

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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**In This Issue:
Post Office Line
...Page 2**

MTA PLANS A FULL-LENGTH SECOND AVENUE SUBWAY

At its November, 2001 meeting, the MTA Board awarded a \$200.5 million, six-year contract to the firm of DMJM+Harris for design work on a full-length Second Avenue Subway. This subway was designed several times since it was first planned in 1929, but only three short separate sections were ever built. In the December, 1999 *Bulletin*, we explained that the August, 1999 Draft Environmental Impact Statement described a truncated subway extending from the unused 63rd Street Tunnel tracks to 125th Street. Because there was a great deal of opposition to this truncated subway, the Program, Finance, and Administration Committee endorsed the Preliminary Engineering Phase for the full-length Second Avenue Subway on May 17, 2001.

The MTA has identified the following alignment as the recommended alternative for the Supplemental Draft Environmental Impact Statement phase of the Second Avenue Subway project:

An 8-mile full-length two-track subway would be built running mostly under Second Avenue from 125th Street to the Financial District. Between Houston Street and the Financial District, two routes will be considered. One would be constructed under Chrystie Street, St. James Place, and Water Street (the proposed alignment of the 1960s Second Avenue Subway plan), which would

utilize one of the tunnel segments built in the 1970s. The other alternative is a track connection to the existing Nassau Street Subway (J/M/Z), where there is capacity for additional train service.

The 125th Street terminal would be built to provide a transfer to the existing Lexington Avenue Line. The new subway line will be designed to permit a northward extension to the Bronx.

Track connections would be built between the new Second Avenue Subway and the existing 63rd Street Subway. The connection in the northwest quadrant would allow additional service to be provided from the upper east side to west midtown and lower Manhattan via the BMT Broadway Subway. With a connection in the southeast quadrant, Second Avenue trains could be operated to Queens.

If possible, transfers will be provided to intersecting east-west subway lines, including the Queens Boulevard (at 53rd Street), Flushing (42nd Street), Canarsie (14th Street), and Sixth Avenue (Houston Street) Lines. The approximate station locations are as follows:

(Continued on page 3)

POST OFFICE LINE by Bernard Linder

Owners:

STREET CARS

June 6, 1908 Third Avenue Railroad Company. Cars were operated by its subsidiary, Dry Dock, East Broadway & Battery Railroad Company
 January 1, 1912 Third Avenue Railway Company
 Route:

STREET CARS

June 6, 1908 Cars started running from the Post Office loop, Park Row and Broadway, to Williamsburg Bridge Plaza, Brooklyn. Underground conduit supplied power to Third Avenue Railway cars operating on the north side of the bridge. Overhead trolley furnished power to BRT/BMT cars operating on the south side of the bridge.
 January 21, 1932 Discontinued

TRANSFERS

Checking the transfers, we find that this line was designated as line #6. This number was never displayed on the street cars.

ONE-MAN CARS

When one-man cars started operating on December 28, 1925, the rear door was sealed. Passengers entered and left the car through the front door.

CAR ASSIGNMENT — 701-850-SERIES CARS

The same cars were operated on the Post Office Line and the Grand Street Line, whose history was published in the December, 2001 *Bulletin*. We furnished a description of these cars and a detailed car assignment in that issue.

DRY DOCK UNABLE TO RAISE THE FARE

Compiled by Lawrence F. Hughes

In the August, 2001 Bulletin, we printed summaries of several newspaper articles describing Dry Dock's attempt to raise the fare to seven cents. After member Lawrence F. Hughes read this article, he researched the company's history and was able to furnish the following thorough description:

The allowable fare on the Dry Dock, East Broadway & Battery Railroad Company (hereinafter "Dry Dock") was not explicitly stated in the original franchise granted on 17 April 1860. Rather the franchise granted to the predecessor owners of the street railway were "authorized to charge the same rate of fare...as is now charged by other city railroads" in New York City (Act of April 17, 1860, chapter 512, 1860 New York Laws 1038). In fact, it was not until six years later within the context of a franchise extension was a five cent fare explicitly stated (Act of May 10, 1866, ch. 883, 1866 N.Y. Laws 2083).

On 22 June 1928, both Dry Dock and the Third Avenue Railway Company (hereinafter "Third Avenue") filed new tariff schedules with the Transit Commission; these new schedules were to take effect on 24 July 1928. The new Dry Dock tariff would increase the fare from five cents to seven cents. The new Third Avenue tariff would

institute a charge of two cents (on top of the five cent fare) for transfers issued to Dry Dock routes. Such Third Avenue to Dry Dock transfers had been issued free of charge to fare-paying passengers.

The two street railway companies had filed the new tariff schedule with the Transit Commission by following the procedures outlined in section 29 of the New York State Public Service Commission Law (N.Y. Pub. Serv. Law § 29 (1923)). Under that statute at the time, a company would be required to file a tariff schedule thirty days prior to its effective date. The new tariff would then be adopted for use on the appropriate date *unless* the tariff was disapproved by the Transit Commission. The standard used by the Transit Commission for evaluating whether or not such a tariff was to be approved or disapproved was whether or not it was just and reasonable. If the thirty days notice was insufficient for the Transit Commission to make a determination whether or not the tariff was just and reasonable, then the Commission would have been permitted to suspend the tariff for up to 120 days to allow it time to investigate. The Commission was also allowed a further extension to no more than six months if still more time was necessary.

While Dry Dock and Third Avenue had followed all the procedures outlined in section 29 of the Public Service Commission Law, the Transit Commission disapproved the tariff schedule because the Commission determined that the companies were required to follow the procedures outlined in section 49 rather than the procedures in section 29 (New York Public Service Law § 49 (1923)). This determination was upheld by the Appellate Division on 14 February 1930 (Dry Dock, E.B. & B. R. Co. v. Fullen, 228 A.D. 354, 239 N.Y.S. 501 (1st Dept. 1930)), and affirmed by the Court of Appeals on 8 July 1930 (Dry Dock, E.B. & B. R. Co. v. Fullen, 254 N.Y. 305, 172 N.E. 516 (1930)). The court held that applicants for fare increases were divided into two categories (N.Y. Pub. Serv. Law § 26 (1923)). One category consisted of com-

(Continued on page 3)

Post Office Line

(Continued from page 2)

panies which did not have their rates of fare established by statute, and could therefore utilize their common law right to increase fares. The other category of companies were those in which the fare was fixed by the legislature as part of the terms of the franchise granted.

The court held that the procedures outlined in section 29 were the ones to be used only in cases where fares were not specified by the legislature in the franchise grant. Such company would be entitled to establish its own fares, and only (by) a determination by the Transit Commission that such fares were either unjust or unreasonable would be tariff then be disapproved.

On the other hand, the court held that the more stringent procedures outlined in section 49 were the ones to be used when the legislature had specified the fare in its grant of a franchise. Here fare increases would not be allowed unless specific approval was given. Under section 49, the legislature (acting either through its own

acts or through legislative power it delegated to the Transit Commission) had discretion as to whether or not the fare specified in the franchise would be increased. No time limits were specified for the holding of hearings or the determination of whether or not the application was to be approved. The decision under section 49 was to be based on the needs of the public interest and not merely whether or not the tariff was just and reasonable.

Thus, (the) Transit Commission acted properly in disapproving the tariff schedules filed by Dry Dock and Third Avenue, notwithstanding the companies having followed the procedures outlined in section 29 of the Public Service Commission Law and the tariffs being just and reasonable. Its decision was based on the perceived need to protect the public interest by continuing to offer a five cent fare to passengers.

This concludes our history of another Third Avenue Railway subsidiary, the Dry Dock, East Broadway & Battery Railroad Company.

(Continued on page 4)

Second Avenue Subway

(Continued from page 1)

TRUNK LINE (125 TH STREET-HOUSTON STREET)	WATER STREET ALIGNMENT OPTION
125 th Street-Lexington Avenue	Grand Street-Chrystie Street
106 th Street-Second Avenue	Chatham Square-East Broadway
96 th Street	Wall Street-Water Street
86 th Street	Whitehall Street-Water Street
72 nd Street	NASSAU STREET BMT STATIONS ALIGNMENT OPTION
54 th Street	
42 nd Street	Canal Street
34 th Street	Chambers Street
23 rd Street	Fulton Street
14 th Street	Broad Street
Houston Street	

initial analysis of 20 alternatives included evaluation of a full-length Second Avenue Subway. The environmental analysis, completed in August, 1999, found that the 125th Street-63rd Street subway alternative was most cost-effective. It recommended that provision be made for southward extension of the subway line. A month later the public and the community insisted that a full-length line be built. In April, 2000, the MTA Board agreed to build a full-length line.

