extremity of Avenue B through and along Avenue B, with a double track to Clinton Street; thence through Clinton Street with a double track to connect with the track in East Broadway...thence through and along East Broadway, Chatham Square, Chatham Street and Park Row with a double track to Broadway." The revised franchise, dated May 1, 1866, authorized the construction of a "single railroad track from Avenue B through 2<sup>nd</sup>

Street to Avenue A and through Avenue A, Essex Street, and Rutgers Street to East Broadway." As soon as these tracks were in service, the company was required to remove one of the tracks on Avenue B and Clinton Street from E. 2<sup>nd</sup> Street to East Broadway within one year.

We do not know when the horse cars started operating. The oldest ***Bullinger's Monitor Guide***, dated 1869, informs us that horse cars operated from the E. 34<sup>th</sup> Street ferry to Park Row and Broadway via E. 34<sup>th</sup> Street, First Avenue, E. 14<sup>th</sup> Street, and the route shown on the track plan in this issue.

About 1905	Cars rerouted via Essex Street, First Street, Ridge Street, Montgomery Street, and East Broadway to Chatham Square. Cars returned via East Broadway, Gouverneur Street, Pitt Street, Third Street, Avenue B, and regular route
1908*	Extended to Park Row and Broadway
1910*	Cut back to Chatham Square
October 1, 1911	Battery cars replaced horse cars
1913*	Resumed operating on 1869 route and extended to Park Row and Broadway
October 28, 1917	Extended to E. 42 <sup>nd</sup> Street and First Avenue. Discontinued E. 34 <sup>th</sup> Street to E. 42 <sup>nd</sup> Street shuttle
October 13, 1918	Extended to E. 59 <sup>th</sup> Street and First Avenue
June 18, 1924	Cut back to E. 14 <sup>th</sup> Street and First Avenue
July 30, 1932	Buses replaced street cars
*Approximate date from <i><b>Bullinger's Monitor Guide</b></i>	

### BUSES

July 30, 1932	M-9 buses started operating over the same route as the street cars, terminating at Chatham Square or Park Row and Broadway at different times
June 3, 1935	Extended from E. 14 <sup>th</sup> Street and First Avenue to E. 15 <sup>th</sup> Street and Fourth Avenue
Mid-September,	M-9A buses started operating from Union Square via the M-9 route, then via Madison Street to
1964	Grand Street and FDR Drive. We do not know when the buses ceased operating, but we know that MaBSTOA did not operate this route
November 24, 1975	Extended to Liberty and Greenwich Streets
September 13, 1987	Extended to W. Thames Street and South End Avenue

### TRANSFERS

Checking the transfers, we find that this line was designated as line #4. This number was never displayed on the cars.

*(Continued on page 3)*

**Avenue B Line**

*(Continued from page 2)*

**CAR ASSIGNMENT**

Battery cars 1152-1201, built by Brill in 1911, were assigned to the Dry Dock lines. Many years ago, Walter Ench informed us that after abandonment the cars were stored in the Corlears Street car house until they were scrapped in 1933.

**TWO-MAN CARS**

Walter Ench also informed us that the Avenue B cars were always two-man cars. He also explained how the unusual spring switches functioned. There were several streets where there was joint operation of battery cars

and conduit cars, with spring switches where the lines diverged. When the battery cars approached the spring switch, which was normally set for conduit cars, the Conductor alighted and pulled a lever alongside the track, setting the switch for the Avenue B cars. He held the lever until the battery car cleared the switch. When he released the lever, the handle receded into the slot and the spring switch was reset for the conduit cars. If the switches were remote-controlled by the conduit cars, the plow could be sheared off if the conduit car inadvertently switched on the tracks used by battery cars. The disabled car and a short circuit would have interrupted service.

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**AVENUE D LINE  
by Bernard Linder**

Owners:

**HORSE CARS**

April 17, 1860	Dry Dock, East Broadway & Battery Rail Road Company
August 23, 1897	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company

Route:

We do not know when the horse cars started operating. The Board of Railroad Commissioners' April 1, 1864 report states that the line was built.

The oldest Bullinger's Monitor Guide, dated 1869, informs us that horse cars operated from E. 14<sup>th</sup> Street and Avenue A via E. 14<sup>th</sup> Street, Avenue D, E. 8<sup>th</sup> Street, Lewis Street (no longer on the map), Grand Street, East

Broadway, Chatham Street, and Park Row to Broadway. Return was via Park Row, Chatham Street, East Broadway, Grand Street, Columbia Street, Avenue D, and E. 14<sup>th</sup> Street to Avenue A. The above route was listed in the original April 17, 1860 franchise, a copy of which was furnished by member Lawrence F. Hughes.

1874 (approximate date from <b>Bullinger's Monitor Guide</b> )	Extended to E. 23 <sup>rd</sup> Street Ferry
about 1905	Discontinued

**Around New York's Transit System**

*(Continued from page 20)*

1. Hook secured to chain
2. Boom extension lock pin installed
3. Elevation lock pin installed
4. Swing lock pin installed
5. Four wheel chocks properly installed

This procedure does not apply when the crane is being spotted at a work site and the work train is moving at 5 miles per hour or less.

**Maximum Number of Subway Cars on Transfers**

The maximum number of subway cars allowed on transfers is 10 IRT cars, 12 60-foot BMT-IND cars, or 10 75-foot BMT-IND cars. A maximum of 12 cars will be permitted on interdivisional transfers between Corona Yard, Coney Island Yard, and other BMT-IND yards. When IRT cars are operated on the BMT or IND, a car equipped with four tripping devices must be added to each end of the IRT transfer cars or IRT cars must be placed between BMT-IND cars.

R-44, R-46, R-68, and R-68A cars are not allowed to operate on the BMT Eastern Division or the Williamsburg Bridge.

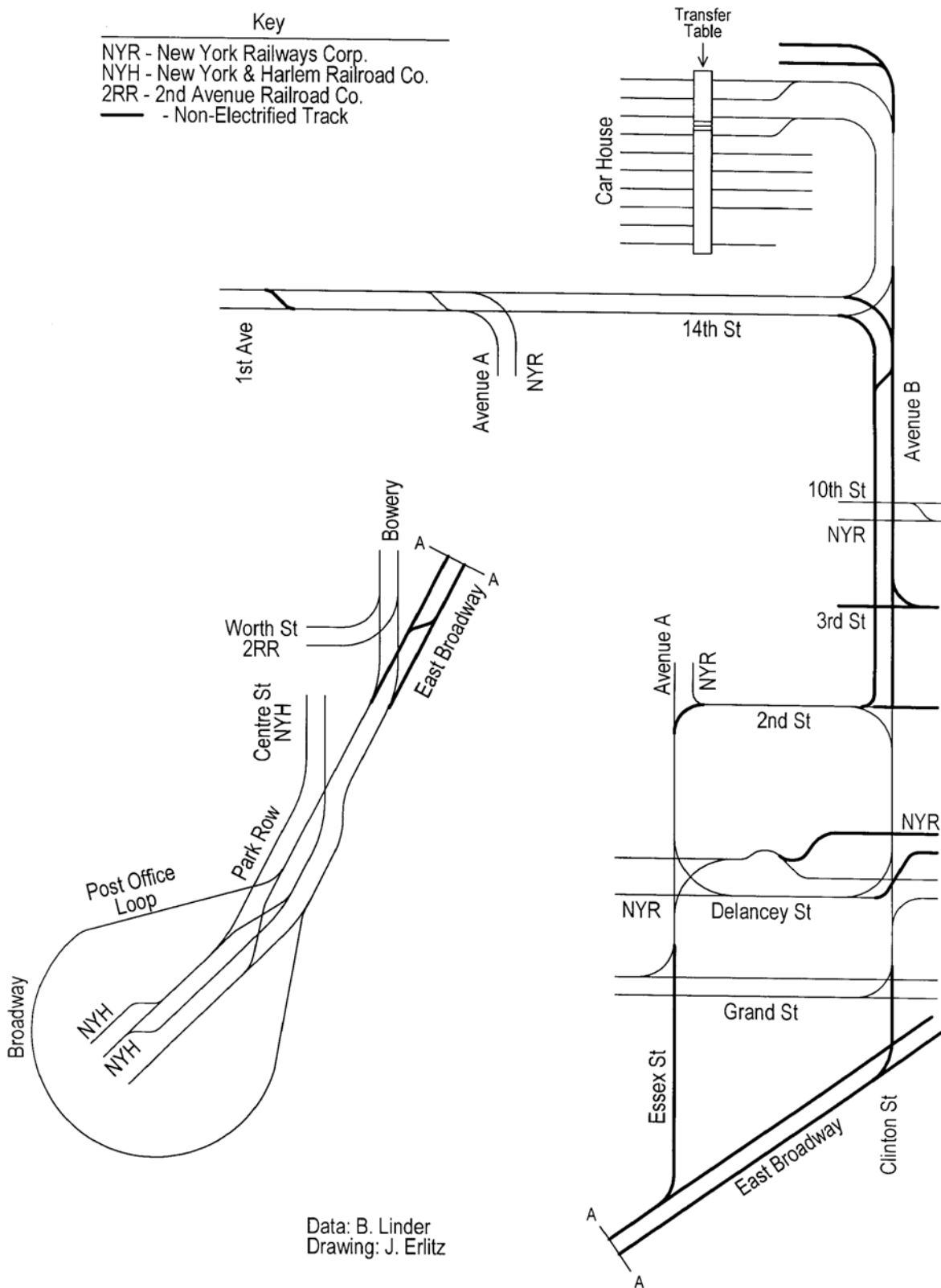
**Avenue B Line**

(Continued from page 3)

**Avenue B  
1931**

Key

- NYR - New York Railways Corp.
- NYH - New York & Harlem Railroad Co.
- 2RR - 2nd Avenue Railroad Co.
- - Non-Electrified Track



Data: B. Linder  
Drawing: J. Erlitz

## TECH TALK

### by Jeffrey Erlitz

I don't know *what* I was thinking of last month when I mentioned that the Second Avenue station will be used as a terminal for the first time this fall when the **V** terminates there. *Everybody* knows that the **F** terminated there before Chrystie Street opened. Several readers reminded me of that fact. If you go way back in time, the **E** terminated there, too.

Over the weekend of October 13-14, three-quarters of the diamond crossover between Tracks P1 and J1A south of Broadway Junction station (BMT Canarsie Line) were removed. At this location, Track J1A now simply converges with Track P1. Since there is no longer any facing-point switch on Track P1, the Train Operator's route request pushbuttons on Track Q1 in the Broadway Junction station were also removed over this weekend.

