

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 45, No. 11

November, 2002

The Bulletin

Published by the
New York Division,
Electric Railroaders'
Association,
Incorporated, PO
Box 3001, New York,
New York 10008-
3001.

Editorial Staff:

Editor-in-Chief:
Bernard Linder
News Editor:
Randy Glucksman

**Production
Manager:**
David Ross

©2002 New
York Division,
Electric
Railroaders'
Association,
Incorporated

**In This Issue:
Broadway
Line—History
and Track
Plans...Page 2**

NEW MIDTOWN DIRECT SERVICE FROM MONTCLAIR HEIGHTS by Randy Glucksman

As it turned out, the last inbound and outbound runs on the Boonton (actually Greenwood Lake Branch) were so low-key that they could be classified as “no-key.” Steve Lofthouse and I drove to the Montclair Heights station in plenty of time to ride Train #1036 (7:27 PM), which should have been the “last” inbound train. An email that circulated the previous day mentioned that this train would be the second train to operate over the new connection. What we learned after arriving there was that after the departure of Train #1074, that the final two trains of the day, #1032 and 1036, were replaced by Decamp buses. As we passed the connection site, we did notice a work train and maintenance of way equipment. Member Jack May (who presented the show at the September meeting) and member Bob Underwood planned to ride #1032, but also found a bus, which picked up passengers at Upper Montclair and Walnut Street, before proceeding to Broad Street, Newark. Jack and Bob (as I learned later), as well as Steve and I, got off at Glen Ridge, and rode the Montclair Branch into Hoboken.

Train #1015 (11:15 PM Hoboken/Lake Hopatcong) departed without ceremony. There were no announcements, whistle blasts, mementos, or any NJ Transit officials, and it can safely be said that “this train passed quietly into the night.” Aboard were Division members Jack May and Bruce Russell (and of course myself), as well as representatives of NJ-ARP and the Lackawanna Coalition. Members Gary and Andrew Grahl were track-

side at Benson Street, photographing the six-car train of Comet I's, which by the way, was filthy with litter. Only one car, former Snack-Bar car 1603, was being used.

A colorful brochure titled ***Introducing Midtown Direct Montclair – The Montclair-Boonton Connection*** was issued. Besides describing the new service, it contains detailed maps showing the streets and highways that serve each station. There are maps for what is called the Eastern Essex Region, Montclair Region, Southern Passaic/Eastern Morris Region, Northern Morris Region, and Northwest Region, plus a map of the entire area. On one page, there is a history of the “Connection,” which was first proposed by the Regional Plan Association in 1929. One page was dedicated to “Stations No Longer In Use,” and there is a paragraph that explains that NJ Transit provided each affected town with a 20-seat minibus and funding to maintain and operate the bus for five years as part of its Rail Service Shuttle Program.

Earlier in the day, member Larry Kiss rode Train #1030 (8:48 AM Montclair Heights) at Benson Street, which was the last train scheduled to stop there. Freight service will continue to Forest Hill, where there is a junction with the Orange Branch that shares part of its right-of-way with the Newark City Subway, and for now, there is still one customer. Larry prepared the following table listing the stations on the Greenwood Lake Branch and the year in which those stations were closed.

(Continued on page 13)

BROADWAY LINE

by Bernard Linder

Owners:

STREET CARS

1885	42 nd Street, Manhattanville & St. Nicholas Avenue Railway Company
November, 1895	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

December 15, 1946	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

Route:

