

The Bulletin



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NYC TRANSIT'S REHABILITATION PROGRAM

While surfing the Internet, our Production Manager found a list of proposed new contracts. The following are of interest to our readers:

PURCHASE NINE DIESEL-ELECTRIC LOCOMOTIVES: New York City Transit would like to purchase nine diesel-electric locomotives to replace the existing four R-37s, two recently retired Spenos, and three R-41 locomotives. Diesel-electric locomotives furnish the motive power for non-propulsion work equipment used on track, signal, and electrical projects. Crane cars remove and install track panels, rails, ties, switch frogs, and housings. Flat cars transport payloaders, generators, pumps, track panels, and rails, while hopper cars carry ballast. In an emergency, these locomotives pull or push stalled trains.

RECONSTRUCT TIMES SQUARE COMPLEX: This project, a continuation of the work performed in the first phase (now underway), includes the following work at the Flushing Line and BMT Broadway Line stations: The contractor will refurbish the passageway to the Eighth Avenue Line, widen the 41st Street passageway between Broadway and Seventh Avenue, and add connecting stairs between the Flushing Line mezzanine and the BMT platforms. Two new ADA-compliant elevators will be installed and three escalators will be replaced. Structural deficiencies will be repaired and electrical service will be upgraded where required. Communication and lighting systems will also be upgraded. If needed, fully-equipped agents' booths will be installed.

MODERNIZE FLUSHING LINE INTERLOCKINGS: The Flushing Line's signal system will be modernized by replacing the existing equip-

ment with fixed-block signal equipment at various interlockings between Times Square and 82nd Street-Jackson Heights. Work includes the following: A new crossover will be installed between 33rd Street and Queensboro Plaza. Crossovers will be relocated from south of 69th Street to north and south of 74th Street. Air-operated equipment at interlockings will be replaced by electric equipment. At these interlockings, 25 Hertz signal power will be replaced by 60 Hertz power. New crew quarters will be built at the Times Square and Hunters Point Avenue stations.

REPLACE FIVE ELEVATORS: NYC Transit would like to rehabilitate or replace five elevators at the following locations: one at the 190th Street station, Eighth Avenue Line; two at the 191st Street station, Broadway-Seventh Avenue Line; one at the 181st Street station, Eighth Avenue Line; and one freight elevator in Storeroom #60, Coney Island Yard. When the 191st Street elevators are out of service, the station will be closed and the contractor will be asked to accelerate the schedule. Work includes installing solid state controls and battery backup systems, fault finders with data transmission to a central monitoring location, and smoke detectors. Ropes, traveling cables, cabs, sheaves, buffers, and the machine room roofs will be repaired.

INSTALL FENCING—STATEN ISLAND RAILWAY: The MTA would like to install security fencing around the right-of-way from Dongan Hills to Beach Avenue, three blocks south of New Dorp Lane, and from Eltingville to Prince's Bay. Each of these areas is approximately 2.5 miles long. Barbed wire and/or razor ribbon will be installed on top of the fencing.

WEST END-NASSAU STREET SCHEDULE CHANGES

by Bernard Linder

Following is a complete record of West End-Nassau Street schedule changes from 1949 to the present time.

In November, 1949, West End-Nassau Street locals operated only during weekday AM and PM and Saturday AM rush hours. Trains were routed via tunnel to Manhattan, Nassau Street Loop, and bridge to Brooklyn. Trains were turned at Bay Parkway or 62nd Street, the latter operating on the express track in the direction of light traffic between Ninth Avenue and 62nd Street.

June 24, 1950 was the last day of operation of Saturday morning rush hour locals.

Effective October 24, 1957, midnight locals operated via tunnel in both directions to Chambers Street.


Several changes were made on May 28, 1959. All locals operated via tunnel in both directions. During midday on weekdays they operated between Chambers Street and Coney Island. AM rush hour trains from Bay Parkway or 62nd Street returned to 62nd Street or 95th Street or ran light to East New York Yard. Evening rush hour trains ran light from East New York Yard or carried passengers from 62nd Street or Bay Parkway and returned to the latter two terminals.

Effective January 3, 1961, trains were shortlined at Ninth Avenue instead of 62nd Street.

There was a great deal of interlining on the West End Line. During the morning rush hour two Myrtle Avenue expresses from Metropolitan Avenue returned as West End locals operating to 62nd Street (discontinued December 1, 1955). Two West End locals from 62nd Street returned as Culver locals to Coney Island (discontinued November 1, 1954). One West End local from Bay Parkway operated light from Chambers Street to DeKalb Avenue, where it became a Fourth Avenue local to 95th Street (discontinued January 3, 1961). From May 28, 1959 to November 25, 1967, four expresses from

95th Street, operating via bridge, returned as West End locals and made the reverse move in the PM rush. At the end of the evening rush three trains from 95th Street ran light to 36th Street, then carried passengers to Chambers Street. Two returned as West End locals to Bay Parkway (discontinued November 25, 1967) and one returned as a Culver local (discontinued May 28, 1959).

When the Chrystie Street Subway was opened on November 26, 1967, West End expresses were rerouted and West End-Nassau Street service was discontinued.

Nearly two decades later, April 28, 1986, West End-Nassau Street service resumed. There was no weekend service.  trains from Metropolitan Avenue were routed to Bay Parkway during rush hours and Ninth Avenue during midday and early evening. There were two trains from Bay Parkway to Chambers Street in the AM rush and three trains from Chambers Street to Bay Parkway in the PM rush. Most trains operated express between Pacific Street and 36th Street, but a few early morning trains made local stops.

Chambers Street short-turns were discontinued on May 26, 1987. Three morning rush hour trains from Bay Parkway discharged passengers at Broadway-Myrtle Avenue and operated light to East New York Yard. They made the reverse move in the evening rush. This service was discontinued November 23, 1987.

Evening Ninth Avenue service was discontinued December 12, 1988 and midday service followed on May 1, 1995.

Starting November 13, 1995, all trains made local stops between Pacific Street and 36th Street.

On July 23, 2001, midday trains started running to Ninth Avenue and evening trains continued running to Bay Parkway two hours later.

WEEKDAY HEADWAYS

TRAINS TO MIDTOWN MANHATTAN AND SHUTTLES TO 36th STREET

DATE	MID-NIGHT	AM RUSH	MID-DAY	PM RUSH	EVENING	DATE	MID-NIGHT	AM RUSH	MIDDAY	PM RUSH	EVENING
September 15, 1949	20	6	8	6	8, 10	January 2, 1973	20	4, 5	10	4, 5	12
November 29, 1951	20	6	10	6	10	August 30, 1976	20	5	10	5	12
June 26, 1952	20	6	10	6	10, 12	December 20, 1982	20	5, 6	10	6	12
December 10, 1953	30	6	12, 10	6	10, 12, 15	April 28, 1986	20	6	10	6	10, 12
May 2, 1957	20	6	12, 10	6	12, 15	November 23, 1987	20	7½	10	7½	10, 12 (A)
May 28, 1959	20	6	—	6	12, 15	May 1, 2000	20	6	10	7½	10, 20 (A)
November 27, 1967	20	4	10	4	12	July 23, 2001	20	6½	10	6½	10, 12
January 25, 1971	20	4, 5	10	5	12						

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West End Line Schedule Changes

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BAY PARKWAY TO CONEY ISLAND SHUTTLES

DATE	MIDNIGHT	AM RUSH	MIDDAY	PM RUSH	EVENING
June 24, 1948	—	7	—	8	—
Discontinued December 10, 1953					

WEST END-NASSAU STREET SERVICE

DATE	AM RUSH	MID-DAY	PM RUSH	EVENING	DATE	AM RUSH	MIDDAY	PM RUSH	EVE-NING
September 20, 1943	8	—	10	—	November 23, 1987	7½	10	7½	—
May 28, 1959	7	12	8	—	June 11, 1990	8	10	8	—
January 3, 1961	12	12	12	—	May 1, 1995	8	—	8	—
Last train November 24, 1967 until...					November 6, 2000	8	—	10	—
April 28, 1986	12	10	12, 10	—	July 23, 2001	8	10	10	10

WEEKEND HEADWAYS

TRAINS TO MIDTOWN MANHATTAN AND SHUTTLES TO 36th STREET

SATURDAY HEADWAYS				SUNDAY HEADWAYS			
DATE	MORNING	AFTERNOON	EVENING	DATE	MORNING	AFTERNOON	EVENING
September 17, 1949	8	8	8	September 18, 1949	10	8	8, 10
June 30, 1951	8	8	10	December 2, 1951	10	10	10
December 1, 1951	10	10	10	December 13, 1953	12	12	12, 15
June 28, 1952	10	10	10, 12	November 26, 1967	12, 10	10	10
December 12, 1953	12	12	12, 15	October 31, 1971	12	12	12
December 2, 1967	12, 8	8	8, 12	August 28, 1977	15, 12	12	12
November 6, 1971	10	10	12	May 21, 1989	15, 12	10	12 (A)
October 31, 1992	10	10	12, 20 (A)	October 25, 1992	15, 12	10	12, 20 (A)
May 6, 2000	7½, 10	10	12, 20 (A)	July 22, 2001	10	10, 8	8, 10, 20
July 29, 2001	8	8	8, 20				

(A) Late evenings October 1, 1990 to July 21, 2001 every day — several trains operated light via Culver Line and picked up passengers at Second Avenue. 20-minute headway leaving Coney Island and 10-minute headway north of Second Avenue and southbound

TRAINS TO MIDTOWN MANHATTAN AND SHUTTLES TO 36th STREET

SUMMER SUNDAY

DATE	MORNING	AFTERNOON	EVENING
June 29, 1952; June 28, 1953	12, 10	8	10, 12
May 30, 1954	12, 10	10	12, 15
July 4, 1954	10, 8	8	12, 15
May 29, 1955; May 30, 1961; May 30, 1962; June 16, 1963; June 14, 1964; May 29, 1966	12, 10	10	12, 15

WEST END-NASSAU STREET SERVICE

SATURDAY

DATE	AM RUSH	MID-DAY	PM RUSH	EVE-NING
September 18, 1948	10	—	—	—
Last train June 24, 1950				

TECH TALK

by Jeffrey Erlitz

In the June, 2001 *Bulletin*, I described all of the platform extension contracts that actually received a contract number as opposed to the earlier platform extension contracts that were only referred to by a group number. In that listing was contract C-111, which was to provide for platform extensions and gap filler work at the Brooklyn Bridge station. While doing research in the Sprague Library, I came across references to this contract in the Minutes of the Proceedings of the Meetings of the New York City Transit Authority. I am not certain *how* the platforms were going to be extended under this contract, since I never saw the drawings for it. I can only guess that the platforms were going to be extended south. This is probably why there were still going to be gap fillers at this station.