And you thought I was being cynical in the August *Bulletin* three months ago regarding the original August 7 bid opening date for the Concourse Line signal project (S-32308)? Well, after having the bid opening date postponed five times (August 21, September 11, September 20, October 4, and finally October 18), this project is now on indefinite hold. I suspect this contract will be withdrawn and advertised to potential bidders again in the next few months as contract S-32308-R. The "R", of course, stands for Revised. I will keep you informed of progress on this project.

Interestingly, one of the addenda on this project added some work at Canal Street on the Eighth Avenue Line. This work involved adding some additional approach signals on Tracks A1 and A4. Supposedly, this is going to improve the throughput on those two tracks.

Railworks, the prime contractor on a few jobs around town, has declared Chapter 11 bankruptcy but is maintaining its work schedule.

Volmar Construction, working under contract C-33676, continued the demolition of the unused Beebe Avenue Tower south of 39<sup>th</sup> Avenue (ex-Beebe Avenue) on the Astoria Line over the weekend of October 27-28.

Work to install new tunnel lighting on the Fourth Avenue Line is now under way under contract E-33801.

Recently, I was able to accomplish some more research in the Sprague Library. Signal contract S-60 was probably designed during late 1952 and early to mid-1953. This contract provided for the furnishing and installation of signal equipment for platform extensions and 11-car operation of the Flushing Line from Times Square to Main Street. The contract drawings are dated August 25, 1953 but the specifications are dated October 29, 1953. This is unusual in that specs and drawings are usually dated within a few days of each other. This contract was advertised to bidders between No-

vember 6 and December 18, 1953. By the time the bids were opened on December 18, only two had been received. General Railway Signal Company (GRS) had bid \$9,411,940 while Westinghouse Air Brake Company (which had recently merged with Union Switch & Signal Company) bid \$9,028,995 and won the contract. US&S subcontracted with Watson-Flagg Engineering Company to do the installation work.

This contract was one of the earliest contracts to combine the furnishing of equipment with the installation work. Back in the February *Bulletin* I mentioned that the platform extension work on the Flushing Line was accomplished under two separate contracts. The underground stations were designed in 1951 under Group 10 while the elevated stations were designed in 1953 under Group 9. The work under Group 10 did include some short-term relocations of signal equipment.

Under contract S-60 there was to be temporary work for the outdoor stations north of Hunters Point Avenue. This included the relocation, installation, and removal of signal equipment, cables, messenger wire and air lines.

Interestingly, the existing 600 volt-25 Hertz AC signal power mains were to remain. All of the control cables and wire were replaced except those used in the control of Track M (the express track). In addition, automatic signals and certain cables that had been recently installed in the vicinity of Queensboro Plaza were to be retained, also. Keep in mind that the reconfiguration of Queensboro Plaza was only four years old. In addition, Track M had only received signals about 15 years before in preparation for the 1939 World's Fair.

The existing interlockings were:

- Times Square
- First Avenue
- Hunters Point Avenue
- Queens Plaza
- Rawson Street
- Fisk Avenue
- 111<sup>th</sup> Street
- West of Willets Point
- East of Willets Point
- Main Street

Unfortunately, the specifications only mention the size of the existing machines at Rawson Street and 111<sup>th</sup> Street. All ten interlockings had US&S Model 14 machines, with Rawson Street containing 15 levers and 111<sup>th</sup> Street containing 67 levers.

At Times Square, the new interlocking machine was to be installed in the reconstructed control tower on the north end of the platform. It was to be a route-type control panel and in fact ended up being a US&S Style UR

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**Tech Talk***(Continued from page 5)*

machine. Times Square was to be controlled by direct wire while First Avenue and Hunters Point Avenue were to be controlled via centralized traffic control (C.T.C.) code using carrier circuits. Existing traffic control between First Avenue and Hunters Point Avenue was retained and traffic was added between Times Square and First Avenue on both tracks. Hunters Point Avenue was the only interlocking to receive switch heaters since this was the only location that was outdoors on ballasted, Type I track. Up until the time of this contract there was only a single, trailing point crossover at Hunters Point Avenue. Under a separate contract, this was changed to a diamond crossover.

The new control panel at 111<sup>th</sup> Street (also installed in the old tower and also a US&S Style UR) controlled the mainline switches and signals at 111<sup>th</sup> Street and the interlocking west of Willets Point by direct wire. Queens Plaza and Rawson Street Interlockings were consolidated into one interlocking located near the existing Rawson Street Tower. This, plus Fisk Avenue, East of Willets Point, and Main Street were controlled via C.T.C. code using carrier circuits. Existing traffic control on Track M between Rawson Street and West of Willets Point was extended to Main Street.

Hunters Point Avenue, Rawson Street, and Main Street had auxiliary control panels installed in new enclosures built in advance of this contract. These ended up being US&S Style C mini-lever machines. I should mention that the Style UR control panels have "line-of-light"-type track indications while the Style C machines have "point-of-light" type indications.

Auxiliary switch control panels were installed in the old towers at First Avenue and Fisk Avenue. Though I have never actually seen one of these panels, I was able to look at a drawing of the one installed at Fisk Avenue. These panels, which I believe are uncommon in New York, are rack-mounted. There are two push buttons for local control of each switch. One button operates the switch normal and the other button operates the switch reverse. There are two-position rotary switches to operate the switches in an emergency, regardless of position or routes called for on the control panels. They also do not cancel a route that had been established from the main control panels. These rotary switches are sealed in their normal positions. These panels include many of the usual indications found on other panels such as signals, call-ons, traffic and track occupancy. Low air pressure, DC power off and third rail indications are also included. They do not have emergency switch releases.

The main difference between the 111<sup>th</sup> Street control panel and the one at Times Square was the inclusion of drawbridge power and position indicators for the Roosevelt Avenue drawbridge.

There were no emergency switch releases provided for interlockings controlled by C.T.C. code control from either Times Square or 111<sup>th</sup> Street. At First Avenue, the relay racks and code control equipment was installed in the upper floor of the existing tower where the existing interlocking machine was.

It was thought at the time this contract was designed that the removal of mainline controls from the old machine at 111<sup>th</sup> Street would provide the spare levers for the future expansion of Corona Yard. Originally, it seems that 111<sup>th</sup> Street and West of Willets Point were going to be controlled from a Model 14 machine, which was shown in the contract drawings. Above, I noted that the specifications were completed later than the drawings. By that time (October), this location was changed to be a route-type control panel. The existing illuminated track diagram at 111<sup>th</sup> Street, which was kept for control of the yard, was altered to reflect the changes on the mainline.

Dispatcher's indication panels were installed in the Dispatcher's offices at Queensboro Plaza and Main Street. The panel at Queensboro Plaza, located at the south end of the southbound platform, replaced an earlier one. The office at Main Street was also located at the south end of the southbound platform.

All of the air mains were replaced and the existing center-fed track circuits at the interlockings were replaced with standard track circuits.

One of the most interesting aspects of this contract was the supply of roadside and car equipment for train identification to identify express and local service. Since US&S was the supplier for this contract, it installed its Identra system. The contractor was to supply 60 express, 60 local, and 20 super-express identification coils, which would be mounted on the subway cars. The roadside equipment was installed at two locations for each selection point, at 100 feet and 1,000 feet (approximately) in advance of the selecting switch. It was stated in the specifications that roadside equipment was to be used to cancel a route, not for track occupancy. The Identra system was actually quite a breakthrough for New York. I believe this was the first application of automatic route selection anywhere on the subway system. The choice of manual or automatic route selection was only provided at Rawson Street Interlocking. Everywhere else, the Identra system only provided indications on control panels. The other main function of the Identra system was to trigger the train approaching annunciators at all of the stations on the Flushing Line. From Fifth Avenue to Queensboro Plaza, these annunciators displayed the service of the approaching train (local, express, or super-express). At Times Square and Main Street, the annunciators displayed the service of the departing trains. In the mezzanines of the stations from 33<sup>rd</sup> Street to Willets Point Boulevard, destinations and service were displayed.

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# Commuter Notes

by Randy Glucksman

## Metropolitan Transportation Authority

David L. Yunich, the second chairman of the Metropolitan Transportation Authority, died on September 19 at age 84. He succeeded William J. Ronan in 1974 and headed the agency during some of its most difficult times. Tapped for this position by then-Governor Malcolm Wilson, Mr. Yunich came to the MTA from R.H. Macy's, where he had been vice chairman. During his watch, subway fares rose from 35 cents to 50 cents (September 1, 1975), and the next year he had threatened to raise the fare again, to 75 or 80 cents. (Fares went to 60 cents on June 28, 1980.) To cut costs, there were major reductions in subway and bus services, which did little to increase ridership. Mr. Yunich resigned in 1977 and was replaced by Harold L. Fisher.

National Guard troops began patrolling Penn Station and Grand Central Terminal on October 10.

## MTA Metro-North Railroad

New timetables under General Order No. 203 went into effect at 2:01 AM October 28, concurrent with the return to Standard Time, and remain in effect until April 6, 2002. As of this writing (October 20) it appeared that Metro-North would be the only transit agency in the metropolitan area to change schedules at this time-honored event. As usual, special Thanksgiving and Christmas/New Year's schedules will be issued. Details next month.

## MTA Metro-North Railroad (East)

228 and 229, the first two of the Connecticut Department of Transportation's four new Genesis engines, were delivered to Harmon Shop during the evening of September 24. (230 and 231 are the other units.) Thanks to member Glenn Rowe for the information. Member Josh Weis reported that 228 was accepted on October 9.

Josh also reported that the annual ritual of washing the rails to avoid slipping and sliding has begun. The nightly "Waterworld" high-pressure washer train is running on the Harlem Line to clean "black rail," a condition created by trains crushing and burning leaf residue. CDOT FL-9 2014 and GP-35M 106 power the train.

Work has been completed on rebuilding the Upper Loop Track at Grand Central.

## MTA Metro-North Railroad (West)

A public hearing was held in September on a proposal to build a rail station at the Woodbury Commons Outlet Mall.

## Connecticut Department of Transportation

Shore Line East timetable TT-39 was issued as of October 1. There were a few train renumberings and minor time changes. Three (autumn) leaves appear on the cover. Thanks to member David A. Cohen for send-

ing copies.