STREET CARS

April, 1885	<i>Street Railway Journal</i> reports that horse cars were running from Grand Central to W. 72 nd Street and Broadway. Track was laid as far north as W. 110 th Street. The company expected to extend its road to Manhattanville in the middle of May
June, 1885	<i>Street Railway Journal</i> states that the company expected to run cars to Manhattanville in two weeks
December, 1885*	Grand Central to Fort Lee ferry via E. and W. 42 nd Street, Seventh Avenue, Broadway, and Manhattan Street (W. 125 th Street)
June, 1886*	Extended to E. 42 nd Street and First Avenue
January, 1887*	Extended via First Avenue to E. 34 th Street ferry
December 10, 1899	Began electric operation from Fort Lee ferry to W. 71 st Street. Horse car shuttles operated from W. 71 st Street to E. 34 th Street ferry
December 22, 1899	Extended electric operation to W. 59 th Street
June 19, 1900	Electric operation extended to W. 42 nd Street and Broadway
November 11, 1900	Electric operation extended to E. 34 th Street ferry
1905*	Rerouted and extended to Houston Street and Broadway
1907	Extended to Murray Street in rush hours
February 16, 1908	Discontinued south of E. 42 nd Street. Rerouted via E. 42 nd Street and First Avenue to E. 34 th Street ferry
May 6, 1917	Cars operated from W. 181 st Street and Broadway to E. 42 nd Street and Fifth Avenue and from Fort Lee ferry to E. 34 th Street ferry
September 30, 1917	Cut back to E. 42 nd Street and First Avenue. Shuttles operated from E. 34 th Street to E. 42 nd Street
October 28, 1917	Discontinued shuttle
November 11, 1917	Rerouted to W. 129 th Street and Amsterdam Avenue instead of Fort Lee ferry
March 10, 1919	Cut back to E. 42 nd Street and Third Avenue
March 27, 1933	PM rush hour cars shortlined via New York Railway's tracks to W. 39 th Street and Seventh Avenue
November 11, 1935	Discontinued shortlining to W. 39 th Street and Seventh Avenue and extended service to E. 42 nd Street and First Avenue
July 19, 1937	Discontinued service between W. 181 st Street and W. 129 th Street
December 15, 1946	Buses replaced street cars

*Approximate date from *Bullinger's Monitor Guide*

BUSES

December 15, 1946	M-104 buses started operating over the same route as the street cars
March 11, 1956	One-way on Broadway and Seventh Avenue between W. 42 nd and W. 59 th Streets
March 10, 1957	South on Broadway and north on Eighth Avenue between W. 42 nd and W. 59 th Streets

(Continued on page 3)

Broadway Line

(Continued from page 2)

March 22, 1976 During the morning every third bus northbound via Sixth Avenue and W. 59th Street. Discontinued before 1986

September 11, 1977 Branch on Broadway between W. 125th and W. 138th Streets. We do not know when it was discontinued

SIGNS

Checking the transfers, we find that the Broadway line was designated as line #2. This number was never displayed on the street cars. In 1936, a large metal sign with "Broadway" on the bottom and a large "B" above it was hung on the dash. In 1941, the large "B" and the route name were painted on the dash of 180-190 and 551-625.

ONE-MAN CARS

Effective June 7, 1925, night cars were operated by one man. Starting November 2, 1930, passengers entered through the front door instead of the rear door and deposited their nickels in a farebox near the Motorman. The Conductor operated the rear exit door until a treadle was installed. On June 10, 1931, all cars operating on this line were equipped with treadles and the Conductor was no longer needed.

ALTERATIONS TO CARS

Many years ago, Walter Ench informed us that the company replaced the hand-operated doors on the Broadway cars with air-operated four-part folding front and rear doors in 1925. Four years later, the city asked the company to load and unload from the center islands between W. 59th Street and W. 120th Street. The company complied by installing dual door controls at the Motorman's and Conductor's stations. But the cars were converted to one-man and the dual door controls were removed before the city modified the islands. The Motorman was able to energize the treadle near the center door on the left side of the Huffliners, but he never did.

NEW AND REBUILT CARS

During the Depression, the company did not have enough money to replace its aging equipment. Therefore, it decided to rebuild and lengthen its small single-truck convertibles. The company's June 30, 1935 annual report reveals that it cost only \$6,000 to produce a modern lengthened car by using reconditioned motors and trucks bought at scrap prices. The old wooden cars were scrapped because it would have cost \$1,000-\$1,500 per car to rebuild them.