The MESA study team is working hard to ensure that construction can begin by the end of 2004. The first step is the completion of the Supplemental Draft Environmental Impact Statement (SDEIS), which began in March, 2001 with the publication of a Notice of Intent in the Federal Register. When this document is completed at the end of 2002, there will be a public hearing. After analyzing the questions and comments made at the public hearing, a Final Environmental Impact Statement (FEIS) will be prepared.

Concurrently, the MESA study will begin Preliminary Engineering work on the full-length subway line. The engineers will provide detailed drawings that will allow them to make a more accurate estimate of the cost. In addition, environmental requirements must be completed. This phase is scheduled for completion by the end of 2003, at which time MESA will request that the Federal Transit Administration issue a Record of Decision authorizing the start of Final Design and Construction. The purpose of this phase is to prepare final drawings, technical specifications, and contract documents required to obtain bids. The designers hope that construction will begin at the end of 2004, but they do not predict when the trains will start running.

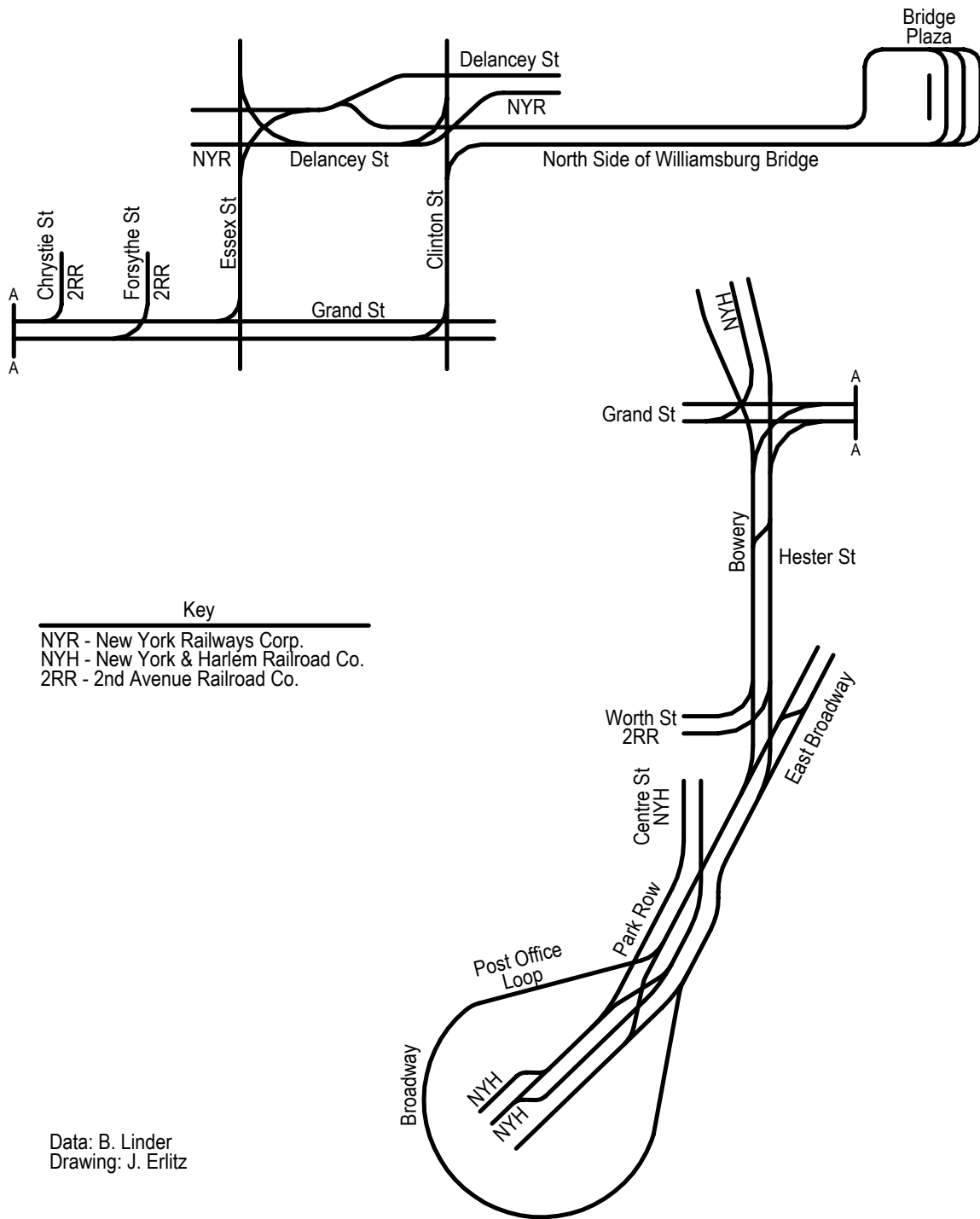
In response to community requests, a station may be built at 116th Street.

Before final drawings are prepared and technical specifications are written, several documents must be submitted and public hearings must be held.

The first step is a Manhattan East Side Transit Alternatives (MESA) study, which began in 1995. Its goal was to reduce overcrowding and delays on the existing transit system (especially the Lexington Avenue Line) and to improve accessibility on the far east side. The

Post Office Line
 (Continued from page 3)

Post Office
 1931



Key

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

Data: B. Linder
 Drawing: J. Erlitz

TECH TALK by Jeffrey Erlitz

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

LINE	STATION	CON-TROL AREA	MVMs	OPENING DATE	LINE	STATION	CON-TROL AREA	MVMs	OPENING DATE
Eighth Avenue	34 th Street	N67	3	3/13/01	Jamaica	Marcy Avenue	J1	1	3/22/01
		N72	2	3/13/01			J2	1	3/22/01
		N73	1	3/13/01		Hewes Street	J3	2	3/22/01
White Plains Road	Simpson Street	R318	1	3/13/01		Flushing Avenue	J7	2	3/22/01
BMT Broadway	34 th Street	A22	2	3/15/01		Kosciusko Street	J12	2	3/22/01
Lexington Avenue	28 th Street	R229	1	3/15/01		Halsey Street	J16	2	3/22/01
	28 th Street	R230	1	3/15/01	Nassau Street	Canal Street	A66	2	3/27/01
	51 st Street	R242A	1	3/15/01	Sixth Avenue	42 nd Street	N503	3	3/27/01
Broadway-Seventh Avenue	Times Square	R146	1	3/20/01	Astoria	39 th Avenue	R510	2	3/27/01
IRT Broadway	59 th Street	R158	1	3/20/01		36 th Avenue	R511	2	3/27/01
	72 nd Street	R161	1	3/20/01	Brighton	Avenue H	B20	2	3/29/01
Jamaica	Marcy Avenue	J1	1	3/22/01	Crosstown	Greenpoint Avenue	N403	1	3/29/01
		J2	1	3/22/01	Prospect Park	Fourth Avenue	N537	3	3/29/01
	Hewes Street	J3	2	3/22/01	Lexington Avenue	Brooklyn Bridge	R210A	1	3/29/01
	Flushing Avenue	J7	2	3/22/01	Clark Street	Clark Street	R600	2	3/29/01
Broadway-Seventh Avenue	Times Square	R146	1	3/20/01	Eastern Parkway	Atlantic Avenue	R610	2	3/29/01
IRT Broadway	59 th Street	R158	1	3/20/01	BMT Broadway	8 th Street	A38	2	4/3/01
	72 nd Street	R161	1	3/20/01	Canarsie	Rockaway Parkway	H41	2	4/3/01
					BMT Broadway	28 th Street	A27	2	4/10/01

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

NEW CAR NEWS

On Tuesday, December 4, 2001, the pilot train of R-143 cars (8101-8108) entered service on the L line for a 30-day in-service test. To pass the test, the train must operate in service for 30 consecutive days, running approximately 15 hours a day, without a defect. A defect can re-start the 30-day clock.

A small ceremony involving top NYC Transit officials was held at the Eighth Avenue station at approximately 10 AM, and the train, which was held outside the station until it was time for the ceremony, was scheduled to leave Eighth Avenue at 10:16.