David also reported that as a result of a hearing that was held in September, a consultant determined that constructing a new rail station in Orange, Connecticut would be cheaper and quicker than building one in West Haven. The difference in the cost was \$35.61 million vs. \$26.16 million.

## MTA Long Island Rail Road

Sometime after the August 27-October 21 timetables were issued, a replacement, with an "\*", was available for the Port Jefferson Branch.

Member Larry Kiss reported the trainset used on the Ronkonkoma/Greenport Line consists of one cab car and either a dual-mode or diesel-electric. It is the only one-car train operating in New York State.

General Order No. 104 went into effect at 12:01 AM October 22, and will remain in effect until December 16. As they will be in use during Thanksgiving, the words "Happy Thanksgiving," with a cornucopia, appear on each cover. In addition, branches offering extra service from the Parade have that wording included under the cornucopia.

## NJ Transit

New timetables effective September 30 were issued for all lines. The Newark International Airport Station did not open that day as had been scheduled, so timetables for the Northeast Corridor and North Jersey Coast Lines carried a banner stating that the opening date is to be announced. (At the September New York Division meeting, member Harold Geissenheimer asked Chairman Bill Erland to announce that service to NIA would begin on Sunday, October 21, starting with the 7:32 AM (#7821 to Trenton) leaving from New York's Penn Station.) The NIA station is listed, with the times that trains are scheduled to stop there. There is also a small logo of a section of track and an airplane next to the station's name. For most of the day, NIA will be served by three trains each hour, for a total of 124 each day. Amtrak plans to serve NIA with its *Acela Regional* and *Key-stone* trains, roughly on an hourly basis and more frequent service at certain times. However, the headways, instead of being every 20 minutes, are very irregular. The wait could be as little as five minutes to as long as 39 minutes (not counting the very early morning or late evening trains). When the original planning was done for this project, it was envisioned that there would be four (evenly spaced) trains per hour; however, to do this would require the addition of a local train between Penn Station, New York and Rahway, and juggling of North Jersey Coast Line trains. All of the (exorbitant) fares are listed as a separate column under the Fares section.

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**Commuter Notes**

(Continued from page 7)

Because of the World Trade Center tragedy, there is no PATH service to lower Manhattan, and in the location where times would normally have been, there is the following: “Consult PATH schedules for updated connecting service information.”

NJ Transit will be purchasing 25 Ticket Vending Machines for Metro-North stations on the Pascack Valley and Port Jervis Lines, and 45 for the South Jersey LRT. The costs for each contract are \$1.58 and \$2.66 million, respectively. The Board of Directors also approved an amendment of the contract with Bombardier (Adtranz) to add five more ALP-46 electric locomotives to the 24 presently on order. These units are to be used on New York-Philadelphia *Clocker* trains. More information will be provided in the next *Bulletin*.

For the first time, NJ Transit has a Chief Designer, with the appointment of Cesar Vergara to this newly created position. Vergara, who has won awards as an industrial designer, will oversee the design of new NJ Transit locomotives, rail coaches, buses, and facilities as the agency prepares to receive more than 2,000 pieces of equipment by 2005. He has been involved in various projects including the Superliner II, the Genesis engine, the Surfliners, and the United States Postal Service's *Celebrate the Century Express*. Prior to joining, Vergara was the chief designer for *Ferrocarriles Nacionales de México* (National Railways of Mexico).

Newark's City Subway contains 16 murals, the work of Domenico Mortellito, who received a commission from the Works Progress Administration while the subway was being built in the early 1930s. These works of art, which are being restored, depict scenes of the Morris Canal and people who conducted various activities around it. NJ Transit has selected two artists to design art works for the Branch Brook Park and Grove Street stations.

Alan Kramer reported that since September 11, Hudson-Bergen LRT has been running two-car trains throughout most of the day, with cars now sporting American flags on each end.

**Port Authority Trans-Hudson Corporation**

Signs of the times: exactly one month after the World Trade Center tragedy, one of my coworkers reported that he observed that a new strip map, which omits the service to lower Manhattan, had been installed in a PA-4 car. The new route structure is as follows: Red – Newark/33<sup>rd</sup> Street, Green – Hoboken/Journal Square, Yellow/Blue – Late night (“around the world”) service. Unchanged is the Hoboken/33<sup>rd</sup> Street service, which remains Blue.

PATH issued an interim Map and Guide dated October 12. The next Map and Guide and timetable will be issued on December 3.

**Amtrak**

“Trains Need Help, Too” was the heading on Editorial page of *The New York Times* of September 25. *The Times* went on to report that when the nations’ airlines were shut down, stranded travelers made a “fortuitous” discovery to learn that our country still had an intercity rail system. Amtrak stepped up to the plate by adding service on the Northeast Corridor, which even after the resumption of airline service, gained additional riders due to the shutdown of Washington’s National Airport. Ridership on Amtrak trains was reported to be about 45% higher since September 11. Congress was asked to adopt a more sensible long-term strategy as to funding Amtrak instead of grudgingly supplying them with enough money to keep it alive.

Another Northeast Corridor Timetable was issued on September 30, and the number of *Acela Express* trains was increased. Daily and weekend trains have been combined into one northbound and one southbound section, reducing the number of pages from 50 to 46. In the previous edition, there were separate sections for weekday and weekend trains. The table below shows the increases in *Acela Express* service since last December.

**CHRONOLOGY OF ACELA EXPRESS SERVICE**

Date		Southbound			Northbound		
		BOS/ NY	BOS/ DC	NY/ DC	DC/ NY	DC/ BOS	NY/ BOS
12/11/00	Weekday	0	1	0	0	1	0
3/5/01	Weekday	1	1	1	1	1	1
4/29/01	Weekday	2	2	1	1	2	2
	Sat/Sun	0	2	0	1	1	1
7/9/01	Weekday	0	5	2	2	4	1
	Sat/Sun	1	2	0	1	1	2
9/30/01	Weekday	0	8	3	3	7	1
	Sat/Sun	0	3/4	2/1	2	3	1

*Club Acela* is the new name for the *Metropolitan Lounge* in Penn Station.

Amtrak will again issue a special holiday schedule for Thanksgiving week, November 19-25.

Due to the World Trade Center attack, many buildings in the area were damaged, including the U.S. Post Office at 90 Church Street, which is the Division’s mailing address. To that end, the Post Office is not in any hurry to vacate the space at the General Post Office and in fact has moved the operations of that post office to the Farley Building. This could have delayed and proved a fatal blow to creating Amtrak’s new Penn Station. Two days later that decision was reversed, although there may be some delay.

New Jersey’s two Senators, Robert Torricelli and Jon Corzine, are fighting to provide \$3.2 billion in federal funding to make Amtrak safer, even if that meant the

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

delay in passage of an aviation security package. A major concern is the six aging underwater tunnels owned by Amtrak leading to/from New York's Penn Station. Nearly \$900 million would be spent to fix those tunnels and \$100 million is needed for tunnels near Washington and Baltimore. Other funds would be used to upgrade bridges, tracks and stations, repair or buy new train cars and locomotives, hire more police, and make security improvements.

**Follow-up to the World Trade Center Tragedy**

According to the Tri-State Transportation Campaign (TSTC) weekly bulletin, transportation officials responded to the crisis by improving various aspects of commuting such as:

- On September 24 NJ Transit added Midtown Direct Train #6320 (8:13 AM Summit) making all stops to NY Penn, except for South Orange. Train #6620's schedule was changed so that it runs express after leaving Summit, except for South Orange and Broad Street. These adjustments did not appear in the September 30 timetables.
- Lincoln Tunnel Express Bus Lane opened ½ hour earlier, at 5:45 AM.
- NYC Transit express buses were allowed to use an exclusive right-of-way, which had been set aside for emergency vehicles, beginning at the western end of the Staten Island Expressway and continuing over the Verrazano-Narrows Bridge onto the Gowanus Expressway HOV Lane. Some trip times were reduced by as much as 45 minutes! The TSTC had urged New York's DOT to study this proposal for a bus-only operation on Gowanus for a number of years.
- Some of NY Waterway Hoboken ferry runs were rerouted to Pier 11. Ridership was up by more than 50%, 34,000 to 50,000 daily riders, in the first week. Other ferry lines were also well patronized.
- Ridership on HBLRT increased from 10,000 daily riders, pre-September 11, to 20,000. Many of these riders used the line to get from Pavonia-Newport to Exchange Place.
- Amtrak's ridership jumped 60% the week of the attack.
- New York City Mayor Rudolph Giuliani announced a ban on single-occupant cars entering Manhattan between the hours of 6 AM and 12 Noon, beginning on September 27. On October 7, the hours were shortened by one hour, to 11 AM.

**Museums**

As of September 1, one car, a 1926 Brill double-ender from the Red Arrow Lines (Philadelphia), is running at the Electric City Streetcar Museum in Scranton, Pennsylvania. The Motormen must be trained under NORAC

rules. The wire and poles end approximately 200 feet from the tunnel mouth of the old Laurel Line. Track and ballast have been laid through the entire tunnel and connect with the short line freight line on the other side of the tunnel. The ballast has to be smoothed out and tracks aligned. The wire and lighting will be placed in the tunnel. Opening Day for trolley operation through the tunnel to approximately 200 feet after the bellmouth is Memorial Day of 2002, followed about two years later by operation to the Montage Mountain Station, where a visitor's center is now operating. Thanks to member Steve Krokowski for the report.

**Miscellaneous**

*60 Minutes* correspondent Andy Rooney, in his piece that aired on September 30, spoke about the nation's railroads. He began by criticizing Congress for its \$15 billion bailout of the airlines, and mentioned that the railroads have been in financial trouble for 50 years. The following appeared on the WCBS880.com website.

"What ever happened to travel by train, anyway?" he asked. "The country is dotted with abandoned or little-used railroad stations. Cute stores have moved in. In New York, they tore down the magnificent Pennsylvania Station. Michigan Central Station in Detroit, an architectural gem, was abandoned; its idle tracks rust away waiting to be boiled down."

"There are thousands of miles of empty railroad tracks running contiguously with crowded highways. Our heavy loads should be moved on steel rails instead of rubber tires on highways where trucks play accordion with the cars. There are 1,345,000 railway freight cars in the United States. Each one can carry several times as much cargo as the biggest truck. Using railroads would reduce our use of oil. It takes 1,500 gallons of fuel for a plane to fly from New York to Chicago with 100 people aboard. A train with 1,000 people can make the same trip on fewer than 300 gallons. The United States is way behind in train travel, as anyone knows who's been to Europe or Japan. Trains everywhere are better, faster, and more luxurious. There's no greater feeling of luxury and satisfaction than being whisked 500 miles closer to your destination while you sleep on a fast-moving train. Trains are seldom delayed or canceled. They run in sunshine or in snowstorm, oblivious to wind and water. If the government is going to give the airlines \$15 billion, it ought to run the airlines. Or maybe jump start travel by giving taxpayers \$15 billion worth of tickets to where they wanted, how they wanted."