The 100-series cars were rebuilt from single-truck convertibles by cutting the body in half, adding a new

center section, and building new platforms at each end. Cars 102-150 were originally short 1600-series convertibles, while 151-155 and 157-200 were rebuilt from longer 100-series single-truck convertibles. Cars 101, 156, and 301-400 were built in the company's shops; the latter were built of mild steel. Cars 551-625, the only center-exit cars ever operated by the company, were nicknamed Huffliners in honor of Slaughter W. Huff, who had been Third Avenue's President since 1918 and who was in favor of retaining trolley cars. A detailed description of the cars was published in the September, 1986 **Headlights**.

Before building the Huffliners, the company ordered one aluminum car, 551, from Brill and built one high tensile steel alloy car, 601. After comparing the bodies on a cost-weight basis, the company decided to build 24 more steel alloy cars, 602-625. Meanwhile, the Aluminum Company's engineers were able to design a lighter aluminum alloy car body. The company built aluminum alloy cars 552-600. Car 551 was the odd car; the center doors were opposite each other. The other Huffliners' center doors were staggered.

All of the homemade cars were equipped with reconditioned motors. Old 600-volt motors were rewound to 300 volts. Armature turns were reduce to increase the rating from 25 HP to 38 HP. With four motors, each Huffliner could accelerate at 4 miles per hour per second and reach 38 miles per hour on level track.

It is believed that the trucks used on homemade cars were salvaged from scrapped cars or bought from scrap dealers. On most cars 39-E trucks with one motor were rebuilt to 77-E trucks with a motor on each axle.

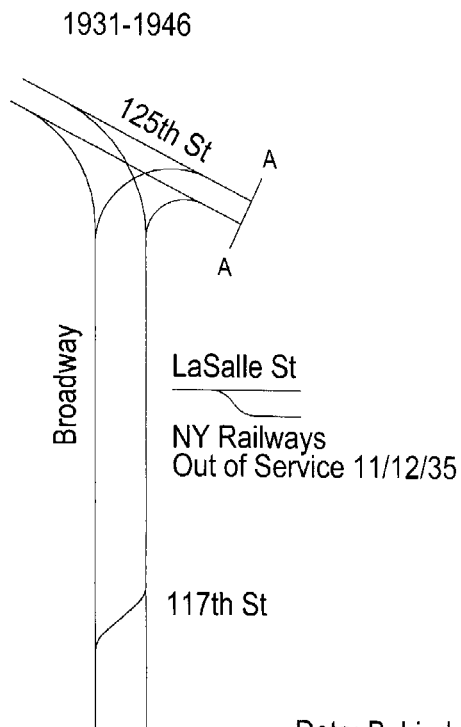
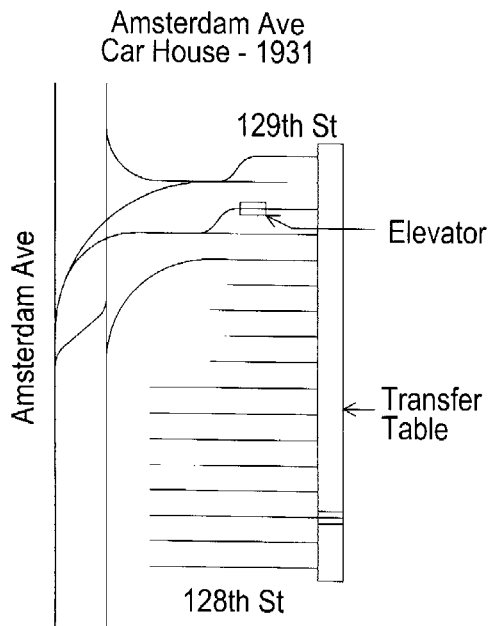
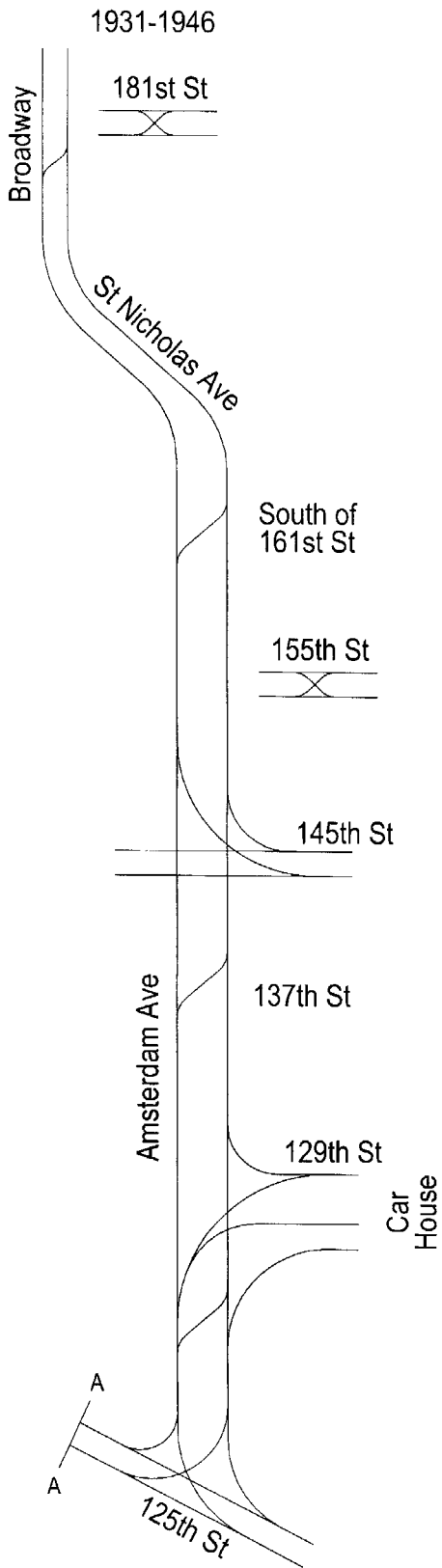
BUS CONVERSION CEREMONIES