The pilot train's schedule is presented below:

WEEKDAYS		SATURDAYS		SUNDAYS	
Leave Rock-away Parkway	Leave Eighth Avenue	Leave Rock-away Parkway	Leave Eighth Avenue	Leave Rock-away Parkway	Leave Eighth Avenue
5:59 AM	6:44 AM	6:15 AM	7:04 AM	6:03½ AM	6:55 AM
7:28 AM	8:13 AM	7:47½ AM	8:34 AM	7:41 AM	8:25 AM
9:01 AM	9:46 AM	9:17½ AM	10:04 AM	9:11½ AM	9:55½ AM
10:33 AM	11:20 AM	10:47½ AM	11:34 AM	10:44 AM	11:27½ AM
12:08 PM	12:56 PM	12:17½ PM	1:04 PM	12:13 PM	1:00 PM
1:44 PM	2:40 PM	1:47½ PM	2:34 PM	1:49 PM	2:36 PM
3:17 PM	4:04 PM	3:17½ PM	4:04 PM	3:25 PM	4:12 PM
4:52½ PM	5:35 PM	4:47½ PM	5:34 PM	5:01 PM	5:48 PM
6:23½ PM	7:10 PM	6:17½ PM	7:04 PM	6:37 PM	7:24 PM
7:55 PM	8:40 PM			8:12½ PM	8:56 PM



R-143 pilot train at Bedford Avenue.
Trevor Logan photograph/www.transitalk.com



Answer to a future trivia question: yes, the R-143 did operate on the old northbound track through Atlantic Avenue.
Andrew Grahl photograph

Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

Special timetable folders for all three lines were issued, as usual, for the Christmas-New Year's period. On the Fridays prior to the holidays, a regular weekday schedule was operated, with twelve additional trains departing Grand Central Terminal between 1 and 4 PM. The Saturday/Sunday/Holiday schedule was in effect during those four-day weekends except on the two Mondays, when a Saturday schedule was operated. Additional trains were added during the key period – outbound between 2 and 6 PM. All-night outbound service operated between midnight and 6 AM, when the regular holiday schedule was resumed. Fares were gate-collected at Grand Central Terminal, to insure that all departing passengers paid a fare.

Alstom Transportation was awarded a contract to rebuild fire-damaged M-2 8813. The company had previously been awarded a similar contract to perform this work on three other M-2s. At this writing, the numbers of those cars are not known.

Fencing has been installed around Highbridge Yard as the first step in the process to make this a car servicing facility. Geotechnical investigation and boring have also been completed, and pile driving was set to begin for the foundations for the Car Appearance Facility.

On the Mid-Harlem 3rd Track project, much of the preliminary work is completed, such as installation of access gates at the Cross County Parkway ramp, clearing and grubbing in the area of Mt. Vernon West Yard, and some of the field survey work. Work continued to install communication and signal trough and signal power conduits between Mt. Vernon Yard and the Crestwood station.

MTA Metro-North Railroad (West)

The option to "piggyback" on NJ Transit's option for additional cars for West-of-Hudson service was approved by the MTA last June. As of now, it is planned that NJ Transit will "elect" the option with Alstom in the second quarter of 2002, with Metro-North's 20 cab cars and 45 trailers being delivered between the last quarter of 2002 and the first quarter of 2003.

Parking will be expanded at the Tuxedo station under an agreement that has been approved between Metro-North and the Town of Tuxedo. The town will design, construct, operate, and maintain a new parking facility on town-owned land just north of the existing 120-space lot. That lot is classified as permit-only. Ninety spaces will be created, and parking fees will be set at \$1.50 for 16 hours or \$3 for 24 hours, payable at a centralized meter. Parking at the new lot will be on a first come-first served basis, and free on weekends and Metro-North holidays.

Meanwhile, there is local opposition to building a new station at the Woodbury Outlet Mall, with the preference by commuters and local officials being that Metro-North expand the present 746-space lot at Harriman, which uses only about 25% of its 21.5 acres. The station is surrounded by 130 acres of vacant land, while Metro-North would like to build a new station and use 1,800 of the 5,750-space lot at Woodbury Common. The latter is at a very congested area (the intersection of Routes 5, 17, and 32 and the New York State Thruway), wherein lies the opposition to this project. Thanks to member Karl Stricker for the article from *The Times Herald Record*.

Connecticut Department of Transportation

Connecticut's two Senators, Joseph Lieberman and Christopher Dodd, secured \$5 million in funding to study the feasibility of expanding rail service along the Route 7 corridor between Danbury and Norwalk. The 24.2-mile branch is single-tracked. Thanks to member David A. Cohen for sending the article from the New Haven *Register*.

On December 17, 2001, one AM train and one PM train were extended to Stamford. Details next month.

Hartford Courant columnist Tom Condon, in an article that was forwarded to me, wrote about the business and personal connections that Hartford has to New York City. This is part of his column: "If I were Gov. John G. Rowland, I'd do what I could to strengthen these ties. I'd start by ordering the state Department of Transportation to bring the Metro-North Railroad from New Haven to Hartford and to Springfield, ASAP. People are forever comparing Hartford to Providence or Stamford, always unfavorably. Both of these cities have made great progress in recent years, but both also have an obvious advantage that Hartford doesn't. They both participate in major regional economies. Stamford is part of the great New York financial engine, the ultimate money machine. Providence is well under the Boston umbrella. Poor Hartford is just outside both boundaries, floating all by itself. Making it easier to get back and forth from New York, getting inside the great Gotham tent, can only help this sector. Also, inexpensive commuter rail would lessen the north-south traffic getting into Hartford and reduce the need for surface parking, for which people are always knocking down nice buildings. The Capitol Region Council of Governments included it in its transportation plan released last March. Several legislators offered a bill last year that would have brought Metro-North to Hartford."

MTA Long Island Rail Road

M-1 cars 9401 and 9591 have been re-designated as

(Continued on page 8)

Commuter Notes

(Continued from page 7)

Sandite/alcohol cars E401 and E591. New tight-lock couplers and new control valves have been installed that will enable the service brakes to be applied when the cars are hooked up to a diesel locomotive. They replace alcohol spray cars W85 and W86. They can operate at 20 mph when spraying Sandite, 30 mph when spraying alcohol, and 40 mph at other times.

New timetables that were issued will remain in use through March 10 and have a *Seasons Greetings* motif and a note that the timetable includes Christmas and New Year's Eve service. There were no changes.

New ticket vending machines (TVMs) have been installed at the "Main Gate Area" in Penn Station. TVMs accept most major credit cards and cash, and there is variety. Besides the usual one-way and round trips, you can purchase weekly, monthly, and combinations thereof with *MetroCard* options. From the brochure that member Russell Avvocato gave me, they appear to be user-friendly.

NJ Transit

In last month's *Bulletin* there was an error that needs to be corrected. In connection with the fare from Newark to EWR, the sentence should have read: Riding from Newark is \$6.65 including (not plus) the \$5 monorail fee.

When the EWR station opened on October 21, it did so without any fanfare. A ceremony was held on Thursday, December 6, in conjunction with an expansion of Terminal C. It was reported that in the first month of operation, the number of passengers using the service was just short of 60,000, or 1,470 per day. Initial projections were for a daily ridership of about 800.

When I received my Continental Airlines *OnePass* statement, included with it was an *Airtrain Newark* schedule, jointly sponsored by Continental Airlines, Amtrak, NJ Transit, and the Port Authority. The schedule, printed on glossy paper, shows the "Service Provider" (NJ Transit or Amtrak), train number, and departure time from either EWR or Penn Station, New York. The last three issues of Continental's magazine, which can be found in the seat pockets of the airline's planes, have had articles promoting *Airtrain Newark*.

Having realized that it is in a financial crunch, on December 11 NJ Transit announced that hearings to raise fares would be held on January 2, approved on January 7, signed into law by Acting Governor Donald T. DiFrancesco, and take effect on April 1, 2002. This would occur one day prior to James E. McGreevey taking the oath of office as the new governor. In its proposal, NJ Transit would hike fares by about 10% this year, and in future years, there would be automatic fare increases, pegged to the inflation rate. Fares have remained unchanged since 1990 and during that time expenses have increased by 67%, while fare revenue has de-

clined by 29%. NJ Transit would also like to:

- Eliminate weekday rail round-trip excursion fares
- Set a common rail fare of \$3.30 between Penn Station, Newark and Newark Broad Street to Penn Station, New York (they are currently \$2.50 and \$3, respectively)
- Reduce from 55% to 50% the discount for Senior Fares (62 and over) The on-board service charge would rise from \$3 to \$5
- Give refunds for 10-trip and monthly tickets

Most of NJ Transit's rolling stock now sport American flags, which have been placed next to the striping.

Hazlet, on the North Jersey Coast Line, will become the fourth station with high-level platforms, following the award of a \$5.97 million contract to George Harms Construction Company. Under the contract an 800-foot platform, topped by a canopy, will be installed. There will also be heated shelters. Completion is expected by the end of this year, and at that time all stations between Aberdeen-Matawan and Middletown will have high-level platforms.