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

For commuters who have been forced to stand, relief is on the way. Member Todd Glickman reported that the first two Kawasaki bi-levels (767-768), which arrived in August, have been tested and accepted. They entered service in September, and are similar to the BTC-4s delivered in 1990-01 (700-749) and 1997-98 (750-766).

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**Commuter Notes**

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The remaining 13 units will be delivered at the rate of about two per month. BTC-4s have manually operated doors with traps for low-level loading, but can be modified for automatic door operation if assigned to the New Old Colony lines. Currently, bilevels run only on the south side, due to its higher ridership. MBTA spokesmen have said in the past that the cars will be "deployed where ridership so requires." Todd says that hopefully, they will displace some lower-capacity single-level cars for us on the north side, who could use some crowd relief as well!

Effective Monday, October 29, Commuter Rail Schedules were to be reissued. Some schedules will be revised based on suggestions received through the "Write to the Top" program and/or because of operational considerations. These reissued schedules will replace those dated April 30, 2001. Thanks to Todd for the report.

**Buffalo, New York**

Buffalo's 6.4-mile light rail line will not be expanded any time soon. An article in the **Buffalo News** cited the potential for low patronage on routes that are under consideration: Amherst, the Southtowns, Tonawanda/Niagara Falls and Buffalo Niagara International Airport. NFTA's recent study that found extensions would be too costly, ranging from \$445.1 million to \$584.85 million for these extensions. Under current Federal guidelines half of those monies would have to be raised locally, and that is simply not possible. At about the same time, NFTA officials announced that they would be spending \$200,000 for a study to determine how to bring automobiles back to Main Street between Church and Tupper. Automobiles have not operated on Main Street since construction began in 1982. All alternatives will be studied, but Mayor Anthony Masiello stated "We are not eliminating the trolley as you see it today. That trolley will stay here." NFTA officials echoed that opinion. This project could cost up to \$30 million.

**Philadelphia, Pennsylvania**

From **Cinders**: the section of Market Street between 46<sup>th</sup> and 63<sup>rd</sup> Streets, which is being rehabilitated, will have one its double row of steel columns replaced by a single column support structure. The six elevated stations in this section are also being rebuilt under the \$420 million project. Four new elevators are being added to the 30<sup>th</sup> Street subway station as part of a \$4.5 million overhaul of the station that is set to begin next year. Work is continuing to install new tracks and overhead wire on (Route 15/Girard Avenue. At the October meeting, SEPTA's board was being asked to approve the rebuilding of 18 stored PCCs for the line.

In July, PATCO raised its fares for the third time in as many years. Riders who are eligible for reduced fares

will pay \$.58. For everyone else the new fare structure is:

BETWEEN	AND	ONE-WAY FARE
Lindenwold/Ashland/Woodcrest	Philadelphia	\$2.45
Haddonfield/Westmont/Collingswood	Philadelphia	\$2.15
Ferry Avenue (Camden)	Philadelphia	\$1.85
Any New Jersey station	Any New Jersey station	\$1.30
Broadway/City Hall (Camden)	Philadelphia	\$1.15

**Washington, D.C. area**

On September 30, MARC Penn Line schedules changed as Amtrak added more *Acela* service. Most were time adjustments, but of note, Amtrak #198, the 10:45 PM train to New York, which honors MARC weekly and monthly tickets during the week with no step-up charge, now stops at Odenton to discharge passengers only. It is not shown in Amtrak schedules, much like a morning Philadelphia-D.C. train that stops at Perryville. This will be the first time an Amtrak train will be scheduled to stop at Odenton since the early days when the *Chesapeake*, the old Philadelphia to Washington local, made many of the local stops, including some that are no longer open.

After the hijacked airplane crashed into the Pentagon (see last month's issue), some members of the District's Police Department suggested that Metro shut down its entire rail system. Metro officials balked at the idea, as this would have caused great difficulty for the nearly 460,000 passengers who had used the system to get into work. Several weeks later, Washington's top police officials denied that they had made such a suggestion. In the end, a decision to shut down Metro could only be made by the General Manager, Richard White. It was announced that as of October 4 Metro was returning to opening on weekdays at 5:30 AM. Once roads and parking problems had eased around the Pentagon, Metro felt it could resume normal service, since many of the early crews were on overtime. Thanks to member Steve Erlitz for these reports.

From early September until November, track work was performed on most of the lines over which MARC trains operate. There was additional rail installation on the Alexandria branch (which connects to the Camden Line at Riverdale) and the Old Main Line (from Point of Rocks to St. Denis), which had the potential of indirectly affecting MARC trains if freight traffic backs up onto the Brunswick and Camden Lines. Thanks to member Josh

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

Weis for the report.

In the aftermath of the terrorist attack on the Pentagon, Virginia Railway Express reported that it had experienced an enormous growth over that three-day period. Since that Friday, ridership was up by more than 1,500 people, or 3,000 trips. 500 riders were added since September 18. This increase has been attributed to normal back-to-school growth that occurs each September. The increased traffic and congestion as well as the increased security slowing people's driving commutes also contributed. As a result there were many standees and inadequate parking for those using later trains. VRE addressed this increase in riders by providing a list of trains that were "less" crowded and rearranged consists of several trains.

Amtrak changed its schedules on September 30, which affected a number of trains that VRE monthly ticket holders are permitted to ride. No VRE trains were changed as a result of this.

Riders on the Fredericksburg Line will benefit with improved service with the completion of the AF Interlocking Plant Project. This follows a year of work, which involved the installation of new hardware and software, as well as new track and signals. Completion of this work will allow VRE trains to operate faster and more reliably. The "cut-in" of the signals, etc., or final completion work was scheduled to take place between October 9 and October 26, but it was finished early, and the September 30 timetables were resumed on October 22.

*Minneapolis, Minnesota*

During the second week of October, construction began on the 7,300-foot long tunnels that are part of the 11.6-mile long Hiawatha Line. When completed, in 2003, 18 Bombardier LRVs will run between downtown Minneapolis, the airport, and Mall of America.

*Dallas, Texas*

White Rock Station on the Blue Line was opened on September 24. This station is part of the Northeast light rail extension, which will ultimately reach Garland by mid-2003. A 1.6-mile extension of Trinity Railway Express into Ft. Worth was scheduled to take place on October 29.

*Seattle, Washington*

On September 27, Sound Transit's board approved plans for a \$2.1 billion, 14-mile light-rail system. The project is a scaled-back version of a plan approved by voters in 1996 to run trolleys from the city of SeaTac to the University District. Sound Transit says the new project is a starter system that will be extended in the future. The shortened version of this light rail line would start at Westlake with stops at University Street, Pioneer Square, International District, South Royal Brougham Way, South Lander Street, Beacon Hill, South McClellan Street, South Edmunds Street, South

Othello Street, South Henderson Street, and South 154<sup>th</sup> Street. This report appeared in *The Seattle Times*.

*San Francisco, California*

It is not the usual method that transit systems utilize to acquire cars, but an email that was forwarded to me reported that Muni's General Manager, Michael Burns, was the successful bidder in an Internet auction in which two ex-Pittsburgh PCCs, 4008 and 4009, were up for bid. Muni paid \$10,000 for each. Silk Road Transport (the New York State trucking company that moved cars for the F/Market Street Line PCC rebuild contract) was lined up to move the cars to San Francisco. Muni would like to get them into service as soon as possible. However, they must first be re-gauged. There is also the matter of folding doors, which are required in the front, and wheelchair spaces. Both cars were built in PAT's South Hills Shops on the frames of retired 1700s in the 1980s. They were among those that I saw at the South Hills Rail Yard during my April, 2000 visit, and have fluorescent lighting and a number of solid-state auxiliaries, but the controller is the standard Westinghouse drum controller.

In early October, after much thought, my wife and I decided to go ahead with a previously planned trip to San Francisco, Yosemite National Park and Lake Tahoe, spending two days in each location. The first railcars we encountered were the cars that will be running around SFO Airport. In fact, en route to the (unified) rental car facility (aboard an RTS bus) a canned announcement was made that next year "the light rail system will be running and will transport you to this facility and around the airport." There were about two dozen cars on the structure. En route to Yosemite we traveled on I-580 for part of the trip, and for several miles paralleled BART's Dublin/Pleasanton Line. We saw several trains operating.

Although Yosemite National Park has no rail system, it does have the Yosemite Area Rapid Transit System (YARTS), which operates intercity-type buses to various surrounding communities and also a two loop (free) shuttle using a fleet of 40-foot Gilligs. There is the solid granite cliff known as *El Capitan* (elevation: 7,569 feet), part of the Sierra Nevada Mountains, which draws people from all over the world who wish to climb it. That appellation was also given to a Santa Fe train that ran between Chicago and Los Angeles. Steve Lofthouse tells me that it was the all-coach equivalent of the *Super Chief*. In later years *El Capitan* received high-level passenger cars, that also received that name. All came over to Amtrak, and there are still a few surviving.

Our next stop was at Lake Tahoe, and after a bit of searching, we were able to find the yard that contained the former SF Muni PCCs. The following cars were seen: 1024, 1026, 1028, 1034, 1035, 1101, 1105, 1111, 1113, 1122, 1123, 1127, 1134, 1135, 1142, 1145, 1148,

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**Commuter Notes***(Continued from page 11)*

1168-1170. There were also two ex-Toronto cars, 4404 and 4472. In the September, 2001 **Bulletin**, it was reported that the Market Street Railway had purchased four cars to be donated to SF Muni. Only 1027 had been moved to San Francisco.

En route to San Francisco, we made a quick stop in Sacramento, just long enough to take a few photos on the K Street Mall, pick up schedules, and visit the California State Railroad Museum. (Member Davis Dure wrote about his visit to Sacramento in the September **Bulletin**.)