On December 14 before midnight and December 15, 1946 shortly after midnight, four cars with 200 passengers, including Third Avenue's President McQuiston, city officials, and stage and movie stars, rode from W. 42nd Street and Fifth Avenue to Times Square. Janis Paige, movie actress, broke a bottle of champagne over a new bus and christened it "Miss Times Square," after which the bus led the procession to Columbus Circle and back to Times Square.

(Continued on page 4)

Broadway Line
(Continued from page 3)

Broadway
North Portion

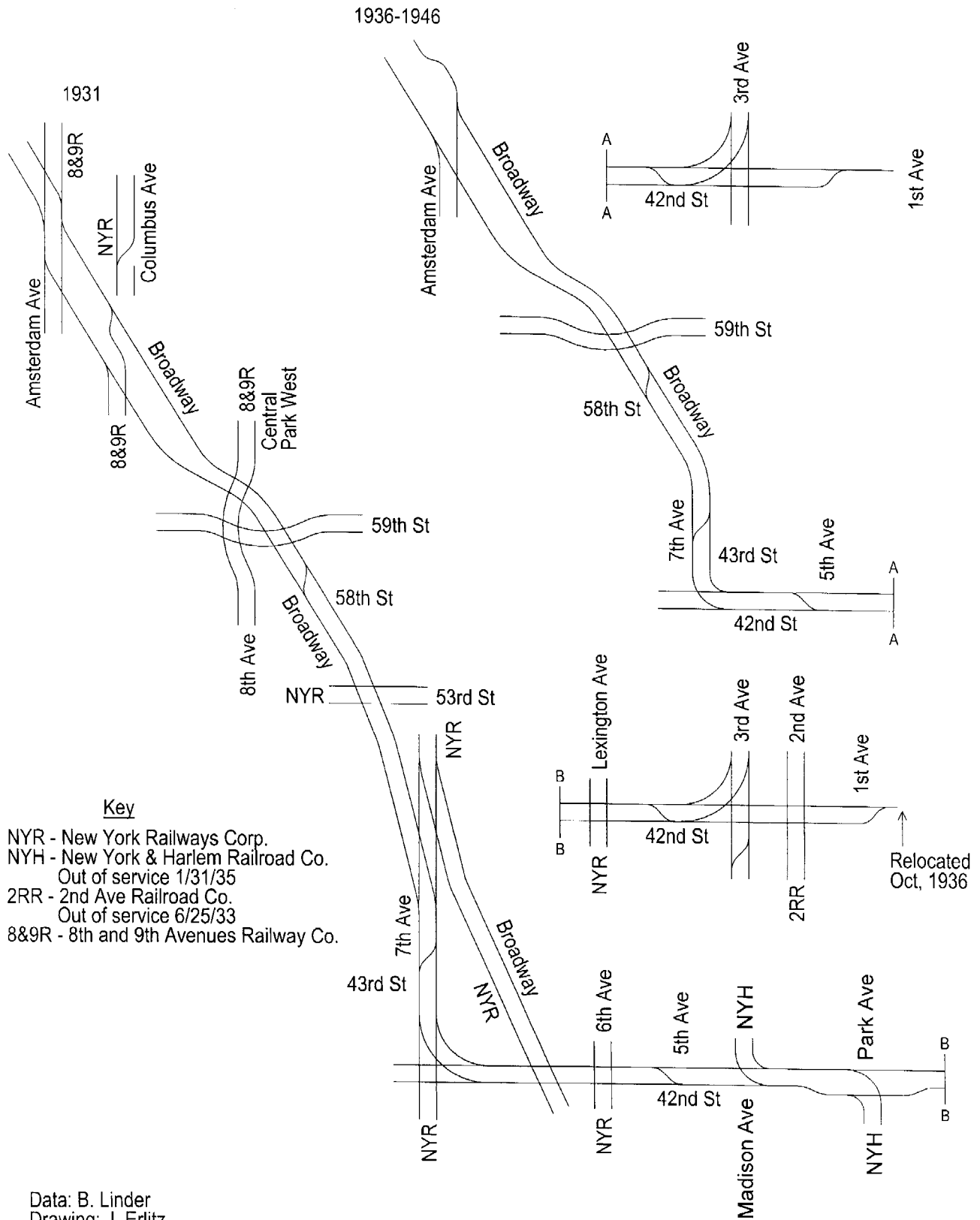


Data: B. Linder
Drawing: J. Erlitz

(Continued on page 5)

Broadway Line
(Continued from page 4)

**Broadway
South Portion**



Data: B. Linder
Drawn: J. Erlitz

(Continued on page 6)

Broadway Line

(Continued from page 5)

CAR ASSIGNMENT, 1931-1946

DATE	CARS	DATE	CARS
May, 1931	1030-1125	January, 1937	101-200, 360-390
July, 1932	1006-1125	June, 1937	101-200, 316-320, 334-340 (A), 360-390 (A)
May, 1933	950-966, 995-1125	From September, 1937 to March, 1939, the number of Huffliners (551-625) increased while the number of 100- and 300-series cars were decreased.	
August, 1933	943-966, 995-1125	March, 1939	551-625, 169-200 (A), 626-640 (B)
March, 1934	943-966 (A), 995-1005 (A), 1006-1125	September, 1939	551-625, 180-200 (A)
June, 1934	948-966 (A), 995-1005 (A), 1006-1125	May, 1941	551-625, 184-200 (A)
The first rebuilt car, 131, was placed in service on November 26, 1934. During the next 16 months, the number of 100-series cars increased while 1006-1125 were taken out of service.		June, 1945	551-625, 181-190 (A)
March 22, 1936	101-184, 200	March, 1946	551-625, 182-195 (A)
September, 1936	101-200		

(A) Occasionally

(B) 626-640 occasionally February and March 1939

R-143 UPDATE

By George Chiasson

Through October 9, 2002 R-143s 8213-8228 entered **L** service, for a total of 112 cars. As of the same date, cars 8229-8236 had arrived on NYCT property.