Port Authority Trans-Hudson Corporation

Following is a breakdown of PATH's weekend and overnight weekend services:

LINE	TIMES	HEADWAY
Newark/Hoboken	9:15 AM-6:15 PM	15 minutes Saturday/Sunday/Holiday
Journal Square/33 rd Street	8:57 AM-6:37 PM	10 minutes Saturday
	9:00 AM-6:45 PM	15 minutes Sunday/Holiday
Hoboken/33 rd Street	9:07 AM-6:59 PM	15 minutes Saturday/Sunday/Holiday
Newark/33 rd Street via Hoboken	11:30 PM Friday-7:00 AM Saturday	30 minutes
	7:00 AM-9:00 AM	15 minutes Saturday
	6:30 PM Saturday-2:00 AM Sunday (also Holiday)	15 minutes
	7:00 AM-9:00 AM	15 minutes Sunday

In his *Transnet* (#89) column, member Harold Geis-

(Continued on page 9)

Commuter Notes

(Continued from page 8)

senheimer reported that PATH ridership on the 33rd Street line is up 91% to 176,000. Reverse rush hour commuters to New Jersey have increased to 16,000 while New York-bound riders have more than doubled to 35,000.

New Jersey's two U.S. Senators, Torricelli and Corzine, have joined forces with their colleagues in New York to support funding for the rebuilding of PATH's downtown line, and to assist companies in remaining in lower Manhattan. Sen. Torricelli also had a \$2 billion appropriation added to the economic recovery bill for New York to build a new rail tunnel in the vicinity of Penn Station. The rest of the cost, estimated to be around \$4 billion, would come from the Port Authority, NJ Transit, and the MTA.

Amtrak

Thanksgiving morning usually finds me going to Newark Airport to pick up my sister-in-law, and this recent one was no exception. With sunny skies and temperatures in the high 40s, it was quite pleasant standing on the platform at Harrison. I arrived just after 10 AM, and the first southbound train to pass through the station was #3043, which turned out to be the only non-standard Amtrak train that I would see in the 1½ hours that I was there. Its consist was (AEM-7) 4900-7717-7714-7718-7708-7730-7751-48932 (Amtrak food service car). Also seen were a number of *Acela Regionals*, *Keystones*, the *Vermont*, and a late-running *Silver Meteor*. Interestingly, most of the other trains were on or close to time, except *Acela Express* #2250, which was running a good 15 minutes late.

Getting home east of New York turned into a chore on the Sunday afternoon of Thanksgiving weekend, following an incident involving a CSX freight train. The crew was switching adjacent to Amtrak's line near Oak Point Yard in the Bronx when 2 cars derailed, knocking down the catenary and causing a short in the electrification between New Rochelle and New York City. Thousands of homeward bound holiday travelers were delayed. Amtrak restored limited service using diesels to pull trains around the downed wires. Electrified service was restored on Monday. Thanks to members Josh Weis and Glenn Rowe for the report.

It makes you want to wonder whose side the Amtrak Reform Council is on. In November, this group voted 6-5 to declare that Amtrak would not meet a congressional mandate to be self-sustaining, and should thereby begin the process of liquidating itself. Once this plan is created (Amtrak had 90 days in which to do it) the Congress and the White House will review it and make a decision about Amtrak's future, and rail service in the United States. ARC Executive Director Tom Till said "Nobody here seriously believes Amtrak is going to be liquidated and that's not the intent of our finding."

Thanks to member Dennis Zaccardi for the report.

More financial trouble for Amtrak. In November, 2001, Bombardier announced that it was suing Amtrak for at least \$200 million, saying the railroad "refused to pay for cost overruns caused by indecision and failure to live up to its contract." Amtrak countered that the manufacturer was trying to shift blame to Amtrak for Bombardier's "five years of delays, performance failures and self-inflicted financial losses." Stay tuned for this one.

Museums

Car "G," the oldest rapid transit car in Branford's collection, returned to East Haven during October, 2001, after the five-year lease with the New York Transit Museum was canceled. This turn of events came about after the Transit Museum began a major rehabilitation project, which is expected to take about 1½ years. The question of how to store/protect "G" when work requires use of the track that it was positioned on, became the prime reason to return the car to Branford.

Metropolitan Area

While driving on NY 119 in the Village of Elmsford recently, I noticed quite a number of trolley poles extant. They were being used to hold street lighting and other wires. When I asked member Gary Grahl about it, he told me that a Third Avenue Railway subsidiary operated trolleys there until 1929. After abandonment, the cars, 1100s, were brought to the Bronx and finished out their days on the V/Williamsbridge Line.

Miscellaneous

Metro Magazine's 2002 Fact Book reported the following transit facts:

EQUIPMENT	UNITED STATES	CANADA
Commuter Cars	5,661	505
Heavy Rail Cars	10,591	1,419
Light Rail Cars	1,562	520
Electric Trolley Buses	951	Not Given

Scheduled for 2002

At the end of 2001, the following opening/extensions, etc. were scheduled to take place this year. This is as complete a list as I have information for:

- Bay Area Rapid Transit – SFO Airport Line to Millbrae
- BC Transit – SkyTrain to Longheed
- Dallas Area Rapid Transit – Blue Line –to Forest/Jupiter (line to Garland)
Red Line –to Spring Valley (line to Plano)
- Denver RTD – Platte Valley Spur
- Hudson-Bergen LRT – Hoboken Terminal
- Long Island Rail Road – M-7's start arriving
- MBTA – Commuter Rail extension to T.F. Green

(Continued on page 10)

Commuter Notes*(Continued from page 9)*

- Airport in Providence, Rhode Island
- NJ Transit – NY Penn Station Concourse
Montclair Connection
Union Station (Raritan Valley Line)
Secaucus Transfer Station
- PA – NY/NJ – *Airtrain* opens from JFK Airport to NYCT Howard Beach subway station
- Tampa/Ybor City (TECO) Streetcar Line
- Toronto Transit Commission – Sheppard and Don Mills extension

Other Transit Systems*Boston, Massachusetts*

Member Todd Glickman reported that with just four days to go until the *Downeaster* began running, North Station had all ten tracks in operation -- after years of Big Dig-related construction, which took out one or two at a time. This came just in time for the December 14, 2001 inaugural. "It will be interesting to watch the logistics of the service there", he wrote, "especially making a horrible waiting room situation even worse - the worst being when there's a FleetCenter event."

New timetables were issued for the Lowell and Haverhill Lines, with a December 15, 2001 date, in the same blue color. There were only a few minor changes on weekends, to accommodate *Downeaster* service. In addition, both timetables now specifically highlight the five trains that "crossover" between the Lowell & Haverhill lines via the Wildcat Branch, both in the train columns and in a margin note.

While we are still at North Station, Todd emailed that as of November 26, 2001 (only 7 months late) customers are able to access the Orange Line at North Station via a new headhouse on Causeway Street. This new headhouse is a critical part of the ongoing project to build an underground "super station," combining the Green and Orange Lines.

Years of persistence by various citizen and business groups have paid off. In November the DEP ordered the MBTA to restore the 1.5-mile section of the E/Arborway Line between Heath Street and Forest Hills that had been "temporarily" abandoned in December, 1985. Under the ruling, the "T" had until the end of 2001 to submit its plan for design and construction of the line.

The Airport, State Street, Government Center, Maverick, and Orient Heights stations will be modernized under a \$23.5 million project to enhance service on the Blue Line. The new (Logan) Airport Station, due to open this September, will be located 500 feet east of the current station with pedestrian entrances located on the inbound and outbound sides of the station, facing the airport and East Boston neighborhoods.

Bi-level cars 767-770 have been delivered and accepted (entered service 11/19/01), 771 is in testing, and

10 cars (772-781) are awaiting delivery. Thanks to Todd for the reports.

Philadelphia, Pennsylvania

The SEPTA Holiday Trolley operated between 40th & Market and 49th & Chester in the University City shopping district Thursdays through Sundays, from 11 AM–5 PM between Thanksgiving and December 24. No fare was charged, as the costs were underwritten by some of the major employers in the area.

SEPTA's 69th Street Shops are in the midst of a major renovation, as many of the oldest buildings date to the early part of the 20th Century. Temporary facilities were constructed during the first phase of the work to enable maintenance operations to be continued. Re-routings of bus lines are taking place while work continues on the Girard Avenue LRT project. Thanks to member David W. Safford for the reports.

Member Karl Groh forwarded an email about the Girard Street LRT project. A contract to rebuild 18 PCCs, with an option for up to 23, was awarded to Brookville, a Pennsylvania company that builds mining locomotives, although Brookville recently built switchers 404 and 405 for Metro-North. SEPTA's cars will have air conditioning (the window cranks will be removed and the windows sealed) and DC chopper controls, will be accessible, and are expected to be delivered next year. Seating is said to be recycled from retired Volvo buses. The interior lights are to be the same but with AC instead of DC. Motor-generator sets will be replaced by inverters/converters. The dash will be the same as the LRVs, with the toggles in about the same positions. Brookville is supplying new trucks, motors, actuators, track brakes, and disk brakes on the order of the B-3 type truck but somewhat different. All of the infrastructure work is supposed to be finished this summer, which would leave a year until the PCCs are delivered, if everything goes per schedule. A proposal was made that some Kawasaki cars could be used until 15 PCCs arrive, but there probably will not be enough spare Kawasakis for that.