In any case, the bid opening date for this contract was January 20, 1956. Several bids were received, ranging in price from a high bid of \$637,613.30 to a low bid of \$453,880. This winning bid was awarded to Harry Hershon Company, Incorporated. However, at the April 5, 1956 NYCTA meeting, the contract was rescinded and Harry Hershon Company, Incorporated was reimbursed its deposit for this contract. As designed under this contract, southbound 10-car local trains *still* would not be able to platform all cars due to the fact that the Loop Track was in the way. It was then decided to extend the platforms approximately 230 feet north. This would accommodate 10-car local trains. This presented another problem, though. There would be only about 600 feet between the north end of the Brooklyn Bridge station and the south end of the Worth Street station. It was then decided to abandon the Worth Street station. Design work for this revised contract, C-128, was completed in late 1958.

More historical trivia: while touring Corona Yard recently I could not help but notice that all of the dwarf signals are made by General Railway Signal (GRS). So what's so odd about this, you ask? Nothing, except for the fact that *all* the other signal equipment is made by Union Switch & Signal (US&S). I am guessing that when the yard was expanded under contract S-109 in 1963, somebody had a real deal on GRS signal heads. All of the home and approach signals around the yard are US&S, however. Can any reader supply us with a photograph of the yard *before* 1963, showing what types of signals were installed there? Did the original semaphore signals last until the early 1960s at Corona?

Speaking of Corona Yard, I never realized that the original yard is referred to as "Yard A" and the expansion for the 1964-65 World's Fair is referred to as "Yard B." These names are clearly shown on the Corona Yard Control Panel, which is a WABCO (US&S Division) Style UR pushbutton machine.

While we are on the topic of the Flushing Line, I recently got a good look at the Dispatcher's Indication Panel at Main Street. It was installed in the mid-1950s during the previous Flushing Line signal contract (S-60) and was, like everything else in that contract, made by US&S. I was surprised to notice that this panel had never been modified when the drawbridge over Flushing Creek was permanently closed. In fact, the "Bridge Locked" indication light is still lit! This indication panel will be replaced under the current signal contract.

In slightly more recent news, work on the current Flushing Line signal job (S-32702) is moving forward. It seems as though all of the new signal heads in the vicinity of 111th Street Interlocking have been installed. I didn't really notice the last time I was out there, but the signals and train stops are all being supplied by GRS. I would imagine the switch machines will be also, but none have been installed yet. There are train stops installed from Willets Point Boulevard east to around Flushing Creek. There still are no signals installed east of 111th Street Interlocking.

The design work on Flushing Interlockings-Phase II (see this issue's cover story), contract S-32704, is nearing completion. This project renews all of the signals and switches at Times Square, First Avenue, Queensboro Plaza, and 33rd Street. This project also moves the interlocking from 69th Street to 74th Street. Hopefully, this contract will be advertised to bidders in June.

You might have been wondering why I have not mentioned anything regarding the West End Line signal project (S-32344) recently. This is because there have been no cut-ins since last year. In the September, 2001 *Bulletin*, I mentioned that the signals from south of 55th Street to south of 20th Avenue were supposed to be placed in service between August 10 and September 24. This section included 62nd Street Interlocking. It turns out that *only* the signals on Track D2 (northbound local) were placed in service. The rest of the work was postponed because of some problems with some of the relays being used. These signals will probably be placed in service during this coming June or July. Until that time, the home signals on Track D2 are being controlled from the new relay room at 62nd Street while all of the existing signals and switches are controlled from the old tower.

At 125th Street on the Lexington Avenue Line, Mega Contracting is nearly one-third complete on the station rehabilitation project, contract A-35511. This \$31.9 million project started back in December, 2000 and is scheduled to be complete in September of (are you sitting down?) 2004! I have a feeling this project will end early. This station was given a minor remodeling in one

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Tech Talk

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of the early Capital Programs but is getting a total rehabilitation now. Some of the new platform edging and floor tiles have been installed as well as much of the new lighting fixtures.

The first part of the new connecting passageway between the IRT Atlantic Avenue and BMT Pacific Street stations opened several weeks ago. Though only partially complete, it is already considerably wider than the original passageway, which is now closed off. This new underpass still only has unfinished concrete walls, but it is very well lit. Passengers get to walk under the exposed IRT tracks, which are being held up with underpinning columns. A considerable amount of excavation work is involved in this \$77.8 million station rehabilitation project. Schiavone Construction is the contractor for this job (contract A-35695), which is nearly at the halfway point. Beneficial use is scheduled for the end of January, 2004.

The new headhouse at 72nd Street on the IRT Broadway Line is structurally complete. Down at platform level the original Contract 1 columns that were "in the way" of the new stairs at the north ends of both platforms have been removed without a trace; I hope they were saved. This project, contract A-35763, is now a little more than half complete.

Construction started back in December, 2000 on the rehabilitation of the Delancey Street/Essex Street complex, contract A-35817. CAB Associates is the lead contractor for this \$40.8 million project, which should be finished by the middle of 2004. Most of the new tilework on the Delancey Street platforms has been installed. Some of the new lighting fixtures have also been installed. None of the new street/exit directional tiles have been installed yet. As was expected, the original tilework for the unused entrances at Broome and Rivington Streets was covered over. I suspect the new tilework may be the same as that at Metropolitan Avenue on the Crosstown Line, which says, "TO STREET & TRANSFER." Installation of the new lighting fixtures is also underway on the Essex Street platforms, as is platform edge reconstruction work.

DeKalb Avenue is another station that is undergoing major rehabilitation work after having received minor work in an earlier Capital Program. The joint venture of Slattery Skanska/Gottlieb is the contractor on this \$37.4 million contract, A-35820. This project started last August and should take three years to complete.

A station project I have not mentioned in a long time is 14th Street-Eighth Avenue. It is *still* not complete, since none of the elevators have been installed. Just about everything else is complete, however.

Volmar Construction is continuing with its demolition work of abandoned towers under contract C-33676. Currently, the old Junius Street Tower is being torn

down.

Judlau Construction is nearly halfway complete on its contract (E-31012) to rehabilitate 12 pump rooms on the Fulton Street Line. These pump rooms are at the following locations:

NUMBER	LOCATION	NUMBER	LOCATION
2082	Hoyt Street	2088	Miller Avenue
2083	Grand Avenue	2089	Atkins Avenue
2084	Nostrand Avenue	2090	Lincoln Avenue
2085	Utica Avenue	2091	Grant Avenue
2086	Sackman Street	2092	Pitkin Portal
2087	Atlantic Avenue	2093	Elderts Lane

Pump Rooms #2083, 2088, 2089, and 2090 are under construction. They should all be done by August, 2003.

Wittmann Plumbing has been working on contract E-31099 since December, 2000. This project is replacing the fire lines in the Lexington Avenue/Harlem River, 14th Street, 161st Street/Concourse, and Greenpoint/Jackson Avenue/Newtown Creek Tubes. This project is now ³/₄ complete and should be wrapped up by next April.

At its March 26 Board meeting, the MTA approved the award of contract S-32349 to Alcatel Transport Automation (US), Inc. As you may recall, this contract is the pilot test of a solid state interlocking to be located at Bergen Street on the Prospect Park Line. Back in September 2000, the MTA Board declared that competitive bidding was impractical for this project on the grounds that NYC Transit needed to test this new technology and evaluate its service and reliability. As a result, a Request for Proposal was issued and four were received by June 27 of last year. The proposals were from Alcatel, Alstom Signaling, Inc., Siemens Transportation Systems, Inc. and Union Switch & Signal, Inc. By last September, negotiations were started with Alcatel and Siemens, Alstom and US&S having been rejected from the process. The two finalists were then asked to provide primary and alternate Best and Final Offers. The primary offer was for a system that included vital relay equipment and the alternate offer had this equipment deleted. Since solid state interlocking technology includes fail-safe modes that ensure that correct signal indications are being made, separate vital relays are overly redundant. Alcatel submitted prices of \$48,081,300 and \$46,583,400 (with and without vital relays) while Siemens submitted prices of \$49,665,526 and \$47,488,635. As such, the contract was awarded to Alcatel, which has done solid state interlocking installations for the San Francisco MUNI Metro and Barcelona and Madrid metros. There will be a trial period with this new technology without the vital relays before they are permanently deleted.

I will continue with updates on various other projects going on around the system next month.

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

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

The October 28, 2001-April 6, 2002 schedules were reissued on January 22, and removed all references to the special end-of-year and Martin Luther King Day extra trains that were operated. They also listed some additional service for the St. Patrick's Day Parade, which was held on Saturday, March 16. New schedules are to be issued on April 7 and will remain in effect until June 23. All of the changes, although minor in scope, fall under the category of providing better service. With the addition of a new post-PM peak train that leaves Grand Central Terminal at 8:23 PM, the roughly half-hourly service from 8 AM to 9 PM has been extended for Upper Hudson Line riders. This also moves a 90-minute gap, one hour later. There is also an Upper Hudson express, which leaves Grand Central Terminal at 2:12 PM, making all stops north of Croton-Harmon. Train #833 (1:53 PM Grand Central Terminal/Poughkeepsie) will be changed to a Croton-Harmon train. A 71-minute gap in service at Harlem-125th Street will be split by having Train #845 stop there.

On the Harlem Line, two reverse AM peak expresses to North White Plains are being added. They will leave Grand Central Terminal at 7:17 and 7:44 AM. For late-night riders, the 12:30 AM local train to Brewster North is being split into two trains, with the new local making all stops between Fordham and North White Plains. The Brewster North express leaving Grand Central Terminal at 12:52 AM connects with the local at White Plains.

Inbound New Haven Line riders will find that the schedules of four Saturday express trains have been adjusted to provide a constant half-hour headway. These trains will now call at South Norwalk, Darien, and Stamford. And, to make better use of deadheading equipment, the trainset that is used for Shore Line East train #3640 (4:35 PM Stamford/New London) will operate as Train #3673, departing from New Haven at 3:28 PM. Stops will be made at Bridgeport, Fairfield, Westport, and South Norwalk. Addition of this train breaks up a nearly one-hour headway (2:57 PM-3:52 PM) inbound from New Haven, and at Stamford, passengers can transfer to a Grand Central Terminal-bound train. The railroad also stands to gain some revenue.

A special holiday schedule will be published for Friday, July 5, the day after Independence Day.

Since 1984, there was only one year in which ridership fell (-1% in 1991). Last year ridership increased by 1.6% to set another record - 71,425,968. When compared to 1984, Metro-North is carrying 52% more riders. The average number of weekday riders was 246,000. Most of the growth occurred in the first half of the year, with the decline in the second half being attributed to the slowing economy and the September 11 attacks. All

three lines experienced growth as follows: Hudson, +2.5%; Harlem, +1.8%; and New Haven, +1.2%. Peak ridership was off by 1.4%, while Off-Peak and Intermediate ridership grew by 4.8 and 5.1%, respectively. The Upper Harlem, specifically the Dover Plains/Wassaic portion, saw a 9.8% rise in ridership. Bronx segments of the Hudson and Harlem Lines also contributed to the ridership record.