Our hotel in the Fisherman's Wharf area was just two blocks from the Jones Street terminus of the F/Market Street Line. One of the 1050-series ex-SEPTA PCCs was scheduled to depart first, but I opted to wait a few minutes to ride Milan Peter Witt 1856. The Operator warned me that the ride would not be as quiet as being on a PCC, but I told him that it did not matter. My wife rode as far as Powell Street as I remained aboard to ride to Duboce to visit the Market Street Railway group. My ride ended two blocks later, owing to the breakdown of 1057 (Cincinnati). We were advised to use alternate transportation, so I headed for the Muni Metro. An N Line car came within minutes of my arrival on the platform. At MSR, volunteers were working on 106 (Orel/Moscow), 151 (Osaka), 189 (Oporto), 351 (Johnstown) and 1704 (St. Louis).

After a short visit, it was back to the Metro, riding another N Line car to Caltrain (Fourth/King). The first train I spotted was one composed of seven "Boise Budds." Entering the station I found all the doors to the platform were locked - not a good sign - however, I was lucky to meet an Amtrak Passenger Service Agent, who told me that he was also a railfan. He was kind enough to escort me around and answer questions. Some of what I learned is that the 14 "Boise Budds" Caltrain had leased from Virginia Railway Express were recently purchased. They retain their VRE numbers: V301, 304-306, 308-309, 311, 314, 401-404, 800 and 803. These cars are used for baseball specials, and are well-liked by riders due to their comfortable (2-2) seating. Because they lack power doors, they are labor-intensive due to the fact that extra train personnel are assigned to these consists. Up to three such specials are operated for Giants games. The first departs 15-25 minutes after the game ends and runs express to San Carlos, and then makes local stops to San Jose. A second train is a local and leaves as soon as it is filled up, and if necessary a third train, also a local, is operated. Five Metra "Gallery" cars are being leased to provide seating capacity while the 1985 fleet is undergoing overhaul.

Last November, Caltrain tested a trainset of Bombardier bi-level coaches from Seattle's Sounder. Having little need for the cars at this time, due to a variety of

undisclosed reasons, Sounder is selling 7 cab cars and 10 coaches to Caltrain. They will be assigned to what has been called a "Baby Bullet" express train that is set to begin running during the summer of 2003, but before then, they may see service when the BART SFO extension opens next year.

Bicycling is extremely popular in the Bay Area, and all Caltrain cab cars have been fitted with bicycle racks. Most can carry 24 bikes, but some have been modified to hold 40, and depending on the need, some trains carry two cab cars just to accommodate the bicycles.

During my visit I observed most of the 1050-series PCCs, several ex-Milan Peter Witts, and New Orleans 952 in operation. All Muni Metro service was operated with mostly two-car Bredas. This order is still being delivered. I was told that there will be 151 cars. The highest number that I saw was 1507, although one operator told me that 1523 had just been accepted. No Boeings were seen, but one Road Supervisor I spoke with told me that they are for sale, reportedly for as little as \$500, and several had been sold.

Regular fares on Muni are \$1. The discounted/senior/handicapped and age 5-17 Fare is 35 cents. Cable cars rides are \$2. Multi-day passes cost: 1 day - \$6, 3-day - \$10, 7-day - \$15.

The Third Street Light Rail Project is to go into construction this year. This project will extend the J/Church Line into the 3<sup>rd</sup> Street Corridor. Phase 1 will extend Muni Metro light rail service south from its current terminal at Fourth and King Streets. The line will cross the Fourth Street Bridge and run along Third Street and Bayshore Boulevard, ending at the Bayshore Caltrain station in Visitacion Valley. Tracks will be constructed primarily in the center of the street to improve safety and reliability and 19 stops will be provided. This phase of the project is expected to open in 2004. Phase 2 will extend light rail service north from King Street along Third Street, entering a new Central Subway near Bryant Street, crossing beneath Market Street and running under Geary and Stockton Streets to Stockton and Clay Streets. Underground subway stations will be located at Moscone Center, Market Street, Union Square, and Clay Street in Chinatown. No funding has been identified for this phase.

Muni is loaning the Utah Transit Authority in Salt Lake City fifty of its buses for use during the upcoming Winter Olympics. For the Summer Olympics that were held in Atlanta in 1996, many transit agencies loaned buses, so there is a precedent for this.

**Ottawa, Ontario, Canada**

Ottawa's O-Train, which was supposed to begin operating during the summer, then had its opening date moved to September 4, was finally opened at 3 PM October 15. The service utilizes three Bombardier-built *Talent* model BR-643 DMUs, over five miles of former CN trackage. There are five stations on the line. This is

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

the first use of such equipment in North America. Trains operate every 20 minutes from about 6:30 AM–11:30 PM. On Saturdays, service begins a half hour later, and Sundays, an hour later. A schedule change is planned for December 23.

**London, United Kingdom**

On October 7, a British court ruled that Railtrack could revert to government control. This company has been responsible for ownership and maintenance of the 20,000 miles of tracks, signals, and stations since 1994. In 1996, it was privatized. Previously the state-run Brit-

ish Rail operated all of those facilities and the intercity trains; now, about 25 private companies operate the trains. There have several notable accidents in which a number of fatalities have occurred.

**From the History Files**

**35 Years Ago:** On November 2, 1966, passenger service ended on the Central Railroad of New Jersey's Highland Branch.

**35 Years Ago:** In November, 1966, the Erie-Lackawanna's last run of the *Phoebe Snow*, from Hoboken to Chicago, took place.

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

**Montclair Connection Update***(Continued from page 1)*

crossing is put in, the Montclair Connection will be finished. Trains will then be able to proceed from any point on the Boonton Line to Montclair, and thence over the Montclair Branch to either Hoboken or Penn Station. This will mark the realization of NJ Transit's goal to make its commuter rail system more connective, and thus more useful to riders. When the grade crossing is finally in, it is possible some kind of "golden spike" ceremony will occur. After all, the idea of this connection was first proposed in 1929. The fate of the Boonton Line east of the junction remains in limbo. Three stations (Glen Ridge/Benson Street, Bloomfield/Rowe Street, and North Arlington) will lose commuter rail service. Their mayors and councilmembers are not happy, and would like limited rail service to continue. NJ Transit has remained silent on this issue.

The Montclair Connection project involves two new stations, at Montclair/Bay Street and Great Notch. The one at Great Notch was finished in the spring of this year, and was built using traditional suburban railroad styling. It is a substantial, architecturally pleasing edifice made of brick. It is certainly not like the cinder block shacks that many railroads erected during the 1950s, when dilapidated Victorian buildings were torn down, often after years of no maintenance. It has low-level platforms. In Montclair, work continues on the new Bay Street station, which will feature two high-level platforms, one serving each track. This structure is a substantial station, and will anchor a neighborhood now gentrifying. As of mid-August it was about 65% complete.

NJ Transit announced in early August that the start of service from Great Notch using electric trains would not occur in September as originally planned. The revised date is January, 2002. Presently all electric power on the Montclair Branch is shut off in order to create a safe

environment for construction crews. Furthermore, no joining of the wires of the old Lackawanna line with those now in place on the extension to Great Notch has occurred. Likewise, no wire had been installed over the quarter-mile connection itself.

Current plans envision hourly service from Great Notch to Penn Station during the day, Monday to Fridays only. Plans for weekends have not yet been formalized. It is expected that the new service will be very attractive to residents of Glen Ridge, Montclair proper, and Upper Montclair. It will bring these communities a one-seat journey into the heart of Manhattan in less than 45 minutes. It is hard to imagine how DeCamp Bus Lines can offer any realistic competition. Hopefully, many people who have never used the train to get to Manhattan will start riding it, once the Montclair Connection and electrification extension are finished. New York-bound electric trains will use ALP-44 electric locomotives as well as a newer type of "juice jack" now under construction. These will pull straight coaches. In a couple of years some of these may be double-deck models. Last year NJ Transit placed orders for 200 new single-deck types and 200 double-deckers. Ridership on its rail network continues to increase, and these vehicles are urgently needed to alleviate the problem of standees, especially on the *Midtown Direct* trains to Manhattan.

Service on the Boonton Line west of Great Notch will continue to be run with diesels. Hopefully NJ Transit will soon commit itself to extending catenary all the way to Denville where the Morristown Line to Dover is joined. If this occurs, there will be an electrified commuter rail loop through northern New Jersey. This would add great flexibility to NJ Transit's operations. Electric trains could operate west to Dover over the route through Newark and Morristown, and return via the Boonton Line, or vice versa. Utilization of crews and equipment would certainly improve.

NYC TRANSIT'S 63<sup>RD</sup> STREET LINE—A PLANNING AND CONSTRUCTION HISTORY

by Subutay Musluoglu

(Continued from May, 2001 Issue)

*Please excuse the absence of an installment in almost 5 months. I will not even attempt to justify the delay. The series should be wrapped up with two more installments.*

Where we left off: In May, 1963 the City Planning Commission (CPC) had released a detailed response to the Transit Authority's (TA) February, 1963 proposal to expand Queens-Manhattan subway capacity. By suggesting the utilization of existing infrastructure, such as Long Island Rail Road (LIRR) rights-of-way, the CPC proposal sought to reduce the cost of the TA's proposal, and bring relief to the Queens-Manhattan corridor in a shorter timeframe. All in all, the mid-1960s were busy years for proposals. The various official and non-official suggestions provoked intense debate, especially in regards to the role that should be played by the LIRR.

The LIRR's traditional mission has been to serve Long Island, specifically Nassau and Suffolk Counties. In the 19<sup>th</sup> and early 20<sup>th</sup> Centuries it played a tremendous role in Queens as well as Brooklyn. The advent of the subway system as well as the shift in postwar development led the LIRR to shift strategy and focus on its core market, the suburban commuter who worked in Manhattan's Central Business District (CBD). In spite of this, the LIRR's services were still critically needed in Queens. However, in the 1960s the railroad was not in the best shape. Its rolling stock had reached obsolescence, and the same applied for much of its fixed plant. Even though a decline in ridership had occurred in the postwar years, the LIRR was nevertheless a very busy railroad and peak hour congestion in the East River Tunnels leading into Pennsylvania Station was becoming a daily occurrence. Unfortunately, the LIRR was not in a position to help itself. Its fate remained tied to its parent company, the Pennsylvania Railroad (PRR), which was experiencing tremendous financial difficulties of its own. The postwar emphasis on the automobile and the airplane had dealt a deadly blow to the nation's intercity passenger rail system. Railroads throughout the United States were hemorrhaging and the PRR, once referred to as the "the standard railroad of the world" by which others were judged, was no exception. In a foolish attempt to stave off bankruptcy the PRR determined that it could save itself by demolishing the headhouse of its main Manhattan terminal, the majestic Pennsylvania Station, and then selling the air rights above the station for the building of tall office buildings on the site. In the absence of a landmarks preservation law, demolition began in 1962. The tracks, platforms, and tunnels were unaltered but the beautiful Roman Revival edifice, possibly one of the greatest public buildings ever built in the United States and certainly one of the grandest railroad stations in the world, was gone within 2 years. It was soon replaced by the Penn Plaza office complex and Madison Square Garden.