From **Cinders**: Delaware Car Company has completed repairs on Silverliner IV cars 130 and 296. Work is still progressing on 161, while 403 is out of service with collision damage. If you would like to own a Blueliner, SEPTA is selling 9109. You can visit it at Wayne Junction. Design work is well underway on the Silverliner V project. The cars will have two sets of quarter-point doors, one-third and two-thirds of the way from the front end, thereby cutting entry and exit times in half as there will be no side doors in the cabs. The end sections will have 3-2 seating while the section between the doors will be 2-2. For now 102 cars would be ordered to replace 53 Budds and 20 St. Louis cars (from the 1960s). The rest of the cars would be used to provide additional capacity. An RFP is set to go out early this year, and if everything goes as planned, the prototype car is expected in 2005, with the delivery of the entire

(Continued on page 11)

Commuter Notes

(Continued from page 10)

order completed the following year. The next time you are aboard a PATCO train, look carefully as you pass the abandoned Franklin Street station, because in a 450-foot section there has been installed a series of 100 lighted boxes advertising Coca Cola's Dasani bottled water. The display gives the impression of a moving picture as the train proceeds. In Atlanta, MARTA also had a similar installation. Older members may remember the Zoetrope that was on the abandoned northbound Myrtle Avenue station in Brooklyn for many years, until the early 1990s.

Baltimore, Maryland

When MARC issued new timetables as of December 10, there was an extra attachment stating that service to Frederick (two new stations) would begin December 17, 2001. As was reported in the December, 2001 **Bulletin**, there are three trains each way: inbound at 5:17, 6:10, and 7:15 AM, and outbound from Union Station at 3:55, 5:10, and 6:25 PM. After departing Frederick, these trains stop at Monocacy (the other new station), Germantown, Metropolitan Grove, Gaithersburg, Rockville, Silver Spring, and Union Station. Thanks to member Steve Eritz for sending copies.

Karl Groh emailed an article from **The Baltimore Sun**, that was written by two eminent rail advocates, Paul M. Weyrich and William S. Lind. In this article they make a good case for using the equipment and personnel who operate the Baltimore Streetcar Museum. A comparison was made with McKinney Avenue (Dallas), which is operated by volunteers and is privately funded.

Washington, D.C. area

With the recent additions to Virginia Railway's fleet, this would be a good time to provide an up-to-date roster. Not all of the ex-METRA Gallery cars are in service at this time. In addition, Sound Transit also leased VRE two of its F-59 locomotives, 903 and 904.

PASSENGER CARS

Num- bers	Manufac- turer	Year	Type	Notes
V103, V105	Bombardier	1999	Bi-level cab	Leased from Sound Transit 103, 105
140 & 160- series	Budd	1992- 1994	Single- level trailer	Leased from MARC (Heritage). Originally PRR - Built 1950
201-228	Mafersa	1992	Single- level trailer	
301-305, 307-308, 311, 325-326	Bombardier	1999	Bi-Level trailer	Leased from Sound Transit 201-205, 207-208, 211, 225-226

Num- bers	Manufac- turer	Year	Type	Notes
401-415	Pullman- Standard	2001	Gallery trailer	Ex-METRA 7652-53, 7658-59, 7661-64, 7668, 7672, 7674-77, 7681. Built 1960
601-609	Kawasaki	1999	Bi-Level trailer	
701-704	Kawasaki	1999	Bi-level cab	
801-804 (II)	Pullman- Standard	2001	Gallery cab	Ex-METRA 8701-8704 Built 1960
901-910	Mafersa	1992	Single- level cab	

Tampa, Florida

Tampa has taken delivery of its eighth and final Birney replica car for the Tampa/Ybor City or TECO streetcar Line. Initial planning called for the service to be running by last month, but the new date is sometime later this year. Thanks to Karl Groh for the report.

Chicago, Illinois

Metra's service territory will be expanding over the next few years as a result of Federal Transit Administration approval of full-funding grant agreements for two projects. There will be a nine-mile extension of commuter service into Elburn, 36 miles beyond Geneva on the Metra/Union Pacific West Line, and a nine-mile extension of the Chicago/Orland Park Line to Manhattan, Illinois. New stations will be added at LoFox and Elburn, and a new yard at the latter. A second track will be added to the North Central Line, which opened in August, 1996. This will permit an increase in train service. The NCS project calls for adding up to 12 more trains, which will be accomplished by construction of a second track and improved signals along the 42-mile Wisconsin Central portion of the route between Antioch and Franklin Park, a busy freight corridor. New stations are planned at Franklin Park, Schiller Park, Rosemont, and Grayslake, plus a transfer between NCS and the intersecting Union Pacific Northwest commuter route. All three projects are part of Metra's "New Start" program.

Chesterton, Indiana

Member Jim Beeler reported that the newest South Shore EMUs have been numbered 100-110. They are single-ended motors, delivered in 2000, and like the rest of the fleet, were built by Sumitomo. Their delayed entry into service was attributed to delays in the production of their APUs (auxiliary power units). Adding these cars to NICTD's trains has helped to ease crowded car complaints. The complete roster is as follows:

(Continued on page 12)

Commuter Notes

(Continued from page 11)

NUMBERS	YEAR	TYPE	NOTES
1-48	1982	DE Motor	31-38 owned by RTA
17, 26, 41	1992	DE Motor	Replacements for like-numbered cars destroyed in wrecks
101-110	2000	Trailers	
201-210	1992	Trailers	

St. Louis, Missouri

In August, a new timetable was issued for Metrolink which headlined "New Improved Service." Comparing it to the May, 2001 edition, I found that weekday service now begins about ½ hour earlier and runs a little bit later, and the first few College (Illinois)-bound early Sunday morning trips were dropped.

The price of transfers on Bi-State Metrolink and bus routes went from 10 cents to 25 cents on October 29, 2001. Elderly/Disabled/Child transfers are now 15 cents. At the same time, while the price of a single ride remains at \$1.25, the cost of weekly and monthly passes rose from \$13 and \$40, to \$14.50 and \$45 respectively. Other fare types were also increased.

San Francisco, California

Imagine an article in *The New York Times* Travel Section that could have been written especially for railfans. Well, imagine no more. In the almost full-page piece on December 9, 2001, Frank J. Prial wrote about the F line's fleet of cars, the origins of the line, and the history of the cars. There are color shots of 1050 on Fisherman's Wharf, 1053 (Brooklyn colors) in the maintenance shops, passengers in the Blackpool "Boat Tram," and a partial view of one of the Milan Peter Witts. The author even gave a plug to the Market Street Railway and discussed the proposed E/Embarcadero Line that would run along the Embarcadero to Pac Bell Stadium. Mr. Prial wrote that PCCs once operated in 33 cities (in North America), that Newark had retired its fleet on August 24, and that "negotiations were underway to bring some or all of the old Newark cars to San Francisco." This contradicts statements made by NJ Transit that the cars are not for sale and would be retained for use on heritage lines within the Garden State.

Weekly Rail Recap reported that BART's governing board approved an extension south to San Jose. This allows the board to begin seeking funding, which will be approximately \$3.7 billion.

Stockton, California

Fares rose 10% on Altamont Commuter Express trains on November 1, 2001. This is the first fare increase since service began three years ago.

Los Angeles, California

As of November 26, three-car trains are operating on the Blue Line (Union Station to Long Beach). At the

same time, Green Line trains went from one to two cars. LACMTA officials did this in response to alleviate overcrowding. Thanks to Karl Stricker for the news.

Member Michael Greene forwarded a report that the LACMTA board has voted to change the name of the name of the Pasadena Blue Line to *Metro Gold Line*. The 13.7-mile LRT line between Los Angeles Union Station (Red & Blue Lines) and Pasadena is scheduled to open in July, 2003. A one-way trip will take 33 minutes.

Montréal, Québec, Canada

From a two-line system just a few years ago, the Agence Métropolitaine de Transport (AMT) has grown to five lines. Commuters only had the Deux-Montagnes Line, the only electrically operated one, and most renowned due to early 20th century electric locomotives that powered some of its trains until replaced by modern EMUs in 1995. The other line is the ex-Canadian Pacific Dorion-Rigaud Line. In recent years, the following have been added: Blaineville, St. Hilaire, and since September 4, 2001, Delson. Delson service, like the lines to Rigaud and Blaineville, terminates in Montréal at Windsor Station. Intermediate stops are made at Vendome, Montréal West, Lasalle, Sainte Catherine, and Saint Constant. The other lines use the Gare Centrale.