Platform extensions were opened earlier in the year at Goldens Bridge and Purdys. Similar work is underway at Hawthorne, and a new ticket office opened at White Plains in January.

You knew that eventually it would happen. Near the end of February, a fight broke out between two female commuters aboard a Hudson Line train. At issue was one woman's use of a cell phone, and it resulted in her being assaulted (her hair was pulled and she was also bitten) by the woman sitting next to her. According to Metro-North spokesman Dan Brucker, the Conductor tried to break up the fight, but when that failed, plans were made to stop the train in Peekskill. Subsequently the Conductor and an off-duty New York City Police Sergeant on board decided it was getting out of hand and had the Engineer stop at Garrison at 7:55 AM. The victim was taken to the Hudson Valley Hospital Center in Cortlandt, where she was treated and released, while the other woman was taken into custody and charged with third-degree assault and first-degree harassment, both misdemeanors. A March 18 court date was set in Phillipstown Town Court.

It might be that the Haverstraw-Ossining ferry service is running out the clock. Since beginning operations on September 5, 2000, it has fallen short of its projected ridership, averaging close to 200 riders per day. NY Waterway has been running one ferryboat under a two-year pilot program that brings riders to the Ossining station, where connections are made to Hudson Line trains.

It just shows that you can not count them out, because on February 17, FP-10s 410 and 411 were running on the Harlem shuttle. Thanks to member Josh Weis for the news. Member Glenn Rowe reported that CDOT 229 finally entered service on February 21.

MTA Metro-North Railroad (West)

As was reported in the March *Bulletin*, an increase in fares was approved for TOR routes and UniTicket. However, a deal was reached which reduced the amount of the increase in the UniTicket, so instead of an \$18 increase, it will only be \$4, and the combined ticket will be \$193 from Tarrytown. As originally proposed, the cost of this ticket would have been \$207.

The Pascack Valley and Port Jervis Lines carried

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Commuter and Transit Notes*(Continued from page 6)*

1,636,155 riders, which equates to a 2.1% increase and also a new record.

Metro-North reported that completion of the renovation work in the first set of the Bergen Tunnels has incurred a two-month delay, and will not be completed until this December. The explanation is that when the contractor removed the old ballast to install a concrete slab, it was discovered that the existing slab was at a higher elevation than was shown on the contract documents, and so additional rock excavation was required. Also, when the brick arch was being demolished, voids were found in the rock walls and roof, requiring additional work.

It has been suggested to Metro-North that a pair of deadheading trains, X160 and X162, which are the return trains from Spring Valley for Trains #1601 and 1617 (2:35 and 8:15 PM Hoboken), be put into service. Providing Hoboken-bound trips at 4:05 and 9:40 PM, respectively, could add some badly needed revenue for both NJ Transit and Metro-North.

MTA Long Island Rail Road

New timetables under General Order No. 105 went into effect at 12:01 AM March 11. The Long Island's monthly publication, **Keeping Track**, reports that with this schedule change, running times have been shortened on the Port Jefferson Branch, where reductions of 2-4 minutes will occur for six morning trains and 3-10 minutes for four evening trains. The 7:06 AM out of Far Rockaway will operate two minutes faster, and with the completion of evening maintenance work on the line to Flatbush Avenue, seven eastbound and nine westbound trains have reductions in running time of from one to five minutes. There were also minor adjustments on other branches.

There is lots of work going on this spring, and here is some of it. Maintenance forces will be working on the Oyster Bay Branch installing welded rail. Crossings will also be renewed between Mineola and Locust Valley. On the Montauk Branch, there will be track surfacing and installation of new ties during off-peak hours on weekdays. Bus service will be provided between Speonk and Montauk. Crossing renewal work will take place on the Main Line between Queens Village and Mineola. Tie renewal and track surfacing will also take place on the less frequently used Central Branch between Bethpage and Babylon. Schedules will change again on May 6.

NJ Transit

The Board of Directors was asked to terminate the contract of its Executive Director, Jeffrey A. Warsh, by Governor James McGreevey, on February 14. Mr. Warsh had been the ED since July 14, 1999, and may have reached the end of the line with the new Governor over his support for the Monmouth-Ocean-Middlesex

(M-O-M) commuter rail project. This rail project, among others is notorious for its anti-rail NIMBY supporters. But politically, the new governor wanted his own man in that position. Prior to taking office, then Governor-elect McGreevey demanded and received the resignation of the head of the New Jersey Turnpike Authority over mismanagement of the EZ-Pass system. On March 6, Channel 4's news reported that Amtrak President George Warrington (since December, 1998, and acting President for one year prior) had planned to resign his position to head NJ Transit. Mr. Warrington previously worked for NJ Transit in the Rail Operations Department. Although initially this report could not be confirmed, in the coming days it became official, as Mr. Warrington indicated that he would remain at Amtrak to enable an orderly transition to his successor.

Jamie Fox, the Chief of Staff to U.S. Senator Robert Toricelli, who has no previous transportation experience, has been appointed as State Transportation Commissioner. In one of his first acts, a dozen management employees were fired - many of whom had been hired between March, 1998 and November, 2001.

One motorist's reckless driving caused delays for 17,000 Morris & Essex commuters on Friday morning, March 8. According to reports, at about 3 AM a 30-year-old man drove his car through a fence and landed twenty feet below on NJ Transit's tracks between 1st and Orange Streets, east of the Broad Street station, affecting Hoboken and Midtown Direct service. WCBS 880's traffic reporter Tom Kaminski, from his helicopter, reported that a rail car with a crane had arrived on the scene at about 6:15 AM, and that the vehicle was removed by 6:30 AM. By then, NJ Transit had started up service from the western terminals. For his 6:48 AM report, Tom told us that the first trains were rolling through. Delays of up to 45 minutes were reported. Before it could be determined that the situation would clear up early, commuters were directed to use bus lines operated by NJ Transit, Decamp, Lakeland, and Academy, which would all honor their rail tickets.

Nine more former Newark City Subway PCCs are headed to San Francisco. We hope to provide details as to which cars are going, in the next **Bulletin**.

Member David W. Safford and his wife checked out the construction for the Camden-Trenton LRT the last weekend of February. He wrote that, "work is well along from Camden to Edgewater Park (Southern New Jersey LRT) - welded rail laid, platforms poured, new ballast, etc. New second track (not continuous - just really long passing sidings, I think) has concrete ties, and judging from the enormous heaps of concrete ties stacked along the right-of-way I assume that the existing wooden ties are to be replaced. Platforms are low level: simple concrete plank decks on concrete posts. The famous 'dunkin' bridge over Rancocas Creek has been fished

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

out of the water, installed, and painted a really startling electric blue. At the north end new bridges have been built at the point where the line diverges from the Camden & Amboy, and from there to the station, the old branch appears to be all graded for a second track, but there is no track work in evidence. It is hard to see how this line will be viable - the stations are all at points where there is zero to minimal parking, without any obvious space for creating any. It seems unlikely that walk-to and kiss-and-ride will make up enough traffic, but we shall see."

Port Authority Trans-Hudson Corporation

At the end of January, the Port Authority awarded \$300 million in contracts to perform work related to reopening the line to lower Manhattan. In addition to constructing a new temporary PATH terminal for Lower Manhattan, the contract provides for:

- Restoring the tunnels under the Hudson River

- Expansion of the Exchange Place station

- Building new crossovers that allow trains to cross between tunnels at Exchange Place

This would allow Exchange Place to become operational within 18 months, which will help Manhattan-bound commuters to access ferries to Lower Manhattan prior to the reopening of the World Trade Center station. Until September 11, the lines to World Trade Center carried 65,000 riders a day. Work will start with debris removal from the tunnels, then the tracks and station will be rebuilt. It was expected that project would begin within a week. The successful bidders were a consortium of Yonkers Contracting, Tully Construction, and A.J. Pegno.

Because of station cleaning, the 9th Street station is closed the first and third Sunday nights of each month from 11:59 PM until 5:00 AM Monday, since February 3. Passengers are asked to use the Christopher Street or 14th Street stations during these times. On the second and fourth Sunday nights, the Christopher Street station is closed during the same time period, also for cleaning. The work at Christopher Street began on February 10, and passengers are directed to the 9th Street station during these hours.

After the March column had been completed, much to my chagrin, I saw photos in the newspapers, and of course several of our members notified me that the PATH train which had been trapped in the World Trade Center station was being removed, car by car. The **New York Post** even referred to it as a "Ghost Train," which could not be further from the truth, because everyone (except maybe the **Post**) knew that the train was there. The answer is that at this point, I do not really know what will become of the cars, and that I write this column based on the best information that I can get. There have been rumors that the cars would be repaired and

returned to service or preserved. Member Gary Grahl is of the opinion that the cars should be restored and have a plaque installed on the interior that tells of their reincarnation. He also told me that he would be proud to ride in those cars. I include myself in a group of Americans who would go along with that.

Since February 4, Academy Bus Lines is operating AM and PM rush hour service from Hoboken Terminal to Park Place. On March 6, AM service was extended further downtown to Broadway between Exchange and Morris Streets. Fares are \$2 each way, with multi-ride discounts available, with a half-hour running time. Steve Lofthouse, a displaced PATH World Trade Center Line rider, uses the service, and reported that in the afternoon, Academy's buses to numerous locations in New Jersey line up on Park Place between Broadway and Church Street, making this a new major bus terminal. Other bus operators such as NJ Transit, Suburban (Coach USA), Martz, and Trans-Bridge utilize different streets as their terminals.

Metropolitan Area

Planning is underway for the First Annual CNJ Festival, to be held in Jersey City on October 26, 2002. The Taskforce is now meeting monthly in Fanwood, New Jersey and reports that progress can be tracked on the Festival's website, www.cnjfestival.com. Various state, federal, community, and railroad interest groups are joining forces around a central theme: "to give the public a chance to learn about the wonder, magic, and richness of railroad history through activities, presentations and eye-witness accounts from the last remaining veteran employees of the Central Railroad of New Jersey."