While this was happening, serious examination had begun into the state of the LIRR. The State of New York recommended in 1963 that a comprehensive modernization program be undertaken that addressed all of the railroad's needs, including rolling stock, stations, signals, traction power, structures, and infrastructure. Furthermore, it was recommended that the building of a new east side terminal be considered for the LIRR. Since the focus of postwar office building development in midtown Manhattan had shifted to the east side in the vicinity of Grand Central Terminal, close to half of the LIRR's morning inbound ridership was actually bound for that area. However, getting there required time-consuming backtracking from Penn Station to the east side by bus, subway, or on foot. A new east side terminal was envisioned as a tremendous benefit to those who were bound for the east side while simultaneously relieving the congestion in the East River Tunnels.

The City of New York took a different approach. It was concerned with mobility within the city limits and looked to the LIRR network as a possible solution. In January 1965, the NYC Department of City Planning (DCP) released a report titled **Queens-Long Island Rail Transit – A Transit Strategy For A Growing Metropolitan Corridor**. The report acknowledged that Manhattan, as the economic center of the region, and Queens and Long Island, with their fast growing residential populations, shared a common goal of better transportation. It emphasized that the best mode to provide such a service was the proven method of rail transit. However, the increasing costs of operations and maintenance of such facilities, the tremendous capital cost of building them in the first place, and the scarcity of resources necessitated a common approach and shared solutions. The report suggested that extensive use of the LIRR network in Queens along with some new TA facilities could provide an effective means for getting Queens and Long Island residents to Manhattan.

It called for the provision of four levels of service: subway, super-subway, suburban rapid transit, and suburban railroad. Through incremental physical improvements, implementation of zone fares, and new rolling stock purchases, the goal was to provide greater capacity and a faster commute using shared facilities while serving different markets. It was envisioned that the subway would continue to serve the needs of inner Queens along the well established corridors of density. The super-subway would provide new direct service from the outer reaches of Queens that were not within the subway's catchment areas. This would be accomplished by using the LIRR's Port Washington Branch, the Main Line, and the Atlantic Branch to serve northeast, central, and southeast Queens, respectively.

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**63<sup>rd</sup> Street Line***(Continued from page 14)*

Thus, outer Queens residents would no longer have to endure bus rides just to get them to a subway station. Now they would be able to access the LIRR lines that were already in their neighborhoods and have a direct ride to the CBD. The service, which would be operated by the TA, would use rolling stock that was basically similar to subway cars but with greater acceleration and different seating arrangements. Thus, TA trains would actually act as locals on the outlying branches, but would operate express west of Jamaica, except on the Port Washington Branch, which for all intents and purposes would function as a TA line throughout Queens. All three services would come together at Winfield Junction and proceed to a new East River Tunnel and then into a new trunk line on Manhattan's east side.

The two other levels of service, suburban rapid transit and suburban railroad, were to be operated by the LIRR, serving the needs of Nassau and Suffolk Counties. Suburban rapid transit would offer an intense service to Nassau commuters with the introduction of a new type of rolling stock and a quicker routing along the Main Line in Queens leading to the East River Tunnels to Penn Station. Suburban railroad service would take into consideration the lack of electrification and lower patronage on the eastern ends of all the branches in Suffolk, using current diesel technology and soon-to-be-tested gas turbine-propelled rolling stock to provide connections to the suburban rapid transit service.

Even with all of the new rolling stock and infrastructure improvements, there was one crucial key to the successful operation of this option. That was the successful implementation of a "3 and 1" operation on the LIRR Main Line, where three tracks operated in the same direction during a peak period, with the remaining track providing the reverse service. This had already been proposed in early 1963 by the Citizens' Budget Commission for use on the IND Queens Boulevard Line; now it was being proposed for a suburban railroad. A related issue was the question of how disruptions and other contingencies would be handled with two separate operators using the same right-of-way.

The DCP proposal was not city-centric even though it had been proposed by a city agency. It was a comprehensive plan that addressed city needs by relieving the existing subways and offering new choices to those city residents who were not near existing subways. By ensuring the modernization of the LIRR system it offered to speed suburban commuters to the CBD faster than what was being currently provided. And, it was attempting to accomplish all of this with existing infrastructure to the fullest extent possible.

Two final recommendations made by the report were prophetic for the future: first, that public funds would be necessary to pay for the proposed improvements; and

second, and possibly most important, that a "public agency of regional dimension will ultimately be required to implement an adequate transit program."

That November, the CPC released another report, ***Metropolitan Mobility – Proposals For Improved Transportation To Serve New York City***. Although the focus of the report was the entire city and, to a certain extent, the inner suburbs, it repeated the previous recommendations to address the Queens-Manhattan issue. It reiterated the CPC's proposal to use LIRR facilities in Queens and build a new Madison Avenue subway. It also further expanded and refined the DCP's proposed four levels of standards and services. Even the federal government became involved in the Queens-Manhattan subway question. Between 1963 and 1966 it funded a study known as the ***Queens-Long Island Mass Transportation Demonstration Program***. Utilizing a computer model as well as an exhaustive study of LIRR capacity, it examined the "3 and 1" concept. In addition, the program financed a demonstration service provided by shuttle buses between the LIRR's Hunterspoint Avenue station and east midtown Manhattan via the Queens-Midtown Tunnel, as a method of bringing east side-bound LIRR riders closer to their jobs.

All of this incited yet more discussion. In the end, some elements were integrated into future plans, but many of the main points never progressed further. Some of the major reasons for this were the questions that surrounded the "3 and 1 operation." Whether it was operated on the TA Queens Boulevard Line or on the LIRR Main Line, it would work successfully for only a brief span of time and it would have to work perfectly during the peak. Even a minor delay would be difficult to recover from. The factors involved included the signal system, reliable car equipment, and copious train storage at both ends of the services. This last factor is critical, due to the need for adequate lay-up space to set up for the following peak period. The "3 and 1" question would continue to appear for decades as part of related plans, as we will see later. In addition, the labor and institutional issues associated with the use of shared facilities were politically unpalatable to deal with at the time. Furthermore, there was the thorny question of the routing in Manhattan. The DCP report never really addressed this issue, merely referring to a new trunk line on the east side of Manhattan. The CPC insisted on a Madison Avenue routing, which was not deemed to be satisfactory by the TA due to its inability to properly relieve the Lexington Avenue Subway.

As this wrangling was going on over the use of the LIRR, the TA continued designing a new East River subway tunnel. On several occasions the proposed alignment shifted back and forth between 59<sup>th</sup> Street, 61<sup>st</sup> Street, and 76<sup>th</sup> Street. As it had for several years, the TA continued to favor 76<sup>th</sup> Street for a number of

*(Continued on page 17)*

## REDBIRD UPDATE

by George Chiasson

The World Trade Center attack has wrought many changes, and affected the IRT greatly from an operational standpoint. After some initial hysteria, the facts have become better focused, and it is commonly understood there is significant structural damage within the South Ferry leg of the Broadway-Seventh Avenue Subway, particularly around the Cortlandt Street-World Trade Center station. As such, it is probably will not be reopened for an extended period.

To compensate, service on ①, ②, and ③ has been modified significantly. This is especially true for ①, which now makes one of the longest, slowest runs on the system from 242<sup>nd</sup> Street-Van Cortlandt Park to New Lots Avenue. One result is the first true equipment sharing on the IRT since January, 1983, with cars from both the 240<sup>th</sup> Street (①) and Livonia (③) maintenance bases supporting ① operations, and crews from the former ① and ③ lines partnering as well. A much smaller contingent of R-62As from both barns is assigned to operate the short ③ from 14<sup>th</sup> Street to 148<sup>th</sup> Street-Lenox Terminal. Likewise, the general equipment deployment plan for the IRT had to be altered through the next year or so, and absolute distribution will be difficult to track.

Note that train sets from the former ① and ③ lines are NOT being intermixed. ③ was the IRT's last bastion of non-standard 9-car trains, but has been using 10-car consists since the "mini" version started up on September 19. This likely marks the standardization of 10-car operation on the whole IRT (Main Line) system for the long-term.

As always, many thanks to our benefactors and contributors, and now on to the update:

### 1) R-142/142As

Through September 25, R-142As 7211-7485 and 7491-7495 were in service on ⑥ for a total of 280. Cars up to 7510 were delivered as of October 4. R-142As up to 7565 are on hand at the Kawasaki Rail Car assembly site in Yonkers.

Through September 25, R-142s 6356-6360, 6536-6540, 6666-6675, 6681-6685, and 6691-6695 were placed in service on ②, for a total of 245. Cars 6546-6565, 6711-6715, and 6726-6735 had been delivered as of October 8. All R-142s will continue to be introduced on ② until such time as they are reliable enough to carry all service on that route. 6356-6360 was another of the large group of R-142s that were delivered long ago but have yet to be accepted. Remaining are 6361-6410, 6446-6475, and 6481-6500, many of which have recently been moved to Concourse Yard for short-term storage.

### 2) R-62A changes

With the rerouting in effect September 19, 2001, there

were 20 R-62As shifted from ⑥ to ①: 1671-1695, 1711-1715, 1771-1775, and 1816-1820. One train of R-29s was brought out of storage for service on ⑥ to replace these. Since at least October 8, one train of R-62As assigned to ① (red stripe under the car number boards) has again been running on ⑤, and has also made occasional appearances on ②.

### 3) Redbird Transfers

As of September 25, 2001, several entire trains of ②-assigned R-33s were operated on the ⑤ daily.

Transferred from ② to ⑤:

8954-8967, 8970-8977 on September 28, 2001  
8978/8979, 8982-8999 on October 8, 2001

10-car Redbird R-33 trains assigned to ② in early October had been largely divided into two separate groups: Original General Electric cars 9000-9017, 9020-9055, and 9058-9075, and former Westinghouse cars 9076-9113, 9115/9212, 9116-9123, 9126-9129, 9130/9225, 9132-9151, 9154-9211, and 9214/9215. In general, observed consists had at least 8 of the 10 cars from one or the other. Prior to July 15, 1991 these two groups were not to be intermixed.