Athens, Greece

Members Bob and Judy Matten visited Greece and while in Athens rode the original (1 Green) subway line between Kifisia and Peiraias (the cruise ship terminal). Bob wrote that "the line is mostly at grade, but there are three underground stations in downtown Athens. Trains are 5 cars (75 feet long). The system known as *Attiko Metro* also has two other lines which run entirely underground: 2 (Red) and 3 (Blue). Six-car trains (also 75-foot cars) are operated. Police officers with machine guns were on the platforms and one member of their tour group was stopped from taking photos in the subway. Last March, the new International Airport opened and Line 3 is to be extended to it. A ticket good for 90-minutes costs 250 Drachma, while a 24-hour (from time of issue) ticket sells for 1,000 Drachma. (\$1 US equals approximately 370 Drachma.) We rode on a Saturday and found frequent headways and crowded trains, buses and trolley buses. Auto traffic was terrible."

From the History Files

100 Years Ago: On January 15, 1902, 15 passengers died and 36 others were injured after an inbound local rear-ended an express. The following year the New York State Legislature enacted a law that prohibited the use of steam engines in tunnels and the first electric engines went into service in 1906. The changeover was completed in 1907.

45 Years Ago: In January, 1957, FL-9s 2000-2001 were delivered to the New Haven Railroad. Following a period of testing, they were accepted in August of that year. Time is running out for the remaining units.

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

63RD STREET CONNECTOR IN SERVICE — NEW SCHEDULES IN EFFECT

Regular service through the new 63rd Street Connector started operating on December 16, 2001. **F** trains, making express stops at all times between Continental Avenue and 21st Street-Queensbridge, were routed via the 63rd Street Tunnel. In the December, 2001 *Bulletin*, Joseph P. Chan furnished a brief history and listed the service changes on the Queens Boulevard Line. For the record, the first train was R-46 S-6246-6244-6216-6218-6112-6113-6111-6110-N.

Following is a detailed description of the hours of operation and the short-turns on the lines whose new

schedules went into effect on December 16, 2001.

Rush hour Queens Boulevard local service to Manhattan was increased appreciably by adding a new line, **V**, and cutting back **G** to Court Square. **V** trains operate weekdays only via the 53rd Street Tunnel and Sixth Avenue, making all local stops between Continental Avenue and Second Avenue. Trains run on a 6-minute headway in the rush hour. Hours of operation are as follows:
Leave Continental Avenue: 5:38 AM-10:57 PM
Leave Second Avenue: 5:54 AM-11:33 PM

G BROOKLYN-QUEENS CROSSTOWN LOCAL COURT SQUARE SERVICE—WEEKDAYS

Leave Court Square: 5:39 AM-8:33 PM
Leave Fourth Avenue: 4:49 AM-8:00 PM

CONTINENTAL AVENUE SERVICE

	WEEKDAYS	WEEKENDS
Leave Continental Avenue	8:23 PM-4:31 AM	24 hours
Leave Fourth Avenue	8:10 PM-5:28 AM	24 hours

CHURCH AVENUE SERVICE

Weekday put-ins leave Church Avenue: 5:58, 6:20, and 7:36 AM; 2:56 PM
Weekday layups arrive Church Avenue: 8:49 and 10:05 AM; 7:56 and 8:50 PM
Saturday Church Avenue turn trains operate light between Church Avenue and Fourth Avenue:
Leave Church Avenue: 7:35 AM-7:13 PM
Arrive Church Avenue: 7:34 AM-7:15 PM

E QUEENS BOULEVARD EXPRESS

Because the crossovers are not near the terminal station, Jamaica Center, but are near the Sutphin Boulevard station, trains cannot be operated closer than a 5-minute headway. When rush hour **E** service was increased to a 4-minute headway, the following trains were diverted:

- E** leave 179th Street: 7:12, 7:31, 7:51, and 8:11 AM; 3:57, 4:16, and 4:36 PM
- E** arrive Union Turnpike: 9:10, 9:44, and 9:54 AM
- E** arrive 179th Street: 6:01, 6:21, 7:25, and 8:05 PM

Checking the running time between Continental Avenue and 179th Street, we find that **E** trains are 4 minutes faster than **F** trains, which make local stops. Therefore, we concluded that the 179th Street **E** trains are routed via the express tracks for all or part of the

route.

57TH STREET-SEVENTH AVENUE PUT-INS AND LAYUPS

The 7:47 and 8:13 AM **W** trains leaving Coney Island discharge passengers at 57th Street, after which they are laid up. In the evening rush, there are two put-ins: the 5:36 **D** to Brighton Beach and the 5:45 **W** to Coney Island.

S GRAND STREET SHUTTLE

Service is extended from Broadway-Lafayette Street to W. 4th Street. Trains run on a 20-minute headway during the midnight hours and 15 minutes at other times.

HEADWAYS

The following headways were changed:

	E RUSH HOUR	E, F WEEK-DAY EVENINGS	F QUEENS RUSH	G RUSH and SATURDAY MORNING and AFTERNOON	G WEEKDAY EVENINGS	R QUEENS MORNING RUSH
July 22, 2001	5	12	3 ¹ / ₃	10	12	5
December 16, 2001	4	10	4	8	15	6

BMT-IND CAR ASSIGNMENT
Effective December 16, 2001

LINE	CARS REQUIRED — AM RUSH	CARS REQUIRED — PM RUSH	LINE	CARS REQUIRED— AM RUSH	CARS REQUIRED— PM RUSH
A	110 R-38, 216 R-44	110 R-38, 216 R-44	N	60 R-32, 80 slant R-40, 48 R-68	60 R-32, 80 slant R- 40, 48 R-68
B	80 R-68	80 R-68	O	136 R-68	136 R-68
C	96 R-32, 48 R-38	96 R-32, 40 R-38	Q	140 slant R-40	140 slant R-40, 8 R- 68A
D	104 R-68	104 R-68	R	200 R-46	216 R-46
E	260 R-32	260 R-32	S (Grand Street)	8 R-46*	8 R-46*
F	50 R-32, 320 R-46	40 R-32, 304 R-46	S (Rocka- way Park)	12 R-44*	12 R-44*
G	40 R-46*	36 R-46*	S (Frank- lin Ave- nue)	4 R-68**	4 R-68**
J/Z	72 R-40M, 80 R-42	72 R-40M, 80 R-42	V	120 R-46	120 R-46
L	32 slant R-40, 8 R- 40M, 128 R-42	32 slant R-40, 8 R- 40M, 128 R-42	W	168 R-68A	160 R-68A
M	144 R-42	144 R-42			

* 4-car trains ** 2-car trains

Around New York's Transit System

(Continued from page 18)

the ballast level with the surface of the ties. Any remaining ballast is redistributed evenly along the side of the track through the chutes of the Broom Box. Employees must avoid contact with these chutes. For the winter season, ballast regulators are located in Pitkin Yard and Coney Island Yard. Ballast regulators can operate in either direction. During snow removal, they operate at 10-12 miles per hour while third rail power is on. They obtain maximum efficiency when the Broom Box is facing in the direction of travel.

New Style Starting and Holding Lights

At Jay Street, the yellow holding lights on the northbound platform, Tracks B-2 and A-4, have been replaced with new type yellow LED fixtures. At Mott Avenue-Far Rockaway, the green starting lights on the north end of the platform, Tracks F-3A and F-4A, have been replaced by new style LED fixtures. These units will be tested for six months. If they are reliable, they will be used on the entire transit system.

New Blind Stop—Canarsie Line

Before Unification, there were lots of blind stops —

stop arms without any signal being opposite — on the IRT. When new signal systems were installed, most blind stops were eliminated. Recently a blind stop was installed south of E. 105th Street, Canarsie Line, 65 feet south of P1-83. This signal has been converted to a one-shot grade time signal with an associated lunar white aspect. A GT-20 sign has been installed at signal P1-86.

Stations in Broadway Junction Complex Renamed

As part of an overall effort to make station names match the areas in which they are located, the three-station complex in Brooklyn where the Canarsie, Broadway-Jamaica, and Fulton Street Lines meet has been renamed "Broadway Junction" as of December 16, 2001. NYC Transit views this as an opportune time to make the change, since the complex is being rehabilitated and signage (including wall tiles in the Broadway-East New York station of the Fulton Street Subway) is being replaced.

Flags Now Appearing on R-32s

During mid-December, 2001, American flags began appearing on R-32s. They are somewhat smaller than flags being applied to other cars and are located near the number plate on the cab end of the car.