Amtrak

Amtrak service returned to Grand Central. This short-lived event occurred around noon on Saturday, March 2, after the Spuyten Duyvil Bridge was struck by, of all things, a barge which was carrying "Redbird" cars en route to their being "reefed" off the coast of Delaware. According to reports, the barge lifted the bridge 3½ feet up, and when it backed away, the bridge re-seated itself into its mount. Initially some bus and taxi service was provided. Amtrak, not knowing how long of a delay there would be, decided to reroute the *Empire Service* into Grand Central, something that has not been done since April 6, 1991. In case you were wondering, the engines operated on diesel power, as the third rail and naturally the third rail shoes are different on Metro-North and the Long Island Rail Road. (For many years, the FL-9s were equipped with shoes that could operate on either third rail). An inspection of the bridge found no problems, and normal service was resumed by 5:30 PM. Glenn Rowe circulated some shots on the Internet that he had taken at Grand Central Terminal, showing P32-DMs 703, 707, and 708 on various tracks. Glenn also saw 701, which was departing, just as he arrived. Thanks also to members Russ Avvocato and Ron Yee

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for providing additional information.

The **ESPA Express**, which is published by the Empire State Passengers Association, reported that Rensselaer's new station is now expected to open in June. CSX has completed the track work that will allow construction of two high-level platforms.

In other news, more than 18 months after being released from Super Steel, the first rebuilt Turboliner set was still not running, and both it and number two were awaiting delivery of parts from Austria. Sets 3-6 were in various stages of assembly, and set 7 is still running in daily service waiting its turn to be upgraded.

From **Cinders**: with the delivery of P-42 207, the number of active F-40s working for Amtrak was down to just five, specifically, protect units 265 and 268 at Albany-Rensselaer, 271 and 301, also at A-R but awaiting work, and 413 in Boston, as a protect unit. You can still see similar units working because MBTA is leasing 226, 244, 278, 280, and 316, and CDOT has leased 288 and 291. At one time Amtrak rostered 216 F-40s. E-60 606 and AEM-7 913 were stored as of December 4.

Ridership on the *Downeaster*, which began on December 15, 2001, is likely to exceed Amtrak's expectations for 2002. In January, more than 20,000 passengers used the service and January is the Northeast's "slowest" month for travel. All told, from the first day of service, through the end of January, a total of 34,306 passengers were carried, which resulted in over a half million dollars in revenue. Thanks to member Todd Glickman for the report from the **Boston Globe**.

One of my colleagues attended a meeting of the National Association of Rail Passengers in Haverhill, Massachusetts at the beginning of March. He learned that ridership has exceeded expectations, and six-car consists are being operated, even though two seasonal stops; Old Orchard Beach and Saco-Biddeford are not even open yet. There was a complaint about the long lines to purchase tickets because there is only one Amtrak ticket window at North Station.

Museums

In the January issue of the *Trippler*, the Shore Line Trolley Museum (Branford) reported that over 100 members contributed almost 19,000 hours in various capacities last year. The museum's trolleys covered 5,896 miles. Volunteers are key ingredients to the success of organizations such as Branford and our New York Division.

February's *Trippler* brought news that members have already begun restoration work on Public Service/TNJ/SHRT PCC 27. This car arrived in Connecticut last September.

Other Transit Systems*Boston, Massachusetts*

On February 14, following a 2½-hour executive ses-

sion, the MBTA voted to approve the \$251 million contract it has with Balfour Beatty to construct the Greenbush Line (please see February, 2001 **Bulletin**). As part of the contract, 17.8 miles of new track will be installed. This line was proposed as the third branch of the Old Colony line, which opened in 1997, but legal challenges and political opposition stalled the project until this year. I asked member George Chiasson for the date that the last rains ran, and he wrote that the date was June 30, 1959. Service was terminated by the New Haven for lack of a state subsidy or even the mechanism to provide one. The old MTA had absolutely nothing to do with commuter rail.

The MBTA announced tentative opening dates for three new stations on the Framingham/Worcester Line: Westborough – June 3, Southborough – June 17, and Ashland – August 19. All three are west of Framingham. Checking the timetable for the line, there is presently only one station, Grafton, between Framingham and Worcester, and it only opened February 23, 2000, so there could be a large untapped market looking for rail transportation to Boston. In the press release, the "T" mentioned that the dates were tentative, and that every effort was being made to open the stations sooner.

Last fall, the General Manager, Robert H. Prince, Jr., resigned, and in February, the acting GM, Michael H. Mulhern, was appointed to the position. Mr. Mulhern began his career at the MBTA in 1979 as a track laborer, and moved up the ladder. His predecessor, Mr. Prince, started as a bus driver. Thanks to Todd Glickman for these reports. (C&TN Editor's comment – it is gratifying when an employee who begins at "the bottom" works up his or her way up to the top spot.)

CORRECTION

Member Subutay Musluoglu emailed that the news item from the **Boston Globe** about Boston's kiosks (March **Bulletin**), had some incorrect information. He wrote, "the correct name of the firm that designed South Station is named Shepley, Rutan & Coolidge. I confirmed this in the June, 1989 issue of *Trains* magazine and the November/December, 1998 issue of *Rollsign*, both of which ran articles on South Station. Furthermore, the New York Public Library was designed by Carrere & Hastings, who were responsible for designing over two dozen other structures in NYC, including Grand Army Plaza, the Manhattan Bridge Arch and Colonnade, 26 Broadway (once the headquarters of Standard Oil), and several other New York Public Library branches. This was confirmed in the **AIA Guide to New York City**."

Philadelphia, Pennsylvania

For the first time in its history, a woman who is a current employee will head SEPTA. Chief Financial Officer Faye L.M. Moore, CPA, who is also African American, was selected for a three-year term and took over as of February 15. SEPTA's General Counsel, Nicholas J.

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Straffieri, had been Acting GM since John K. Leary, Jr. resigned on January 31.

There is a controversy regarding the dimensions of the seats that SEPTA would like to place in the new commuter rail cars that it plans to order. According to the article from *The Philadelphia Inquirer*, which was sent by David W. Safford, this matter has been brought to the forefront by commuters and the Delaware Valley Association of Rail Passengers. They believe that an 18-inch seat is insufficient, and do not want 3-2 seating in the new cars. DVARP officials cited the Northern Indiana Commuter Transit District (South Shore) as an example where a commuter agency reversed this trend by returning to a 2-2 seating configuration when its newest cars were delivered last year. Here is another acronym to learn – AVPA. This stands for Audio/Visual Public Address system. Information that is displayed includes the Arrival Time, Route (R-1, R-7, etc.) Destination, Express/Local, Status (On Time, Late), and Platform Loading Location. So far they have been installed at the Suburban and 30th Street Stations. From *Metro*, which David sent, it was reported that continuous welded rail is being installed on Broad Street. This is the second year of a six-year program to completely replace the entire running rail on the local tracks of the line. SEPTA and BARTA (Reading) held public hearings in early-March on the Major Investment Study/Draft Environmental Impact Statement (MIS/DES) for the Schuylkill Valley Metro Project. For details of this project, you can visit the project's website: www.svmetro.com. David also wanted me to clarify what I wrote in the February *Bulletin* about the Strafford station. The implication should not have been that the station was moved by rail, which it could have been, but by the railroad for certain.

Cinders reported that a survey that was conducted by SEPTA of its Regional Rail passengers found that 50% of respondents felt that it was important that they be permitted to use their cell phones aboard trains, while 45% disagreed. Thirty-nine percent agreed that use of cell phones should be banned, while 53% disagreed. Fifty-nine percent favored “quiet cars” as Amtrak has. In the end, SEPTA decided to encourage passengers to limit the use of phones, to be brief and speak in a low voice.

Pittsburgh, Pennsylvania

Member Mel Rosenberg wrote that when he recently passed by the Castle Shannon Line, it looked like “another Panama Canal with giant retaining walls up the hillsides when none were ever needed during the many decades of conventional trolley and interurban service.” There is a precedent in this city for overbuilding, as anyone who has visited Pittsburgh, or seen any visual presentations knows — its overhead wire apparatus is quite

massive, and unnecessarily so.

Washington, D.C. area

As the 40th anniversary of the demise of streetcar operation in Washington, D.C. approached; *The Washington Post* ran a story on the possibility that such transit vehicles may once again ply the streets of our nation's capital. The actual date was January 28, 1962, when the very well maintained PCCs made their last runs on the 14th and U Street Lines, and pulled into the Navy Yard Carhouse. Many of the cars were resold to cities such as Barcelona, Spain; Sarajevo, Yugoslavia; and Fort Worth, Texas. Those readers who are familiar with transit operations in Washington, D.C. will remember that within the District, overhead poles were not permitted — in fact, a law was enacted by Congress in 1894, which remains in effect. A conduit slot was placed between the running rails through which a “plough” was hung. That device served to collect the power. A similar operation was also employed throughout most of Manhattan. Our Editor-in-Chief, Bernie Linder, told me that the exceptions were the Bronx lines that came into Manhattan for short distances, mostly north of 135th Street. At the low point of streetcar operation in the United States, there were but seven cities that maintained them. Readers can try to guess the names of these cities — the answer appears at the end of this piece.

Using \$750,000 in federal money, WMATA's engineers have just completed a two-year study wherein thirteen routes were considered. This resulted in the following three “Trolley Corridors”, and the estimated costs:

Silver Spring Metro Station via Georgia Ave./7th Street NW, to M Street SW, to Waterfront or Potomac Ave. Metro Station (\$710 million-\$1.08 billion)

Crosstown - Woodley Park Metro to Minnesota Avenue Metro Station (\$480-\$510 million)

Capital Loop – connecting key federal office buildings and tourist sites (more than \$600 million)

Thanks to member Harold Geissenheimer for the report.

(Answer: Boston, Newark, Philadelphia, Cleveland, New Orleans, Fort Worth, and San Francisco.)

According to an email that was forwarded to me, the five remaining ex-METRA gallery cars that Virginia Railway Express purchased are stuck at the Northern Rail Car Corporation plant in Wisconsin. This company received a \$3.1 million contract to overhaul 10 cars, and so far just five had been delivered when the company went into receivership. Moving the cars to another re-builder is a possible option, but as the cars are in various stages of disassembly, it would cost nearly \$100,000 to prepare them for such a move. There is also disagreement over payments. VRE maintains that it did not get \$2.1 million worth of cars when the first five were delivered, and Northern Rail Car disagrees. Meanwhile ridership has climbed to 11,800, although it hovers

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at about 12,000. Even with the leased Sounder cars, there are standees. VRE had planned to lease an additional six Sounder cars, but that agency decided that they were needed in Seattle as ridership was growing. VRE's fleet is a mixture of leased and refurbished cars made by four different manufacturers, ranging in age from brand-new to 50 years old.

On Thursday, February 21, VRE held one of its annual Emergency Drills in Quantico. This drill simulated a passenger train hitting a chemical truck at a crossing, and was conducted between 9 AM and noon. VRE riders were requested to volunteer as participants.

VRE is now operating what it calls the "*Weekender Express*" on the Fredericksburg Line. The train is similar to the "early out" trains of the past, but operates Fridays only, leaving Union Station at 1 PM, making all station stops (including Franconia/Springfield and Lorton) before arriving in Fredericksburg at 2:25 PM. This train is a precursor of an everyday midday train on the Fredericksburg Line, which VRE hopes will start running in the near future.