### 4) Redbirds Removed From Service Since The October, 2001 *Bulletin*

(R-26) 7766/7767, 7792/7793, 7798/7799, 7800/7801 off ⑤

(R-28) 7872/7873, 7876/7877, 7884/7885, 7900/7901, 7910/7911, 7912/7913, 7956/7957 off ⑤

(R-29) 8736/8737 off ⑤

(R-29) 8616/8617, 8680/8681, 8686/8687 off ⑥

(R-33) 9124/9125 off ② (second time)

\*\*R-29s 8570/8571, 8576/8577, 8584/8585, 8622-8625, and 8628/8629 were restored to service on ⑥ on September 15 to replace 20 R-62As transferred to ①. As of September 25 there were 80 R-29s active on ⑥.

### 5) Redbird Reefing Activity

There was some positive response to the "SOS" headlined in the last update regarding Redbird reefing activity. With thanks to those who assisted, there were an additional 108 Redbirds identified as being reefed through October 1. However, I still have no information as to exactly when each took its "last ride":

(R-26) 7750, 7751, 7752, 7753, 7754, 7755, 7756, 7757, 7758, 7759, 7760, 7761, 7762, 7763, 7764, 7765, 7776, 7777, 7782, 7783, 7784, 7785, 7800, 7801, 7802, 7803, 7810, 7811, 7814, 7822, 7823, 7828, 7829, 7836, 7837, 7840, 7841, 7854, 7855, 7858, 7859

(R-28) 7872, 7873, 7874, 7875, 7876, 7877, 7882, 7883, 7892, 7893, 7894, 7895, 7900, 7901, 7902, 7903, 7904, 7905, 7908, 7909, 7918, 7919, 7922, 7923, 7928,

(Continued on page 17)



**Redbird Update***(Continued from page 16)*

7929, 7934, 7935, 7940, 7941, 7942, 7943, 7944, 7945,  
7950, 7951, 7952, 7953, 7954, 7955

(R-29) 8610, 8611

(R-33) 9057

(R-36) 9482, 9483, 9484, 9485, 9486, 9487, 9488,  
9489, 9494, 9495, 9504, 9505, 9508, 9509, 9516, 9517,  
9522, 9523, 9524, 9525, 9552, 9553, 9556, 9557

On October 9, these 33 cars were ready to depart  
207<sup>th</sup> Street for the Delaware reef:

(R-26) 7766, 7767, 7792, 7793, 7798, 7799

(R-28) 7884, 7885, 7910, 7911, 7912, 7913, 7946,  
7947, 7956, 7957

(R-36) 9480, 9481, 9492, 9493, 9496, 9497, 9498,  
9499, 9500, 9501, 9502, 9503, 9507, 9512, 9513, 9518,  
9519

Despite earlier indications and the preparation of several for submersion, additional R-29s have not been reefed aside from the first four ex-**6** cars (8610, 8611, 8654, 8655).

6) 10-car trains on **3**

**3** trains were extended to 10 cars in length on September 19, 2001 (see Page 20). Only **3**-assigned R-62As were used on **3** until September 25. After that date, cars from both **1** and **3** have actually been used on both lines.

**Tech Talk***(Continued from page 6)*

The Identra system was discontinued several years ago. The annunciators in the stations were removed from the platforms. Those located in mezzanines were replaced with the later style of annunciator with the LED lights, which are triggered from track circuits. On northbound Track 2 at Queensboro Plaza, train identification push buttons were installed to replace the Identra system there.

On the control panels, steady red lights were to identify local trains and flashing red lights were to identify express trains. There was no differentiating between express and super-express trains. This system no longer functions, either.

Like all IRT subway and elevated lines, the Flushing Line was equipped with section break signals to show when power was removed for any reason. All of them were removed under this contract. Where section breaks were located in interlocking territory and/or where the power-off indication was transmitted to a tower, the portion of the section break signal containing the relays remained and the rest was removed.

In other news, new tunnel lighting is being installed from Pacific Street to 95<sup>th</sup> Street on the Fourth Avenue Line by in-house forces under Contract E-33801. Work under this \$50 million project was supposed to have started on December 21, 2000 but was delayed until April 30, 2001 because of the unavailability of in-house forces. Substantial completion is scheduled for April 30, 2005.

**63<sup>rd</sup> Street Line***(Continued from page 15)*

reasons, citing favorable under-river geology, connectivity to the proposed Second Avenue Line, and connectivity to the local tracks of the Queens Boulevard Line in the vicinity of the Steinway Street station. This was seen as a preliminary step prior to the building of a longer Queens trunk line. Others, including the CPC and the DCP, as well as city legislators, transit advocacy groups, and civic organizations, argued for an alignment along 59<sup>th</sup> or 61<sup>st</sup> Street so a transfer station can be provided in the vicinity of the existing IRT 59<sup>th</sup> Street/BMT Lexington Avenue complex. After extensive study, the TA rejected both alignments because of unfavorable geology under the East River. The rock line was just too low at 59<sup>th</sup> Street and 61<sup>st</sup> Street. It would have required a greater amount of compressed air tunneling at a lower depth. In addition, there was concern regarding the

proximity to the existing 60<sup>th</sup> Street Tube and the foundations of the 59<sup>th</sup> Street (Queensboro) Bridge. The TA decided to build the line under 64<sup>th</sup> Street, where the rock line was higher.

A new obstacle was then encountered. Rockefeller University, located directly above the 64<sup>th</sup> Street alignment between the East River and York Avenue, objected to the line's construction. Expressing concern that its sensitive measuring instruments would be affected by construction noise and train operation through the tunnel, the university threatened to leave the city. Under political and civic pressure, the TA again reexamined the alignment and finally settled on 63<sup>rd</sup> Street.

*Author's note: More on the LIRR's involvement in the 63<sup>rd</sup> Street Line can be found in my series on the LIRR East Side Access Project, which appeared in the January, March, and April, 2000 Bulletins.*

*Next time: Construction finally begins on the 63<sup>rd</sup> Street Line.*

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

Hi, everyone. I'm sorry for not being able to write this article last month. Due to the catastrophe set upon us on September 11, people in my division, Operations Planning, were working early morning to late night, and some overnights and weekends, to put the subway back into some sort of normalcy. The Schedules unit had to practically rewrite the entire Pick in both Subdivisions A and B (IRT and BMT/IND) in a very short time by using supplements. My unit, Track Access, had to go over about 5 weeks' worth of work, cancel the service plans, and rewrite the most critical ones according to the service we were running at that time. Hopefully by the time you read this we will have normal **N** and **R** service restored.

While all of this emergency work was being done to get the system back up and running, work on major contracts was delayed but still happening. Among them were 63<sup>rd</sup> Street, all of the station rehabilitation projects, CBTC, Atlantic Avenue reconfiguration, Union Turnpike switches, West End signals, and the preparatory work

for the Stillwell Terminal rehabilitation project. Coming up this month is the first major phase of the Stillwell Terminal project, which will see **N** service cut back to 86<sup>th</sup> Street for the entire duration of the project.

Before I get on with the track work list, I would just like to take a moment to say how everyone at NYC Transit has acted above and beyond by doing so much work to get things back to normal. Not one of our employees or customers was hurt. We did not lose any rolling stock. And even though the trains may be more crowded now than ever before, it shows you and the people of New York just how important this system is and that however much things go wrong, we must not take for granted what we have. I have gotten some emails in the past that were kind of critical of NYC Transit, and even though I may not like everything it does, it still runs the greatest transit system in the world. Hopefully, when all is said and done, it will be even better. But enough of my preaching — until next month, "on with the show."

DATE	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
11/1 to 11/15	Daily	<b>4</b>	Track J1 N/O 161 <sup>st</sup> Street to S/O 161 <sup>st</sup> Street	S/B express via Track M S/O Burnside Avenue to N/O 149 <sup>th</sup> Street-Grand Concourse	Rail renewal
10/31 to 11/30	Wed to Fri	<b>6</b>	Track PM S/O Middletown Road to S/O Castle Hill Avenue	No effect on service	Renew switch #911
11/3 to 12/2	Wkend	<b>6</b> , Bus	Tracks P2/PM/PWA S/O Middletown Road to S/O Castle Hill Avenue	<b>6</b> – Brooklyn Bridge to 177 <sup>th</sup> Street-Parkchester Bus – 177 <sup>th</sup> Street-Parkchester to Pelham Bay Park	Renew switches #917 and 911A/B
10/31 to 11/9	Nights	<b>7</b> , <b>7</b> sh.	Track C1 N/E Hunters Point Avenue to N/O Grand Central	<b>7</b> – S/B single track via Track C2 Hunters Point Avenue to Grand Central <b>7</b> sh. – Terminates at Queensboro Plaza	Tunnel lighting and fire line surveys
11/13 to 11/16	Nights	<b>7</b> , <b>7</b> sh.	Track C1 N/O Grand Central to N/O Times Square	<b>7</b> – S/B single track via Track C2 Hunters Point Avenue to Grand Central <b>7</b> sh. – Terminates at Queensboro Plaza	Tunnel lighting and fire line surveys
11/12 to 11/16	Nights	<b>1</b> , <b>2</b> , <b>3</b>	Tracks B2/B3 N/O 72 <sup>nd</sup> Street to S/E Times Square	<b>1</b> , <b>2</b> – no effect on service <b>3</b> – S/B via Track 1, N/B via Track 4	Roof demolition
11/17 to 11/19	Wkend	<b>1</b> , <b>2</b> , <b>3</b>	Tracks B2/B3 N/O 72 <sup>nd</sup> Street to S/E Times Square	<b>1</b> , <b>2</b> – no effect on service <b>3</b> – S/B via Track 1, N/B via Track 4	Roof demolition
10/30 to 11/11	Nights	<b>E</b> , <b>F</b>	Track D1 N/O Union Turnpike to S/E 75 <sup>th</sup> Avenue	<b>E</b> – S/B via Track D3 N/O Jamaica-Van Wyck to S/O Continental Avenue <b>F</b> – S/B via Track D3 S/O Parsons Boulevard to S/O Continental Avenue	Switches #9W & 11W
11/3 to 11/5	Wkend	<b>E</b> , <b>F</b> , <b>G</b> , <b>R</b> , Bus	Tracks D1/D3 N/O Union Turnpike to S/E 75 <sup>th</sup> Avenue	<b>E</b> , <b>F</b> – S/B discharge at Briarwood-Van Wyck, relay through Jamaica Yard to Continental Avenue, and resume service. N/B regular <b>F</b> short – turn every other N/B train at Continental Avenue <b>R</b> – 95 <sup>th</sup> Street to 57 <sup>th</sup> Street-Seventh Avenue <b>G</b> – Stillwell Avenue to Times Square Bus – Briarwood-Van Wyck to Continental Avenue, in service S/B only	Concrete pour for switches #9E/W & 11E/W
10/29 to 12/31	Nights	<b>E</b> , <b>F</b>	Track D3 S/O Continental Avenue to S/O Roosevelt Avenue	No effect on service	Container plate renewal