REDBIRD UPDATE

by George Chiasson

Things are running a little early this month, so a number of situations remain fluid as this update is prepared. Perhaps the biggest item is a resumption of "chop shop" activity at 207th Street Shop to prepare surplus Redbirds for reefing. There is no barge or crane at the facility as yet, and it is still expected reefing will not resume for several more weeks. Nevertheless a renewed energy regarding both deliveries of R-142s and withdrawals of older SMEEs may finally indicate that solid progress is being made with the IRT's equipment changeover. As introduction of R-142s onto ② continues, it appears their number will have to go well above 400 before they will be assigned to a second line. This is in part because of the increased equipment required to operate service on ② in the wake of September 11-induced revisions, and in part due to on-going angst regarding their reliability.

Progress of the R-142A program has temporarily stalled but should be resuming soon. In addition, planning is continuously being reviewed and revised with regard to the assignment of replacement cars to ⑦. Acceleration of the replacement of the Corona inspection barn spurred some rumors that New Technology trains might be in the offing for Queens, but no decision has yet been made. The true reason for urgency is the marshy nature of the facility's location on the edge of Flushing Creek. As many of us remember, the backyard at Corona is prone to flooding during Spring thaws and heavy rains. The barn itself is constructed of brick, steel, and wood, has had its own geodetic problems, and is almost 75 years old. This would also give NYC Transit an opportunity to improve the overall layout, especially enabling tracks to be run through both ends of the barn, which is currently of stub-end configuration and challenging from an operational standpoint. In any case, the carhouse replacement will not be completed until well after the R-142s are delivered.

1) R-142/142As

To start things off this time, it might be worth reviewing some old information. In mid-November, R-142As up to 7570 had been delivered and were already testing by the end of the month. Completion of the original 400-car order looms on the horizon, but there is no definitive word as yet when the first cars of Kawasaki's 120-car option will be delivered. Joining the remaining R-142As at Yonkers are several incomplete R-143 cars bound for ①, and earlier word was that production of these 212 cars will precede the optional R-142As (7611-7730) at the KHI facility in Kobe, Japan. R-142As 7486-7490 and 7531-7540 were placed in service by November 27, 2001. Since that time all 30 of the remaining cars (7541-7570) have been testing. R-142As 7571-7610 remained at the Yonkers assembly plant as of Decem-

ber 9.

The output of R-142s from Bombardier's plant in Plattsburgh, New York has continued, though the pace is muddled as the builder and NYC Transit try to coordinate ever-evolving design modifications into the production process. For this reason the cars are divided into several groups, known as "revisions" or "steps." This is most noticeable in the somewhat scattered nature of the cars observed in service to date. The primary reason for this has been a lag in the modification of cars on the production line versus those modified after delivery. Typically, up-to-the-minute changes are often more difficult to implement on the production line than on the operating property. Someday all R-142s will hopefully be brought up to the highest level of modification, with a corresponding increase in reliability and serviceability as the contract proceeds to completion. R-142s 6546-6550, 6556-6565, 6706-6710, 6726-6730, and 6741-6745 were the latest to enter passenger service on ② by December 8, 2001. As of the same date, 6781-6800 had arrived on the property and 6736-6740 was testing with 6781-6785. This also is indicative of modifications being incorporated into the cars at the Plattsburgh assembly facility. Presumably 6566-6575 and 6746-6780 required further refinement and will be arriving at a later date.

2) R-62A changes

Two ①-assigned trains of R-62As (red tape) have been appearing daily on ②, starting weekend service on December 8-9, 2001. Another train of ③-assigned R-62As (blue tape) is also used on ② weekdays and usually laid up at Unionport Yard over the weekend, along with three 10-car trains from the "new" ③. Trains from both groups of R-62As can also appear on ⑤ as circumstances dictate. Ironically, ③-assigned R-62As (blue tape) have all but disappeared from their "home" route since approximately November 29, 2001. 1671-1675, 1711-1715, 1771-1775, and 1816-1820 have been permanently assigned to ① and at least one set (1771-1775) now has red tape. This leaves 150 R-62As allotted to Pelham, with two of these in daily use on ⑤ for OPTO purposes. At this writing, the R-62As remain in 24-hour/7-day use on ⑥.

3) R-33 Transfers & Status

A very important transfer was omitted from the last update, and two recent ones added:

R-33s 9000-9017, 9020-9025 were transferred from ② to ⑤ on November 5, 2001.

R-33s 9044-9055, 9058-9063, 9182/9183 were transferred from ② to ⑤ on November 27, 2001.

R-33s 9064-9069 were transferred from ② to ⑤ on

(Continued on page 18)

**TRACK CONSTRUCTION FORECAST FOR JANUARY, 2002
IN THE NYC TRANSIT SYSTEM
by David Erlitz**

Ok, now that you have survived another year of nasty yet necessary service diversions lets start the whole thing over again with even more funky service diversions. Now, I don't want you to think that we actually try to come up with the worst service plan to run just to inconvenience the riders. Most of the time when you see a diversion that will require major service changes for a night, a weekend, or even long-term, a lot goes into trying to make that service change as painless as possible to the riders. Unfortunately there are some areas in the system that just have to have maintenance and this is the best plan that could be written. It is not just a matter of us writing a service plan. It also depends on whether or not the other departments will agree to go along with these plans. Is it operationally sound for the Department of Subways to run it? Can the Department of Buses supply enough buses to run a shuttle in lieu of train ser-

vice? Will the amount of ridership let us do the operation with the headways we suggest? So the next time you scratch your head at a service plan that seems really stupid or a big inconvenience, just remember that we have to serve many masters, so have mercy. Anyway: Stillwell Terminal rehabilitation really gets into full swing towards the end of the year. There will be diversions to prepare for the **Q** and the **F** termini to be removed from Stillwell Avenue in the spring. More car testing of the R-142(A)s and R-143s will be going on throughout the system. There will be many station rehabilitations. There will also be a great deal of track work and not enough time to do it all. As I have said before, I enjoy writing these articles and answering your questions and I hope to be doing it for a long time to come. I will see you next month.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
1/1 to 12/31	24/7	5	Track Y3D N/O Baychester Avenue to N/O Morris Park	No effect on service	R-142 testing and brake stopping distance testing
1/1 to 12/31	Daily 7dy/wk	2	Track WM S/O Bronx Park East to S/O 219 th Street	No effect on service	Brake stopping distance testing on revenue cars
1/2 to 2/15	Daily	2	Track WM N/E 238 th Street to S/O 219 th Street	No effect on service	Installation of 92 Type III panels
1/5 to 2/17	Wkends	2	Track WM N/E 238 th Street. To S/O 219 th Street	No effect on service	Installation of 92 Type III panels
1/9 to 1/18	Nights	1 /Bus	Tracks BB1/BB4/BBM S/E 225 th Street to S/O 225 th Street	1 – terminates and relays at 215 th Street Bus – 242 nd Street to 215 th Street	Scaffold removal on 225 th Street Bridge over the Harlem River
1/9 to 1/22	Nights 7 dy/wk	1	Track BBM S/O 137 th Street to N/E 145 th Street	No effect on service	Switch #77A&B renewal and installation
1/5 to 1/7	Wkend	2 3 4 5 Bus	Track J1 S/O 149 th Street-Grand Concourse to S/E 125 th Street	2 – N/B via Lexington Avenue 4 – Split Bus – One-way SB service from 149 th Street-Grand Concourse to Third Avenue-138 th Street 5 – operates all night	Concrete pour at switch S/O 138 th Street
1/12 to 1/14	Wkend	1 2 3 4 5 6	Track K3 S/O Wall Street to N/E Chambers Street	Service changes to numerous to mention	Concrete pour
1/8 to 1/25	Nights 7dy/wk	4 6	Tracks L1/L1S N/O 125 th Street to S/O 125 th Street	4 Short – Woodlawn to 125 th Street 4 Main – Utica Avenue/New Lots Avenue to 125 th Street 6 – N/B via Track 3 S/O 125 th Street	Dig-out Type I–Type II and chip-out Type II–Type II in station
1/7 to 1/11	Daily	1 sh./ 1 / 4	Track E1 S/O Junius Street to N/O Pennsylvania Avenue	1 Sh. – Utica Avenue to New Lots Avenue 1 – Utica Avenue to 242 nd Street 4 – Woodlawn to Atlantic Avenue	Asbestos abatement in abandoned Junius Street Tower
1/7 to 1/11	Daily	7	Track C1 S/O Main Street to N/O 103 rd Street	S/B via Track M S/O Main Street to S/O 69 th Street	Terminate wires, pull local cable, and install signal equipment