Delivery of Metrorail's order of 192 new subway cars has fallen behind schedule. According to *The Washington Post*, General Manager Richard A. White stated, "nobody buys a rail car without pain and agony. This is going to be a good-performing car when all is said and done." In the meantime, due to the opening of the (full) Green Line in January, 2001, and ridership that is gradually returning to pre-September 11, 2001 levels, there is a car shortage. The manufacturer, CAF Incorporated of Spain, said production flaws have been resolved at its Hunt Valley, Maryland assembly plant. Tighter control over suppliers, and technical concerns, mostly bugs in the software of the sophisticated rail cars, have also been addressed. It expects to complete delivery of this order by the end of this year. WMATA may seek to collect penalties of \$330 per car per day that the cars are not delivered, as stipulated in the contract. To date, CAF owes about \$6 million. Thirty-four cars have been delivered and accepted. This summer, Metro is preparing to order another 68 cars, with an option for an additional 120, depending on funding. It would like the first of cars in to arrive by the end of 2004. CAF will not be disqualified from bidding.

Atlanta, Georgia

What has been described as a "once in a lifetime" opportunity has been given to the Georgia Regional Transportation Authority. Norfolk Southern has agreed to sell all of its holdings in downtown Atlanta so that a commuter rail system can be established. Key to all of this is the property near Five Points MARTA station where it was planned for a multi-modal station to be built. With the railroad in need of cash, it is also throwing in one of the lines (Decatur Line). Atlanta Mayor Shirley Franklin

has gone to government officials at all levels to insure that this opportunity does not go by the wayside. If an agreement is not arrived at, there is fear that all of the "pieces" could wind up under private ownership, and attempting to re-assemble this at a future date would be nearly impossible, if not outrageously expensive. Thanks to member Dennis Zaccardi for the article from the *Atlanta Journal-Constitution*.

Cincinnati, Ohio

Five hundred thousand dollars is being spent on a study that will determine whether or not there should be a regional rail system for Cincinnati. It is funded by (Cincinnati) Metro, the Ohio-Kentucky-Indiana Regional Council of Governments, Hamilton County, and the Transit Authority of Northern Kentucky. The study will consider how various proposed rail lines would work together, including lines along I-71 and I-75, a loop in Cincinnati, Covington, and Newport, and into the county's western neighborhoods. Also under consideration is rail service along the I-471 corridor in most of Campbell County, Kentucky, as well as interchanges in downtown Cincinnati where I-471 and I-71 merge - Eggleston Avenue, Liberty Street, and Reading Road, or Lawrenceburg and Rising Sun, Indiana. If successful, a larger more comprehensive study is planned. This report came from the *Cincinnati Post*.

Cleveland, Ohio

RTA reissued its rail timetables on December 9, 2001 for the Red (66X) Green (67AX), and Blue (67X) Lines. Thanks to member Jim Beeler for sending copies.

Chicago, Illinois

CTA issued new timetables for its Blue (Forest Park and O'Hare), Purple (Evanston), Red (Howard/Dan Ryan), and Yellow (Skokie Swift) subway lines as of December 16, 2001. There is only weekday service on the Skokie Line, while the reconstruction (please refer to the March *Bulletin*) takes place. Thanks again to Jim Beeler for sending copies.

Randolph Street Station, a place that does not have a good reputation with commuters due to its rather unsavory condition, will undergo a \$15 million renovation project that will take two years. I was there only once, during the ERA's 1994 Convention, and as the song says, "I remember it well." There have been no concessions in the terminal since the City of Chicago closed them in 1996. This was necessitated due to emergency repair work on the Randolph Street Bridge, which is above the station. When completed, commuters will find new floors, ceilings, seating, glass walls, concessions, and even air conditioning.

Chesterton, Indiana

Ever mindful of the old adage, "a penny saved, is a penny earned," NICTD, instead of issuing a new timetable for a few trains that had their schedules changed, simply placed a label over their existing June 3, 2001 edition that showed the new times for the affected

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trains. Jim Beeler sent copies of this timetable.

Fort Worth, Texas

On February 25, it was announced that the 5,400-foot-long Tandy (Radio Shack) Subway would be closing. Opened 39 years ago, on February 15, 1963 by Marvin and Obie Leonard, it was known as the "Dillard's M&O Subway." It was by all accounts the world's shortest transit system. The line used a fleet of eight PCCs that had just been retired by D.C. Transit to provide a shuttle service between their department store of the same name and their 5,000-space parking lot, which had four stations. Originally, the cars retained their PCC looks, modified by the addition of polished aluminum skirting. They were converted for double-ended operation and high-level loading. That was the way I first saw them in 1969. By my next visit in 1990, the cars had been "modernized", and had a supposedly modern, but boxy appearance. Over the years the fleet was bolstered by the addition of some ex-MBTA PCCs. A roster that I have gave the build dates of two of the ex-D.C. Transit cars as being January, 1939, and others were only a few years younger, but with the excellent maintenance the cars have lasted into an eighth decade of service. The Subway was used heavily by commuters going to downtown Fort Worth. A 1,400-foot tunnel used to reach the station in the basement of the store is what made it a subway. In all the years, fares were never charged!

Checking on the Internet, I found several articles that had appeared in the **Fort Worth Star-Telegram** about the subway. Since last May 14, the subway has not operated on Sundays, because the outlet mall was not open, and after Labor Day, Saturday service was ended. In the interim, the Housing & Urban Development Agency allowed the sale of the Ripley Arnold public housing complex to Radio Shack, which will build a new corporate campus on the land. Tandy also sold its Center Towers. As soon as construction begins, and as of the time that this column was written (early March), no final date was given when the trolleys would cease operating. Given their present appearance, it seems that as much as equipment-short San Francisco could use operating cars, it might just have to pass these up.

Houston, Texas

The Houston-Galveston Area Council will spend \$300,000 to conduct a feasibility study for a commuter rail along U.S. 90A. Preliminary plans call for a 27-mile line connecting the major cities of Fort Bend County with Metro's light rail system. Separate trackage for the commuter trains would be installed adjacent to the existing Union Pacific right-of-way.

Three bi-level cab cars have been ordered by the Fort Worth Regional Transit Authority for Trinity Railway Express. The Bombardier cars will be used on the run between that city and Dallas.

Dallas, Texas

DART will open northern extensions this year, with the following stations added:

Blue Line

May 6 – LBJ/Skillman

Fall 2002 – Forest/Jupiter and Downtown Garland

Red Line

July 1 – Park Lane, Walnut Hill, Forest Lane, LBJ Central, Spring Valley, Arapaho and Galatyn Park

As of now, two Red Line stations, Parker Road and Downtown Plano, are to open next summer.

Denver, Colorado

Another extension to the Regional Transit Authority's light rail system is set to occur on April 5, when the Platte Valley Spur opens. This 1.8-mile line will link its Central Corridor Line with Union Terminal. According to an email that I received, instead of diverting any service between Mineral (Littleton) and 30/Downing, five trains will be added. Four new stations will open at Auraria West Campus, Invesco Field at Mile High, the Pepsi Center/Elitch Gardens, and Union Station, at the other end of the 16th Street Mall. The Colorado Rockies play their home games at Invesco Field. At the same time, the existing line will be designated as Line "D," and the new line, Line "C." Both lines will run together between 10/Osage and 30/Downing.

Salt Lake City, Utah

TRAX issued a special timetable for the Winter Olympics (February 3-24). The same level of service was operated weekdays and weekends. On the (original) Sandy/Salt Lake Line, cars ran at certain times of the day every 8 minutes, but every 15 minutes until early afternoon, as did the recently opened University Line. Later on this switched over to a pattern that had cars leaving every 14 minutes followed by a 16 minute interval. Service ran from shortly before 6 AM until just past 1 AM. Thanks to Gregory Campolo for sending me a copy of the timetable.

San Diego, California

Earlier this year, North County Transit District's Coaster service was expanded to where there are now eleven round-trips each weekday. The last schedule that I have (May 22, 2000) had nine. Saturday service at four round-trips is unchanged. Next year, Bombardier will deliver two cabs and four trailer bi-level cars.

From the History Files

90 Years Ago: On April 12, 1912, the Hudson & Manhattan Railroad's Summit Avenue station, now Journal Square, opened. Journal Square, now a part of PATH, is being renovated at this time.

60 Years Ago: On April 28, 1942, the newly created Cleveland Transit System took over the operations of the Cleveland Railway Company. CTS was superseded by the Greater Cleveland Regional Transit Authority in September, 1975.

News items and comments about this column may be emailed to NYDnewseditor@aol.com.

NYC TRANSIT'S 63RD STREET LINE — A PLANNING AND CONSTRUCTION HISTORY
by Subutay Musluoglu
(Continued from December, 2001 issue)

The construction of an immersed tube tunnel is relatively straightforward. Specialized underwater equipment is used to excavate a trench in the riverbed. In the case of the 63rd Street Tunnel, the trench was to be approximately 60 feet wide by 60 feet deep. In order to provide a uniform level surface along the bottom of the trench, some drilling and blasting is performed to remove rock projections. The East River is generally 40 feet deep along the chosen alignment of the tunnel, so following the excavation the bottom of the trench would be approximately 100 feet in depth. Next, a bed of gravel is deposited in the trench and graded with the use of a screeding barge. Dikes made of crushed stone are erected along the edges of the trench. These dikes serve a number of purposes, such as protecting the tunnel in locations where its top profile may project above the profile of the riverbed. They also protect the integrity and level of the trench from strong river currents, which can deposit silt in the excavation. These same currents can also affect the safe and precise positioning of the tunnel sections during the submerging operation, so the dikes will help slow down the currents somewhat. Later, the dikes will act as a barrier against the erosion of the tunnel's protective cover.

At the points where the trench (and, ultimately, the tunnel) will meet the river shores, "niches" are provided to act as anchors for the immersed tube sections. These niches are excavated and then graded, providing a resting place for the end of the tube section. Beyond these niches are the transition sections, which are the bridges between the tube tunnels and the land tunnels.

In most cases involving immersed tube tunnels, the transition sections are constructed using cofferdams to block out the river, followed by the building of a standard cut-and-cover section to link the tube tunnel to the land tunnel. In engineering, the use of cofferdams is a proven method of building structures in aquatic environments. In simple terms, a typical cofferdam is a steel and concrete enclosure that can be constructed in open water, ideally resting on a stable foundation such as bedrock. Following the erection of a cofferdam, the water within is pumped out, providing a dry environment in which to build a structure. The best examples and most popular uses of cofferdams have been in the building of bridges like the Golden Gate and the Verrazano-Narrows, where they were used to build the bridges' tower piers out in the open water.