(Continued on page 19)

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**Track Construction Forecast for November, 2001**

*(Continued from page 18)*

DATE	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
10/29 to 12/31	Nights	E, F	Track D3 S/O Continental Avenue to S/O Roosevelt Avenue	No effect on service	Container plate renewal
11/10 to 12/10	Wkend	A, S, Bus	Tracks F1/F2/F3/F4 S/O Rockaway Boulevard to S/O Broad Channel	A – All trains to Lefferts Boulevard S – Far Rockaway to Rockaway Park Bus #1 – Howard Beach to Rockaway Boulevard Bus #2 – Rockaway Boulevard to B. 98 <sup>th</sup> Street	Switch renewal on switches #231 and 251 and on switch #55 at Hammels Wye, and Air Train construction
11/10 to 11/26	Wkend	E, F, R, S, Bus	Tracks D3/D4 N/O 42 <sup>nd</sup> Street to S/O Roosevelt Avenue	E, R – Jamaica Center to 95 <sup>th</sup> Street via 60 <sup>th</sup> Street Tunnel F – via 63 <sup>rd</sup> Street Tunnel in both directions S – suspended, replaced by F Bus – Queens loop bus	Remove old signal equipment, and punch list work
11/6 to 12/7	Nights	E, F, S, Bus	Tracks D3/D4 N/O 42 <sup>nd</sup> Street to S/O Roosevelt Avenue	E, R – Jamaica Center to Whitehall Street via 60 <sup>th</sup> Street Tunnel F – via 63 <sup>rd</sup> Street Tunnel in both directions S – suspended, replaced by F Bus – Queens loop bus	Remove old signal equipment and punch list
11/16 to 11/19	Wkend	A, C, E	Track A3 N/O 42 <sup>nd</sup> Street to N/O 34 <sup>th</sup> Street	A – S/B local via Track A1 59 <sup>th</sup> Street to Canal Street C – No effect on service E – via 60 <sup>th</sup> Street Tunnel as per weekend 63 <sup>rd</sup> Street plan	Sound wall, chemical grout, lead abatement, and plat edge at 42 <sup>nd</sup> Street
11/3 to 11/5	Wkend	N, W, W sh.	Tracks E2/EA/EB S/O Stillwell Avenue to N/O Stillwell Avenue	N – operates one-way service via West End/Sea Beach. Terminates on Tracks 7 and 8 at Stillwell Avenue W, W sh. – suspended, replaced by N	Hard rail connection and signal work for Stillwell Terminal rehabilitation
11/5 to 11/9	24/7	N, Bus	Tracks E2/EA/EB S/O Stillwell Avenue to N/O Stillwell Avenue	N – terminates at 86 <sup>th</sup> Street and relays south of 86 <sup>th</sup> Street Bus – Avenue X to 86 <sup>th</sup> St; operates when B1 bus is on a 50-minute headway	Hard rail connection and signal work for Stillwell Terminal rehabilitation
11/10 to 11/12	Wkend	N, Bus	Tracks E2/EA/EB S/O Stillwell Avenue to N/O Stillwell Avenue	N – terminates at 86 <sup>th</sup> Street and relays south of 86 <sup>th</sup> Street Bus – Avenue X to 86 <sup>th</sup> St; operates when B1 bus is on a 50-minute headway	Hard rail connection and signal work for Stillwell Terminal rehabilitation
11/3 to 11/5	Wkndys	Q	Track EC S/E Stillwell Avenue to N/E Stillwell Avenue	Q put-ins via Track 3 5 AM to 8 AM Sat & Sun Q – single pocket on Track 4 at Stillwell Avenue	Hard rail connection and signal work for Stillwell Terminal rehabilitation
11/12 to 12/31	24/7	N, Bus	Track EA S/E Stillwell Avenue to N/E Stillwell Avenue	N – terminates at 86 <sup>th</sup> Street and relays south of 86 <sup>th</sup> Street Bus – Avenue X to 86 <sup>th</sup> St; operates when B1 bus is on a 50-minute headway	Demolish Track 1 and platform and rebuild Track 1. To be reissued in 2002
11/5 to 11/9	Nights	W, W sh.	Tracks D1/D3/DC1 S/O 36 <sup>th</sup> Street to S/O Ninth Avenue	W, W sh. – S/B via Sea Beach Line from 36 <sup>th</sup> Street to Stillwell Avenue	Install electrical equipment
11/10 to 11/11	Wkend	W, W sh.	Tracks D1/D3/D3/4/DC1/DC3/4 S/O 36 <sup>th</sup> Street to N/O Bay 50 <sup>th</sup> Street	W, W sh. – S/B via Sea Beach Line from 36 <sup>th</sup> Street to Stillwell Avenue	Removals
11/10 to 11/11	Wkndys	L, L sh.	Track P1 S/O Livonia Avenue to S/E Rockaway Parkway	L – Eighth Avenue to Broadway Junction L sh. – exclusive use via Track Q2/P2 Rockaway Parkway to Broadway Junction	Install cable tray, messenger supports, and hardware
11/13 to 11/16	Nights	Q, Q sh., W sh.	Track A3 N/O Atlantic Avenue to S/E Prospect Park	Q – N/B via West End/Fourth Avenue Lines, S/B via Fourth Avenue/Sea Beach Lines Q sh. – Stillwell Avenue to Atlantic Avenue, single track between Prospect Park and Atlantic Avenue W sh. – suspended, replaced by Q	Station rehabilitation, lead abatement, demolition of platform, tile work, plumbing, etc.
11/9 to 11/19	Wkend	J	Track J1 S/O Essex Street to N/O Essex Street	J – via Track J3/4 through Essex Street	Electrical and plumbing work
11/12 to 11/16	Daily	Q, Q	Track A3 N/O Brighton Beach to S/O Kings Highway	Q – no effect on service Q – local via Track A2 Brighton Beach to Kings Highway	Replace ties

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

*David Erlitz is a Superintendent with MTA New York City Transit and has been interested in trains all his life. He may be contacted via email at [tderlitz@mindless.com](mailto:tderlitz@mindless.com).*

## Around New York's Transit System

### Redbirds Dumped in the Ocean

At the present time, new IRT cars are being placed in service (see *Redbird Update* by George Chiasson on page 16 of this issue). They will replace more than a thousand Redbirds that will be scrapped.

Member David H. Frazer (ERA #1343) sent us newspaper clippings from the Wilmington (Delaware) *News Journal* that furnished details of the scrapping. We also received clippings from the Baltimore *Sun*, which supplied additional information.

NYC Transit explained that it had two options — recycling the cars or doing it the old-fashioned way by melting them down for scrap metal. Because of the difficulty removing asbestos, NYC expects to save \$20 million by dumping 1,300 to 1,400 cars in the ocean. At first, NYC Transit signed a contract that would have allowed it to dispose of all the Redbirds in the ocean near Ocean City, Maryland. But Ocean City officials abruptly canceled the contract in April, 2001 because they were afraid that the cars might contaminate the ocean with asbestos and other toxic pollutants. When Delaware officials held public hearings in May, there was little opposition, and the contract was approved several weeks later. Delaware can count the \$1.6 million spent by NYC Transit to clean and ship the cars to Delaware as a state contribution needed to apply for a federal sport fishing grant. The state could qualify for \$4.8 million in federal money because of what was spent on the Redbird reef.

The regional oceanographer said asbestos is a carcinogen, but there is no danger to fish or humans from the asbestos in the subway cars. He said the asbestos would have to be pulverized and in

concentrations a million times higher to pose any threat. The cars would serve a vital role on the ocean bottom, taking the place of rocks covered with sediment. Within six months, the cars should be inhabited by marine life. The reef, which is 16 miles offshore, should last for 20 to 25 years.

In the previous issue, George Chiasson reported that the first Redbirds were dumped on August 17. On August 21, 2001, Delaware and NYC Transit officials boarded the Delaware River and Bay Port Authority ferry *Cape Henlopen* to witness the sinking of the subway cars. The cars were saluted with a prayer, song, ceremony, speeches, champagne, commemorative hats and T-shirts, and a fishing contest. This big event was witnessed by dozens of reporters, photographers, and camera crews from across the country, and one crew from France.

South Carolina signed an agreement to take 300 cars, and Virginia and Georgia are interested.

We hope that (as he has done this issue) George Chiasson will continue furnishing the numbers of the cars that will be dumped in the ocean.

### Procedure for Locking Cranes in Motion

NYC Transit has twelve 3-ton crane cars. These R-113 cars are numbered OC260-OC271. To equalize car wheel loads when the car is in transit, the crane must be properly positioned and locked in place when the car is in transit. This procedure will ensure that the center of gravity of the crane is aligned with the center of gravity of the car. The Crane Operator must align the arrow on the crane with the arrow on either side of the car and make the following checks before the car is moved:

*(Continued on page 3)*

## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
August 31, 2001	◆	Train consisting of 4 R-68 cars and 4 R-68A cars
September 23, 2001	ⓐ	Two trains of R-46 cars (Sunday evening)

### World Trade Center Destruction-Related Changes:

Starting September 19, 2001, we observed the following:

- ⓔ: Mostly or all R-46s
- ⓙ: R-40M, R-42
- Ⓜ: Coney Island slant R-40, R-40M, and R-42
- ⓐ: R-32, R-68, R-68A
- ◆: Slant R-40, 4 or more R-68 and/or R-68A; occasional R-32
- Ⓦ: R-68A, occasional R-68

① and ③: Pooled fleet of R-62A (10-car trains on ③)  
Effective September 24, 2001, Ⓒ service was resumed and ⓔ service was cut back from Euclid Avenue to Chambers Street, which was still closed. Passengers were discharged at Canal Street and trains operated light to Chambers Street, where they were turned.

On September 26, 2001, the Chambers Street station on ① and ② reopened. On October 5, 2001, the Chambers Street station on Ⓐ and Ⓒ reopened, with only the Chambers Street entrances/exits available.