(Continued on page 17)

NEW YORK DIVISION BULLETIN - JANUARY, 2002

Track Construction Forecast for January, 2002

(Continued from page 16)

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
1/1 to 12/31	24/7	F G	Tracks B3/B4 N/O Bergen Street to S/E Carroll Street	No effect on service	Asbestos removal and equipment removal and installation
1/2 to 12/31	Daily	F	Track B3/4 N/O Kings Highway to S/O Ditmas Avenue	No effect on service	Brake stopping distance testing for various car classes
1/2 to 3/8	Nights	F	Track B1 N/O East Broadway to S/E York Street	S/B via Eighth Avenue Line from S/O W. 4 th Street to N/O Jay Street, then normal	Install new continuous welded rail
1/2 to 2/1	Nights	G	Track E1 N/E Bedford-Nostrand to N/O Bergen Street	G – Bedford-Nostrand to Continental Avenue G Sh. – Bedford-Nostrand to Hoyt-Schermerhorn	Tie block and plate renewal
1/7 to 2/1	Nights	A E	Track A1 N/O 42 nd Street to N/E W. 4 th Street	S/B operates express via Track A3 from 59 th Street to Canal Street	Track wall repair and install plumbing and warning strip at 42 nd Street
1/7 to 1/13	Nights	D	Track C2 S/E 145 th Street to S/O 161 st Street	N/B operates express via Track C3/4 from S/O 145 th Street to S/O 161 st Street	Install fire lines
1/12 to 1/14	Wkend Nights	F	Track B1 N/O East Broadway to S/E York Street	S/B via Eighth Avenue Line from S/O W. 4 th Street to N/O Jay Street, then normal	Install new continuous welded rail
1/11 to 1/14	Wkend	A	Tracks A3/A4 N/O 42 nd Street to S/E 14 th Street	S/B & N/B A local from 59 th Street to Canal Street	Platform edge, sound wall, plumbing, and lead paint removal
1/8 to 1/9	Night	E G	Track D1 S/O Roosevelt Avenue to S/E Queens Plaza	S/B operates express via Track D3 from S/O Roosevelt Avenue to S/O Queens Plaza	Station lighting at Steinway Street
1/1 to 9/3	24/7	J L	Tracks JJ2A/P2/PJ1A/PK1/PK3/PK4 at Atlantic Avenue	No effect on service	Install new turnout and construct new Track P2
1/1 to 12/31	24/7	N	Track EA in Stillwell Avenue station	N terminates at 86 th Street Bus shuttle operates when B1 headway is 60 minutes	Demolish Track 1 and Platform 1; rebuild Track 1
1/2 to 3/8	Nights	L/Bus	Tracks Q1/Q2 S/O Bedford Avenue to N/O Myrtle Avenue	L North — Lorimer Street to Eighth Avenue L South — Rockaway Parkway to Myrtle Avenue Bus — Lorimer Street to Myrtle Avenue	Type I— Type II and Type II—Type II chip-out on Track Q1
1/8 to 2/1	Nights	R Sh.	Track F1 S/E 59 th Street to S/E 95 th Street	Operates as an exclusive use shuttle via Tracks F2/F4 59 th Street to 95 th Street	Install conduits, tunnel lighting fixtures, and receptacles
1/8 to 1/18	Nights	G/ G Sh./ W Sh.	Track A3 N/O Atlantic Avenue to S/E Prospect Park	G – N/B & S/B via West End Line G Sh. – Stillwell Avenue to Atlantic Avenue W Sh. – suspended; replaced by G	Station rehabilitation
1/8 to 1/18	Nights	L	Track Q1 N/O Eighth Avenue to S/O Eighth Avenue	Terminates in a single pocket on Track Q2 at Eighth Avenue	Lead abatement, ceiling repairs, water remedy, painting, etc.
1/3 to 1/18	Nights	N	Track G1 S/O Queensboro Plaza to S/O Lexington Avenue	S/B single track via Track G2 from S/O Queensboro Plaza to S/E Lexington Avenue	Installation of fire and discharge lines in 60 th Street Tunnel
1/5 to 1/20	Wkndys	W	Tracks D2/D14/D15 N/O Bay 50 th Street to S/E Bay 50 th Street	N/B via Track D3/4 S/O Bay 50 th Street to S/O Bay Parkway, then normal	Type III panel installation on Tracks D14 and D15
1/5 to 1/14	Wkends	N R G E	Tracks G1/G2/GD1/GD2 S/O Queensboro Plaza to N/O 57 th Street-Seventh Avenue	N Sh. – Ditmars Boulevard to Queensboro Plaza N – 86 th Street to Times Square – relay to 57 th Street-Seventh Avenue R – Same as N G – Terminate at Times Square – relay N/O Times Square	Installation of fire and discharge lines in 60 th Street Tunnel

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.

Around New York's Transit System

Ⓝ Service Cut Back to 86th Street

The Stillwell Avenue station is being rehabilitated. While the work is in progress, one platform at a time may be closed and service will be curtailed. Effective November 3, 2001, Ⓝ service terminates at 86th Street with a crew change at Kings Highway southbound. There is no shuttle bus to Coney Island over most of the day. Passengers are advised to take B-1 or B-4 buses to the Avenue X station, where they can board a Coney Island-bound ⓕ train. Late nights, shuttle buses operate from 86th Street to Ocean Parkway (Ⓞ), stopping at Avenue X.

Operation of R-142 Tread Brake Unit Trains

As George Chiasson reported in the last issue, the R-142 fleet is undergoing a tread brake unit (TBU A+) modification that will upgrade the existing fleet with the latest TBU A+ brake system. Until this work is completed in June, 2002, the R-142 fleet will be

equipped with two types of brake systems, TBU A+ and TBU A brakes. Although the TBU A+ system operates on a higher pressure than the TBU A, the braking rate is the same and the systems provide identical performance.

Modified and non-modified units are compatible, but they must not be mixed in road service. However, they may be mixed for yard movements. Reflective blue tape under each car number of "A" cars which differentiates cars fitted with TBU A brakes will be removed when all cars are retrofitted. Cars 6351-6360 are the first to be equipped with the new brake system. Starting with car 6671, Bombardier will ship cars equipped with TBU A+ brakes.

Ballast Regulator

The ballast regulator distributes ballast evenly along track being rebuilt by using a Broom Box which sweeps

(Continued on page 14)

Redbird Update

(Continued from page 15)

December 4, 2001.

R-33s 8820/8821 and 8926/8927 were returned to service on Ⓟ during late November, 2001. 8874/8875 remains out of service through December 6.

4) Redbird Death Watch

The Ⓢ weekend General Order was completed on December 2, and one train of R-29s was used on December 8, none on December 9. Two or three trains continue to run on weekdays as of this writing (44 cars are active), with retirements likely to resume concurrent with the resumption of R-142A acceptance. The R-33 fleet assigned to Ⓟ service stands at 232, and with the

resumption of disposition prep work, the quantity of R-26/28/29s is already beginning to diminish rapidly. As of December 12 there were 26 R-26s, 26 R-28s, and 58 R-29s remaining in passenger service on Ⓟ.

5) Additional Redbirds Removed From Service Through December 11, 2001:

R-26: 7808/7809, 7812/7813, 7816/7817 off Ⓟ

R-28: 7868/7869, 7878/7879, 7880/7881, 7898/7899, 7914/7915, 7916/7917, 7932/7933 off Ⓟ

R-29: 8572/8573, 8594/8595, 8608/8609, 8630/8631, 8642/8643, 8644/8645, 8660/8661, 8662/8663, 8670/8671, 8672/8673, 8684/8685 off Ⓢ; 8688/8689, 8696/8697, 8704/8705, 8714/8715, 8720/8721, 8748/8749, 8760/8761, 8768/8769, 8794/8795, 8796/8797, 8802/8803 off Ⓟ

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
October 27, 2001	Ⓞ	1 or 2 trains of slant R-40s
November 19-28, 2001	Ⓞ	Train composed of 4 R-68 cars and 4 R-68A cars

Mixed trains of General Electric R-32s, Morrison-Knudsen R-32s, and R-38s appear regularly on Ⓜ and Ⓨ.

A few days after normal service resumed on October 28, 2001, most of the Ⓟ trains were still R-46s and most of the Ⓢ trains were still R-32s.

On or about September 17, 2001, R-68s 2500-1-3-2

were transferred from Concourse to Coney Island and 2716-7-9-8 were transferred from Coney Island to Concourse. We have been told that this was to facilitate CBTC tests, since R-68s 2500-2511 were built with undercar brackets that the rest do not have.

In early September, 2001 a train of R-38s was converted back from AC propulsion to standard equipment after a test. Red stickers are under their numbers.