However, cofferdams were not used in the case of the 63rd Street Tunnel. The tube sections were to be directly connected to the land tunnels under water, so the transition sections had to be mined in rock from the land tunnels towards the river tunnel. This was the first-time

use of such a method.

While the trench is prepared, the tube tunnel sections are built offsite. In the manner of good old-fashioned shipbuilding, they are constructed on a slipway, after which they are launched into the water, floated, and towed to the site. With the use of special barges, they are positioned over the trench, flooded with water, and slowly sunk into position in succession. Underwater divers are used to assist in the linking of adjoining sections. Connections from the land tunnels are established. After the tunnel is in place, the remaining space along the sides between the tunnel and the trench is backfilled to act against any possible sideways displacement. Finally, a protective cover of fill is poured over it to prevent damage from ship anchors or the possible grounding of a ship itself.

The preceding is a simple description of the building of an immersed tunnel. However, this being New York and being that the location of the tunnel is on the bottom of the notoriously turbulent East River, where currents change direction several times a day, a simple operation it was not.

As mentioned previously, the 63rd Street Line is designated as Route 131-A. The under-river tunnel, made up of four immersed tube sections (two in each channel of the East River), a rock tunnel with a station under Welfare Island (known today as Roosevelt Island), and two sets of rock tunnels under the Queens and Manhattan shorelines, was collectively designated as Section 1. The two tube sections to be placed in the West Channel between Manhattan and Roosevelt Island were to be 375 feet long apiece, for a total of 750 feet. The distance to be spanned under the East Channel was slightly longer at 760 feet, so the two sections there were to each be 380 feet in length. The tunnel in Queens was to be 560 feet in length, and the one in Manhattan 120 feet. Approximately 100 feet under Roosevelt Island, a 675-foot-long station would be mined in rock, almost equivalent to the entire width of the island. With four transition sections ranging in length from 50 to 115 feet, the overall length of Section 1 was to be 3,120 feet in length. The rock tunnels and the Roosevelt Island station were designed in-house by the New York City Transit Authority Engineering Department. The immersed tubes and the transition sections were designed by Associated Consulting Engineers, a consortium led by the engineering firm of Parsons Brinckerhoff Quade & Douglas, the same consultants that recommended the use of the immersed tunnel method. The firm is a successor to the practice started by William Barclay Parsons, Chief Engineer of the First Subway. The con-

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63rd Street Line*(Continued from page 13)*

tractors were a joint venture of Peter Kiewit Sons of Omaha, Nebraska, Morrison-Knudsen Company of Boise, Idaho, and Slattery Associates, Incorporated of Maspeth, Queens. The TA would act as overall construction manager, and the consultants provided inspection and other technical services during construction.

Following the award of the contract in October, 1969, the contractors began mobilization soon thereafter, descending on the East River and its shores to begin establishing marshalling yards and site preparation. By December preparation began on shaft locations in Queensbridge Park on the Queens bank of the river's East Channel, and on the western shore of Welfare Island, on the West Channel. Dredging operations began in January, 1970 and in June excavation started on the access shafts that would allow the mining of the land tunnels and the transition sections toward the niches. Later, these access shafts would be outfitted as ventilation shafts. Meanwhile, the tunnels began to take shape 200 miles away, at a shipyard on the Susquehanna River in Port Deposit, Maryland. There, at the home of the Wiley Manufacturing Company, steel plate normally used for the hulls of ships was being prepared and rolled for the purpose of one day conveying New York City subway trains and Long Island Rail Road trains.

During design of the tubes, three alternatives were considered for fabrication. First, the sections could be designed with just enough steel and concrete to adequately meet structural requirements only, which would be the most cost-efficient design. However, this would require a tremendous amount of sand to be placed in the lower part of the structure, to act as a counterweight to buoyancy forces until the covering fill could be added, upon which the sand could then be removed. A second possibility would be to use more steel and concrete to make a heavier tunnel, eliminating the need for ballast. This choice would of course, be more expensive. A common factor to both of these options was that the tubes would have to ride low enough in the water for stability during the towing process. This would be fine during the trip up the Atlantic coast, but upon arrival in New York the depth of the East River would be a factor, especially in the East Channel where in some locations the river bottom was only 20 feet down. There would be no easy way of clearing this depth, unless other measures were taken, such as raising the sections with pontoons over the shallow parts of the river. A third alternative that was considered was to split each section lengthwise into a top and bottom portion, each containing one of the two track levels. Each portion would be about 20 feet in height, making it easier to clear the river bottom. However, the design would be complicated by the need for each portion to be self-contained, making fabrication costlier. Furthermore, placing one

portion on top of the other during the sinking operation would be even trickier.

The third alternative was discarded outright. The first alternative was cheaper, easier to fabricate, but more complicated during construction with the need to fight buoyancy. The second alternative was more expensive, but easier to build. In the end, the desire for a structure that would be strong enough to cope with all anticipated and unanticipated loads and stresses favored the second alternative, which was subsequently chosen. Fabrication continued, using 3/8" thick steel plate as the "backbone" of the tube sections. With a temporary bulkhead installed at each end to preserve buoyancy, Tube No. 1 was launched into the water from Wiley on October 6, 1970. Its first trip would take it down the Susquehanna River into Chesapeake Bay to Norfolk, Virginia, where it would receive its concrete lining and casing. The inner wall would be a foot thick, while a three-foot thick layer was poured to form the outer walls. With a height of 36'9" and a width of 38'6", weighing about 17,000 tons, these tubes were the largest immersed tunnel sections yet built. Following final preparations, Tube No. 1 left Norfolk on May 11, 1971, towed by a seagoing tug.

A week later, after a journey of almost 400 miles, Tube No. 1 arrived in New York Harbor. As it passed under the Verrazano-Narrows Bridge it received the traditional New York welcome reserved for the great ocean liners of the past, massive streams of water shooting into the sky from the monitors of a FDNY fireboat. The tube headed north into the East River to the Brooklyn Navy Yard, where final preparations were to be made prior to placement. Tube No. 1 was to be placed adjacent to Manhattan; however, there was a problem with the West Channel trench. A late inspection revealed that the gravel bed that had been prepared starting in late 1970 and continuing into early 1971 was no longer even. In some locations there were substantial depressions, while in other places there were piles of gravel as high as two feet.

The East River is a tidal estuary, and as previously noted, it has strong currents that change direction frequently. The tidal forces of the adjacent bodies of water such as Long Island Sound, New York Bay, and of course the mighty Atlantic, all tug at each other, and the East River is caught in between. This action was disturbing the gravel bed more than was anticipated. After studying the problem with underwater tests and an extensive hydraulic analysis, the consultants determined that the particular shape of the riverbed was producing strong eddy currents. It was also discovered that the currents would become even more erratic as the tube sections were lowered and restricted the area in which the currents flowed. After much study and debate, a two-part solution was devised. The first would be to alter the method in which the sections were to be lowered

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63rd Street Line*(Continued from page 14)*

into the trench. The other was to use a different kind of stone to use for the foundation bed. The stone had to be round enough to roll into any hole and heavy enough to stay down when the currents became strong. Basically, what was needed was a lot of billiard balls! An appropriate stone was located in Pennsylvania, shipped to New York, and a new bed was laid. The trench was now ready for the placement of Tube No. 1.

On August 7, 1971, the section left the Brooklyn Navy Yard, and was met at the site by the placing barge, which had traveled all the way from San Francisco for this job. Prior to lowering the tube into the trench, it had to be weighed down in order for it to sink. This was accomplished by flooding it with water, and the task was completed by August 26. A final inspection of the trench was performed and the lowering was scheduled for August 28. There was only a 3-day window of opportunity for placing the trench, August 28, 29, and 30, at the time of the least tidal action. It was previously determined that the maximum current flow that was permissible during the lowering operation would be about one foot per second. A faster flow would make control of the tube difficult during the operation and overstress the anchor systems. The one-foot per second rate would occur only for about one hour on each side of the zero current point during tidal change on those three days of the month. This basically meant that there were about six hours a month in which to lower the tube.

Two of those hours were lost when Tropical Storm Doria hit New York on August 28. The operation was rescheduled for the next day. At this point, the barge and the tube were parallel to the current and perpendicular to the trench, so they had to be slowly turned against the current. At 9:28 AM on August 29, 1971, during a slackening ebb tide, the turning operation began. Because this procedure would carry past the flood tide and also disturb the trench by altering current ve-

locity and flows, the turn was carried out 150 feet south of the trench. As the flood tide slackened, the section was then pushed north against a current of 2.5 feet per second until it was directly above the trench. At 4:02 PM, as the current slowed to about one foot per second, the lowering operation began. This was facilitated with a combination of ballast control and pouring stone into bins on top of the section. By controlling the amount of stone and the locations where it was added, the rate and angle of descent was regulated to ensure that the section came to rest in the trench and in the Manhattan niche in the desired manner. At 4:16, Tube 1 rested on the bottom and was finally in place.

Exactly 28 days later, Tube No. 2 was lowered. Underwater divers guided the descent to ensure a precise meeting point with Tube No. 1 and they then activated hydraulic couplers to pull the sections together. The water between the two bulkheads of the tubes was pumped out, creating a vacuum, which pulled the sections firmly tight. A form was then constructed around the joint. A special kind of concrete that can be poured and cured underwater, known as tremie concrete, was poured into the framework to seal the joint. This was followed by grouting to ensure a watertight seal.

The West Channel crossing was now in place. Much work still remained, such as linking the tube tunnel to the land tunnels via the transition sections, as well as outfitting it with power, lighting, drainage, track, signals, and communications. And of course, there was still the matter of the East Channel crossing, which turned out to be troublesome. We will pick it up there next time.

*Author's Note: Portions of this installment were excerpted from two sources: a brochure published by Parsons Brinckerhoff in the summer of 1973, entitled **Tall Tunnel For Manhattan**, and a TA publicity handout entitled **The Tunnel – Transportation Link to New York's Future**, published in May, 1971. In addition, I researched the official TA Progress Reports of Route 131-A – Section 1, from 1970 and 1971.*

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Around New York's Transit System*(Continued from page 20)*

equipped with automated announcements. Whenever there is a reroute, the Conductor switches from automated to manual announcements. There are a few bugs in this system. Passengers on northbound trains occasionally hear the automated system announce southbound stops.

Flushing Line Derailment

At 6:13 AM on Monday, March 4, three cars of the 5:40 AM 7 train from Main Street to Times Square derailed just past the Vernon-Jackson station. The consist was (R-62A) S-2150-2146-2149-2153-2154-2148-1701-1702-1703-1704-1705-N. Cars 2149, 2153,

and 2154 left the rails; 2154 sustained light damage, and there was also damage to a signal pipe in the tunnel. The derailment was caused by a broken rail. Service on one track was restored around 8:15 AM, and the line was back to normal for the evening rush. Thanks to member Glenn Rowe for the information.