With the September 8 schedule changes, 4-car units of R-143s were introduced on weekend **M** OPTO service between Myrtle Avenue and Metropolitan Avenue. For this purpose, the following 32 were modified with Automated Announcement System software for **M** and are the only ones which are assigned to this duty: 8109-8116, 8133-8140, 8149-8156, 8165-8172. Unlike the standard R-40M or R-42 trains used on weeknights, Train Operators cannot leave the doors open on both sides while changing positions. This can force passengers switching from Manhattan-bound J trains to Queens-bound M shuttles to change platforms.

Amplifying the changes that occurred with the new September 8 schedules, **F** trains operated in alternating short-turn service to Kings Highway during rush hours do run light via the center track through Avenue U and Avenue X when putting in or laying up at Coney Island Yard. **C** trains use the southbound platform at

Brighton Beach, relay on the leads north of Ocean Parkway, then cross back to the southbound express track south of Brighton Beach. **D** trains usually hold at the crossovers north of Brighton Beach for an inbound **C** train, then relay at the south platform. They can also cross back on the yard leads toward Ocean Parkway if required. When observed on October 4, the terminal at Stillwell Avenue was in advanced stage of demolition, but for the West End (westerly) platforms. Engineering forces were also observed at Neptune Avenue (**F**) and W. 8th Street (**F**, **C**), where ancillary improvements are likely during the closure.

The second group of R-40Ms transferred from East New York to Coney Island on August 22, as corrected, was 4466/4467 and 4470-4477. Since that time, the mixing of R-40Ms and R-42s (both Morrison-Knudsen and Coney Island) has been discontinued on **J/Z**, **L**, and **M** with few exceptions. However, it remains common for the two types of R-42s to be mixed in trains.

(Continued on page 17)

TECH TALK

by Jeffrey Erlitz

There has been a *lot* of work going on around the subway system this fall. Work is progressing on the West End Line signal contract, S-32344. The interlocking at Bay 50th Street was placed in service over the course of six weekends, as follows:

DATE	SIGNALS/SWITCHES PLACED IN SERVICE
October 5-7	Tracks D14 and D15 (the yard leads) from diamond crossover to Coney Island Yard
October 12-15	Remainder of Track D15 and Track D2 from the station north
October 19-21	Track D3-4 north of the station
October 26-28	Track D1 north of the station
November 2-4	Tracks D1 and D3-4 south of the station
November 9-11	Track D2 and remainder of Track D14 south of the station

Since the new master control panel at 38th Street Yard is still not in service, Bay 50th Street (like 62nd Street and Bay Parkway) will need to be operated from within its relay room using the maintainer's control panel. Ninth Avenue and Fifth Avenue Interlockings are now the only locations left to be done.

Not to be outdone, the first signal cut-in under the Canarsie Line CBTC project (contract S-32701) is also taking place this autumn. You may recall that, unlike traditional signal systems where the automatic signals are placed in service *before* the interlockings, under this project the interlockings are being placed in service first.

In the September, 2000 *Bulletin*, I listed the order in which the interlockings on the Canarsie Line were expected to be placed into service. In that list, Rockaway Parkway was scheduled to be last. It turns out that this interlocking is now the first to be done. It was placed in service over seven weekends, as follows:

DATE	SIGNALS/SWITCHES PLACED IN SERVICE
October 11-14	Diamond crossover at Rockaway Parkway; remove trailing point crossover south of E. 105 th Street; new signals in Rockaway Parkway station
October 18-21	Relocate remaining facing point crossover south of E. 105 th Street closer to platform
October 25-28	Install half of new diamond crossover on yard lead Track Y1
November 1-4	Install remainder of new diamond crossover on Track P2
November 8-11	Most of the new signals from north of Rockaway Parkway to north of E. 105 th Street
November 15-18	Remove single trailing point crossover from yard to northbound Track P2
November 22-25	Two signals on Track P2 south of E. 105 th Street

Like the interlockings that were recently placed in ser-

vice on the West End Line, this interlocking can only be controlled from the new maintainer's control panel in the new relay room located in Canarsie Yard. During the first five phases of this cut-in, tower operators were required at *both* the relay room and the existing tower. The 30+-year-old control panel at Rockaway Parkway was removed from service during the fifth phase. This homemade control panel was placed in service after a fire destroyed the original station and tower in the 1960s. The interlockings at Rockaway Parkway (and E. 105th Street) were notable in that they were the last mechanical interlockings on the subway/elevated system.