New Stickers on Subway Car Doors

New decals reading, "Do Not Lean on Door," are being applied to the interior side of subway car doors. Unlike previous efforts, these stickers are not replacing ones with a different message. Instead, the decals are being placed beneath each window (while the previous message stays above the window), and they are also being installed above and below the storm door windows.

REDBIRD UPDATE

by George Chiasson

February, 2002 will probably be best remembered as the month when R-62A equipment arrived on ⑦. This was the start of what promises to be a lengthy process to replace the tried and true World's Fair fleet, which has dominated the Flushing Line for 38 years. Being an isolated service, today's ⑦ has only experienced two previous equipment changeovers since it began operations in 1915: from its maiden Steinway Lo-Vs to R-12/14/15s in 1948-50 and from those to the World's Fair cars in 1963-64. Historically, the World's Fairs have endured for the longest period in the route's 87-year history and became an indelible part of the landscape across one of Queens' most recognizable landmarks. Here's hoping they will be suitably recognized as such when appropriate.

Of course, there has been plenty going on these past several weeks, so here we go!

R-142/142A

It looks like the next big "event" in the IRT equipment changeover will be the assignment of R-142s to ⑤. In many quarters this is expected to commence in March, 2002, and at least 30 newly-delivered cars were earmarked for this duty. Contrary to popular belief, ⑤'s R-142s will not be completely consecutive but rather will start with a scattering of 6800s, and may be supplemented by cars "assigned" to ② as required. As previously noted, when the presence of R-142s is established on ⑤, they will also supplant the two trains of R-62As consigned from ⑥ to support OPTO. The actual timing of their overall introduction will depend on the pace of R-142 influx, which at present is decidedly sluggish. Future deliveries will likely concentrate on filling out ⑤ for the next several months, eventually replacing the remaining R-26/28/29s and the R-33s presently dominating ⑤. Crew qualification R-142 trains began operating for ⑤ crews on February 4.

Through February 27, R-142s 6566-6570, 6766-6780, 6816-6830, and 6851-6875 were delivered, while cars 6746-6755 and 6831-6840 were placed in service on ②. Unfortunately, things continued to be downbeat for the R-142s awaiting modifications before they can even begin acceptance testing. Only the fate of 6471-6475 seemed promising for the immediate future, while 6446-6460 and 6486-6490 were removed from Unionport Yard at the end of February and have apparently re-entered storage. It is unknown at this point where these 100 unaccepted 6300s and 6400s will eventually be assigned. Meanwhile, R-33s have continued to maintain a stronger than expected presence on ②, and could continue to operate there for some time in a back-up role. Indeed, they had returned to daily duty, though in limited quantity, and the pace of transfers to ⑤ was

slowed.

Through February 26, R-142As 7591-7605 had been delivered, and all were observed through the past few weeks at Unionport and E. 180th Street, where they receive software modifications and perform tests on the Dyre Avenue or White Plains Road Lines. The pace of deliveries for this group was also muted through February, with the original 400-car order now virtually complete. Several sets of option cars (7611-7730) were present at Yonkers in February. R-142As 7571-7585 entered service on ⑥ through February 26, but a now-diminishing fleet of R-62As continued to operate on a daily basis as well. As these are gradually transferred elsewhere during the next few months, ⑥ will see a transformation to 100% service using R-142As.

R-62A changes (Flushing, Finally!)

After months of anticipation, the first 15 R-62As left ⑥ on February 7 to begin the process of replacing equipment on ⑦, one of the final strongholds for aging Redbirds. 1851-1855 and 1866-1870, the two highest-numbered 5-car sets, were shuffled to ③/①'s Livonia-based fleet, joining previous alumni 1871-1900. There they were traded for single R-62As 2145, 2148, 2150, 2153, and 2154, which made the move to Corona as a 5-car train via 207th Street (A), Coney Island (F), and N, reaching their new home through the connecting switch at Queensboro Plaza. Separately, unitized R-62As 1701-1705 were transferred directly from Westchester (⑥) to Corona (⑦). These 10 cars were joined with 2155, which has been at Corona since the summer of 2001, to form the genesis of a replacement fleet for ⑦. The following day single R-62As 2146, 2147, 2149, 2151, and 2152 were also imported from Livonia, and by early the next week a regulation 11-car pilot train had been formed. These latter five single cars were replaced by the transfer of 1806-1810 from ⑥ to ③/① (Livonia) on February 12.

After various issues had been addressed by Car Equipment and Rapid Transit Operations, the first observed movement was on the night of February 12, when a simulated run was made from 111th Street to Times Square to Main Street, using Train Service Supervisors (TSS) for a crew. There may also have been an initial run for re-familiarization purposes the previous weekend. Unlike new equipment there was no need for shakedown or acceptance testing, so little else but cleaning and crew assignment was required to prepare the cars for passenger service. After a final inspection at Corona, the first revenue train, consisting of S-2150-2146-2149-2154-2153-2148-1701-1702-1703-1704-1705-N, entered service on the morning of February 19.

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Redbird Update

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It was variously observed in both local and express service through the week, fully re-signed for 7 but still bearing blue and yellow "souvenirs" of its past duties below the number boards. On February 26 this pioneering trainset was accompanied by another composed of unitized cars 1681-1685 (off 6) and singles 2140-2144 (from 3/1), which were coupled to 2151 to form the requisite 11-car train. There is supposed to be one 11-car train per week assigned to service on 7, though this will also likely rely on a steady influx of R-142As to 6 for the near future. No time was wasted in removing the first pairs of World's Fair R-36s from service, as 10 were already at 207th Street Shops to be prepared for reefing by February 22. It seems certain the focus of withdrawals will be the Westinghouse group (9346-9477), along with the 20 remaining Main Line R-36s.

After all the initial hoopla and angst dating back more than a year, there turned out to be no modifications applied to the existing R-62As as they entered service on 7. The 5-car unit has been stationed on the east (railroad north-Main Street) end of the train, full-width cabs in place, while the six single cars are strung along the west (railroad south-Times Square) end. The storm door where the singles and the unit are coupled is locked, as it abuts one full-width cab of the unitized set. Conductor's positions with the R-62As remain as they were with the World's Fair cars, between the fifth and sixth cars southbound and the sixth and seventh cars northbound.

R-62As 1851-1855 and 1866-1870 were transferred from 6 to 3/1 (Livonia) on February 7.

R-33 Notes, Transfers, and Status

The set of Main Line R-33s and one World's Fair R-33

(8918/8919, 8934/8935, 8954/8955, 8970/8971, 8976/8977, and 9338) entered 7 service on February 4. This was a Pilot Train to determine what operational modifications and requirements would be necessary to move a contingent of Main Line R-33s to the Flushing Line as an interim measure, until sufficient R-62As become available to replace the World's Fair cars. The train was used mainly in rush hours on both locals and expresses, but quickly fell into disfavor from a mechanical point of view. The main anomalies (incompatibility in the braking system and dissimilar electrical heads) were never satisfactorily resolved, and the Main Line R-33 train returned to 5 on February 11. Most of the cars were back in service within a few days, and the concept of assigning Main Line R-33s to 7 as an interim measure was dismissed for the time being.

R-33s 9014/9015 remained at 207th Street as of February 26. There is significant body damage on the end of 9014, and these cars appear to be permanently out of service. They may be held for a time to assist with incident investigation.

Mismatched R-33s 9130/9225 remain out of service and are being considered for work service.

R-33s 9112/9113 and 9116-9121 were transferred from 2 to 5 on January 29 (Note: mismatch 9115/9212 remains on 2).

R-33s 9122/9123, 9126-9129, and 9132/9133 were transferred from 2 to 5 on February 5.

R-33s 9134-9139 were transferred from 2 to 5 on February 19.

Additional Redbirds Removed from Service Through February 26, 2002

R-26: 7774/7775, 7804/7805, 7806/7807 off 5

R-28: 7860/7861, 7866/7867, 7886/7887, 7896/7897, 7924/7925, 7930/7931 off 5

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Something "new" for Flushing Line riders: A train of R-62A cars, with 1705 at the rear, is seen at the 33rd Street station. These cars' appearance on the line in February, 2002 is the first time R-62As have been seen in the area since the mid-1980s, when a train was posed near Queensboro Plaza for an advertisement. Note how clean the rolls signs in the right-hand photo are — those readings (especially the route and the north destination) haven't been displayed since the cars were new, if ever!

Andrew Grahl photographs

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

Happy Spring. After that “really bad winter” we just had, it is good to get into some real work. All right – so this was probably the warmest and driest winter on record and a lot of project cancellations due to inclement weather or a “cold weather plan” that would have necessitated underground lay-ups never did happen. That is not to say that there is a no work for April. The IRT is busy with its numerous station rehabilitation projects, as well as White Plains and Flushing signals. We also have a chip-out on Track MM3 north of Brooklyn Bridge, and another on track K3 between Nevins Street and Wall Street. On the IND, the Stillwell project starts to kick into high gear to prepare for the 80% shutdown of the Stillwell Avenue terminal. A facility will be built on the northbound platform at Ave X for the train crews and Dispatcher that will require a bus to replace **F** trains

from Kings Highway to Stillwell Avenue. Maintenance of Way’s track subdivision is doing a big plate and tie block renewal job between 168th Street and 207th Street on the Eighth Avenue Line and a switch job north of Union Turnpike on the southbound tracks. The BMT has its West End signals, DeKalb Avenue station rehabilitation, fire line replacement in the Montague Street Tunnel, and the switches on Track B2 north of Whitehall Street, along with a chip-out at Rector Street and a dig-out between City Hall and Cortlandt Street. CBTC on the Canarsie line as well as further testing of the R-143 cars for the CBTC project continue. Shutdowns on the Williamsburg Bridge should be coming to an end (hopefully for the rest of the year). So, as usual, there is definitely no shortage of work here. Until next month...