In other Canarsie Line news, all of the track panels have been installed for the new northbound Track P2 south of the Atlantic Avenue station. Only the actual connection into the existing northbound track north of Sutter Avenue remains to be done on this segment. North of the Atlantic Avenue station, the new northbound track has now been installed on new steelwork placed over the original steelwork. The canopy over the old center platform at Atlantic Avenue has been removed.

Over on the Nassau Street Line, starting on October 7 Track J4 is now out of service from north of the Bowery station to the switch north of Canal Street. This is temporary during the reconfiguration of this line under contract C-34572-R.

From October 12 to November 2, the temporary southbound platform at Howard Beach on the Rockaway Line was dismantled. A photo taken on this platform was coincidentally included in last month's *Bulletin*.

Last month, I mentioned that only one bid was received for the Concourse Line signal contract, S-32308-R. This bid was from Halmar Builders of Mount Vernon for \$183 million, which was a little more than the estimates. Negotiations are underway with the firm to discuss pricing.

The design work on the second phase of the signal modernization of the Flushing Line was completed on July 17. In light of the fact that the Concourse Line received only one bid, this contract (S-32704) is going to be split into parts. Hopefully, this will make this contract more attractive to potential bidders. The procurement of the signal equipment will be split from the installation work. This is how almost all signal contracts were done from the 1930s to the 1950s. In addition, to attract more installers, the installation of equipment may be separated into different contracts. Stay tuned.

The facing point crossover from the lower level track at 42nd Street (Track D3, Eighth Avenue Line) to the southbound local Track D1 north of 34th Street station

(Continued on page 19)

Commuter and Transit Notes

by Randy Glucksman

Metropolitan Transportation Authority

More than three decades have passed since the MTA was established, and with the exception of a few agency renamings, it has remained largely unchanged. On October 9, Chairman Peter Kalikow announced that he would be seeking approval from Albany to restructure the Authority. Under his plan, Metro-North and the Long Island Railroad would become one entity – MTA Railroad (after an immediate public backlash, the MTA backed off and said that at least the LIRR probably would keep its name), while the subway and the Staten Island Railway would become MTA Subway. Permission would be sought to acquire four private bus operators, Green Bus Lines, Jamaica Buses, Queens Surface, and Triboro Coach. These, along with MSBA and NYC Surface and MABSTOA, would form MTA Bus. MTA Bridges & Tunnels would remain unchanged, but a new division, MTA Capital, would be created to oversee all capital construction work. One of the goals is to make transportation in the region “seamless” and another is to reduce some of the bureaucracy and duplication of functions within each agency. The enabling legislation was to be submitted before the end of this year. The Chairman indicated that at some point there would be some reduction in the number of employees.

MTA Metro-North Railroad (East)

New timetables under General Order No. 206 were issued as of 2:01 AM October 27, coinciding with the return to Standard Time. They will remain in effect through April 5, 2003, when we change the clocks back. There were no Hudson Line changes. On the Harlem Line, two Saturday trains have been added between Brewster North and Grand Central Terminal to provide half-hourly service inbound between 9:34 and 11:34 AM and outbound from 4:48 to 6:48 PM. Schedules were adjusted for the evening Wassauc service to provide better connections. Up to eight minutes that had been added due to construction projects have been removed from the running times of those trains. Schedules for three Danbury Branch trains were changed to provide better connections. Due to customer requests for earlier service at Fordham, Train #1303 (5:00 AM Stamford) now stops there.

Special Holiday schedules will be issued again for Thanksgiving weekend and the Christmas/New Year's Eve/Day periods. Beginning in late October, though the end of the year, the New Haven will offer its usual Saturday *Shopper's Specials*. Additional morning inbound off-peak service will also be scheduled. Saturday schedules will be in effect on Martin Luther King Day (January 20) and Presidents Day (February 17). On St. Patrick's Day (March 17), there will be additional inbound off-

peak service.