DATE(S)	TIME	LINE (S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
4/20 to 4/22	Wkend	1 2 4	Track E1 N/O Atlantic Avenue to S/E Franklin Avenue	1 – S/B via Track 2 N/O Atlantic Avenue to S/O Franklin Avenue 2 – S/B via Track 2 N/O Atlantic Avenue to S/O Franklin Avenue 4 – S/B via Track 2 N/O Atlantic Avenue to S/O Franklin Avenue	Install Type II Modified track
4/20 to 4/22	Wkend	4 5 6	Track L2 N/O 125 th Street to S/E 86 th Street	4 – S/B local via Track 1 from 125 th Street to Grand Central 5 – S/B local via Track 1 from 125 th Street to Grand Central 6 – split into to services, Pelham Bay Park to 125 th Street, and Brooklyn Bridge to 125 th Street, relaying at 138 th Street-Grand Concourse	Floor tile installation
3/26 to 4/12	Nights	4	Track MM3 N/O Brooklyn Bridge to N/E Grand Central	4 – N/B via Track 4 from N/O Brooklyn Bridge to N/O Grand Central	II dig-out and other related work along the line
3/29 to 4/15	Wkend	4 5	Track MM3 N/O Brooklyn Bridge to N/O 14 th Street	4 5 – N/B via Track 4 from N/O Brooklyn Bridge to N/O Grand Central	First two weekends to dig-out and the third to pour concrete
3/30 to 4/8	Wkend	4 5	Track L3 N/O Grand Central to S/O 125 th Street	4 5 – N/B via Track 4 from N/O Grand Central to S/O 125 th Street	Replace platform edge and install lighting
4/2 to 5/31	Nights	2/2 sh.	Track K3 S/O Nevins Street to S/E Wall Street	2 Main – N/B via Lexington Avenue Line Atlantic Avenue to 149 th Street-Grand Concourse 2 Short – operates between 14 th Street and 241 st Street	II-II chip-out
4/20 to 4/22	Wkend	7/N Bus	Tracks C1 & C2 N/O 52 nd Street to N/E Times Square	7 – Main Street to Queensboro Plaza N – headway to match 7 to make connections Bus – operates between Queensboro Plaza and Vernon-Jackson	Survey, tunnel lighting, fire lines, surface preparation, and structural repairs
4/2 to 4/26	Nights	7/7 sh.	Track C1 N/O Grand Central to N/O Times Square	7 – single track via Track 2 N/O Grand Central to N/O Times Square 7 Short – operates Main Street to Queensboro Plaza	II-II chip-out and completion work
4/20 to 4/21	Wkend	7	Track CM N/O Willets Point to N/O 111 th Street	No effect on service	Install switch machine ties on Switches #235A and 239B
4/8 to 4/26	Daily	7	Track C1 S/O Main Street to S/O 111 th Street	S/B via track M S/O Main Street to S/O 69 th Street, then normal	Install signal cable and equipment
4/6 to 4/21	Wkndys	F Bus	Track B2 S/O Avenue X to S/O Kings Highway	F – 179 th Street to Kings Highway Bus – Kings Highway to Stillwell Avenue	Build new RTO facility at N/E of N/B platform at Avenue X
4/16 to 4/26	Nights	A/A sh.	Track A3 N/E 207 th Street to S/E 168 th Street	A – Lefferts Boulevard/Far Rockaway to 168 th Street A shuttle – exclusive use shuttle on Track A4 from 168 th Street to 207 th Street	Plate and tie block renewal
4/1 to 4/9	Tuesday Mornings	A	Track A4 N/O 145 th Street to N/E 168 th Street	No effect on service	Structural survey

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Track Construction Forecast for April, 2002

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DATE(S)	TIME	LINE (S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
4/2 to 4/10	Wednesday mornings	A	Track A1 S/O 168 th Street to N/O 145 th Street	A – S/B express via Track A3 from S/O 168 th Street to N/O 125 th Street	Structural survey
4/3 to 4/11	Thursday mornings	A	Track A2 N/O 135 th Street to N/E 168 th Street	A – N/B express via Track A4 from N/O 125 th Street to N/O 168 th Street, then normal	Structural survey
4/4 to 4/12	Friday mornings	A	Track A3 S/O 168 th Street to N/O 145 th Street	No effect on service	Structural survey
3/25 to 4/21	6 nights per week	G	Track E2 N/O Bedford-Nostrand to N/E Nassau Avenue	G – single track via Track E1 N/O Bedford-Nostrand to N/O Nassau Avenue	Tie blocks and plates
4/1 to 5/10	Nights	F	Track B2 N/O Jay Street to N/E Second Avenue	F – N/B via Cranberry Street Tunnel/Eighth Avenue Line from N/O Jay Street to S/O W. 4 th Street	Install new Continuous Welded Rail
4/9 to 6/29	Nights	E F G	Track D4 S/O 36 th Street to N/E Roosevelt Avenue	E G – no effect on service F – N/B via Track D2 S/O 36 th Street to N/O Roosevelt Avenue	Container plate renewal
4/8 to 5/20	7 nights per week	E F	Track D1 N/E Van Wyck to S/E Union Turnpike	E – S/B via Track D3 S/O Van Wyck to S/O Union Turnpike, then normal F – No effect on service	Replace switches #37W and 39
3/27 to 4/7	24/7	C	Track A5 S/O Brighton Beach to N/O Ocean Parkway	No effect on service	Track A5 and switches #653A/B out of service
3/29 to 4/22	Wkend	W	Tracks D3/D4/DC1 N/O Ninth Avenue	No effect on service	Renew switches #365A and 387B
3/26 to 4/9	Nights	L	Track Q2 S/E Bedford Avenue to N/E Third Avenue	L – N/B single track via Track Q1 from S/O Bedford Avenue to N/O Third Avenue	Install new insulated rail joints and signal equipment
4/2 to 5/3	Nights	N	Track B2 S/E Whitehall Street to S/O Canal Street	N – N/B via Manhattan Bridge from DeKalb Avenue to S/O Prince Street	Renew switch #311 & dig-out N/O Cortlandt Street
4/2 to 5/3	Nights	N	Track B2 S/O DeKalb Avenue to S/O Whitehall Street	N – as per above operation	Fire line replacement in Montague Street Tunnel
4/2 to 4/19	Nights	C/Csh./Wsh.	Track A3 N/O Atlantic Avenue to S/E Prospect Park	C – operates in both directions via West End Line W shuttle – suspended and replaced by C C shuttle – N/B normal to Atlantic Avenue and terminate, S/B wrong rail to Prospect Park, then normal	Tile replacement, steel repairs, concrete chipping, and repairs
4/8 to 5/17	Daily	C/C	Tracks A3/A4 S/O Kings Highway to N/O Brighton Beach	C – no effect on service C – local both directions from Kings Highway to Brighton Beach	Type VI panel installations on Tracks A3 and A4
4/12 to 5/20	Wkend	C	Tracks A3/A4 S/O Kings Highway to S/E Ocean Parkway	No effect on service	Type VI panel installations on Tracks A3 and A4
4/8 to 6/14	Daily	J M	Track J2 N/O Marcy Avenue to N/O Essex Street	J – terminates on Track J3/4 at Myrtle Avenue M – single track via Track J1 N/O Marcy Avenue to N/O Essex Street	Rehabilitation of Williamsburg Bridge North Roadway
4/9 to 4/30	Nights	L/Lsh. Bus	Tracks Q1/Q2 S/O Myrtle Avenue to S/E Bushwick-Aberdeen	L – Eighth Avenue to Myrtle Avenue, relay on Track Q3/4 L shuttle – Rockaway Parkway to Broadway Junction Bus – Myrtle-Wyckoff to Eastern Parkway	Install insulated rail joints and signal equipment, and chop concrete
4/8 to 4/19	Daily	J M	Track J3/4 N/E Eastern Parkway to N/O Myrtle Avenue	J M – no effect on service	CBTC communications test with R-143 cars

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

New IRT Schedules

The new IRT schedules that went into effect on December 23, 2001 are nearly the same as the previous schedules. Rush hour ① service was increased by adding two trains; upper Manhattan morning rush hour ① trains are on a 4-minute headway for a brief period and a 5-minute headway for the rest of the rush. If this level of service were operated in Brooklyn, there would be congestion at Nostrand Junction. Therefore, several rush hour trains must be turned at Chambers Street. These trains relay on the southbound local track, then operate light on the express track to 14th Street because they are unable to switch to the northbound local track north of Chambers Street. The 7:46 and 8:19 ① trains from 242nd Street are turned at 14th Street to avoid congestion at Chambers Street. Because there is an "X" next to the Chambers Street arrival time of the midnight locals, they probably take their nine-minute layover on the southbound express track, and then cross over to the northbound local track. The 7:01 and 7:13 trains from 242nd Street terminate at Flatbush Avenue, replacing two ⑤ trains that discharge passengers at Bowling Green instead of Flatbush Avenue. The former return as ⑤ trains to Dyre Avenue and E. 180th Street respectively. After the crew eats their lunch, these trains run light to 240th Street Yard.

Four ⑤ Bowling Green AM rush hour turn trains that formerly returned to the Bronx discharge passengers at Bowling Green and are laid up. They are put in service

there for the evening rush.

New York's Cable Railways

The nine-story Cable Building, located at the northwest corner of Houston Street and Broadway in Manhattan, is one of the city's Beaux-Arts gems. It was designed by Stanford White and completed in 1894. The Metropolitan Street Railway's power house for the Broadway cable cars was located in the basement of this building. The cables extended to the Battery, then to a point north of W. 36th Street, and back to Houston Street. The building was constructed with an all-steel frame to dampen the noise and vibration of the 100-ton, 32-foot diameter wheels that pulled the cables.

In 1868, New York's first cable supplied the motive power for the Ninth Avenue "L" on Greenwich Street. It was replaced by steam dummies a few years later. During the latter part of the 19th century, cable cars operated on upper Amsterdam Avenue, 125th Street, Third Avenue, Columbus Avenue, lower Broadway, Lexington Avenue, and Montague Street (Brooklyn). They were soon replaced by electric street cars. The cable line built on Lexington Avenue in 1895, was this country's longest cable line, 43,700 feet (8 miles round trip). The last cable line, Montague Street, was not electrified until 1909.

Cable car histories were published in the April, 1978, March, 1987, November, 1987, June, 1989, and July, 2000 *Bulletins*.

Automated Announcements on New Cars

All of the R-142, R-142A, and R-143 cars are

(Continued on page 15)

Redbird Update

(Continued from page 17)

R-29: 8710/8711, 8726/8727, 8730/8731, 8750/8751, 8754/8755, 8764/8765, 8770/8771, 8792/8793 off ⑤

R-33: 9080/9081, 9110/9111 off ⑤

R-36: 9370/9371, 9374/9375, 9386/9387, 9418/9419, 9462/9463 off ⑦

Additional Redbirds Reefed Through February 15, 2002

There were two recent shipments of retired Redbirds

to the artificial reef off the coast of Delaware, one on January 30 and another February 15. The following 58 cars were included:

R-29: 8588, 8589, 8596, 8597, 8604, 8605, 8608, 8609, 8612, 8613, 8614, 8615, 8616, 8617, 8620, 8621, 8628, 8629, 8630, 8631, 8634, 8635, 8638, 8639, 8642, 8643, 8646, 8647, 8648, 8649, 8652, 8653, 8656, 8657, 8658, 8659, 8662, 8663, 8664, 8665, 8666, 8667, 8670, 8671, 8686, 8687, 8704, 8705, 8714, 8715, 8720, 8721, 8724, 8725, 8796, 8797, 8802, 8803

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
February 11 and 12, 2002	④	R-32

The R-68A train that was in service on ④ was removed several weeks after the December 16, 2001 pick took effect.