Apparently, the introduction of speedier ferries has worked. Metro-North reported that ridership on the Haverstraw-Ossining Ferry has nearly doubled from its previous daily average of 176 per day to an average of 364. Other factors that have helped are the later schedules, and advertising such as the flyer that arrived with my EZ-Pass statement.

Armed with state and local grants totaling \$1 million, Stratford town officials are hoping that Metro-North will kick in another \$500,000. These funds will be used to upgrade the rail station by adding much-needed parking spaces, doubling the size of the platforms so that eight cars can be accommodated, and providing additional capacity on the platforms. Other work that would be done includes new traffic lights and sidewalks. Thanks to member David A. Cohen for the report.

Connecticut Department of Transportation

Returning from a trip to the Shore Line Trolley Museum (see below), I stopped in New Haven to have a look at the State Street station that opened this past June. As there is only weekday service, and it was a Saturday, a gate blocked access to the station. The railroad is below street level, and so is this station, which consists of an island platform, served only by Tracks 4 and 6.

MTA Metro-North Railroad (West)

Something occurred that caused Metro-North to change its decision on which company will build the two locomotives for West of Hudson service. In the September *Bulletin*, I wrote that MotivePower, Incorporated would receive the award, and now it is Norfolk Southern that got the job. Metro-North had requested bids on two new or remanufactured diesel-electric locomotives. After evaluating the proposals, it was decided to purchase equipment that was compatible with what was already operating, so two F-40-PH-2 locomotives have been ordered. Possibly reflecting market conditions of a glut of such units and the economy, the cost of the locomotives (\$3,167,404) is \$370,000 lower than the two engines that were purchased in 1999.

For the first time since Liberty Weekend (July 4-6, 1986) there was a passenger train operating over the Pascack Valley Line on a Sunday. It was not a scheduled train, but a Special, operated to raise money for seven non-profit groups in Rockland County. Tickets were sold for \$50 (adult) or \$30 (child). I went over to have a look, and found a five-car train of Comet I cars at the Pearl River station, with GP-40-PH-2 4190 awaiting the scheduled 1 PM departure. Passengers rode to Hoboken where they boarded a NY Waterway boat for a

(Continued on page 9)

Commuter and Transit Notes

(Continued from page 8)

two-hour tour, then returned to Pearl River. NJ Transit and NY Waterway provided their crews and equipment at no charge.

MTA Long Island Rail Road

A Port Jefferson timetable dated September 29 was issued.

NJ Transit

Executive Director George D. Warrington made an announcement that was long awaited: that Secaucus Transfer would open for weekends starting next Labor Day. NJ Transit believes that using this approach any "bugs" that arise can be worked out, and at the same time Warrington promised that the entire project would be in service before the end of 2003, in conjunction with the restoration of PATH service to lower Manhattan. Other projects that must be completed are the Morrisville, Pennsylvania storage yard, Main/Bergen Connector, and the New County Road Bridge projects. The groundbreaking ceremony for this project was held on May 30, 1995, and at the time I wrote (July, 1995 *Bulletin*) that Secaucus Transfer was to open in 2002. And, that might have occurred, except for with the September 11, 2001 attacks, PATH's line to the World Trade Center was lost, and all of the seats that were expected to be available for transferring commuters, vanished, as riders stayed on the trains and are riding into Penn Station. When construction began, the cost of the project was \$450 million. That has now grown to \$550 million.

In advance of the September 23 opening of NJ Transit's 50,000 square foot "terminal within a terminal" at Penn Station, New York, a color brochure was issued. It contained a schematic plan of what was built, and showed all of the connections to Tracks 1-12. During the first afternoon rush I went over to have a look. (I had been in it during the summer while construction was still going on.) What I found was a magnificent facility, with no crowds at the ticket windows, TVMs that worked, and a good distribution of passengers waiting for the track assignments to pop up on the video monitors. Unfortunately, the air conditioning was not working, and there were a number of large fans placed strategically to attempt to circulate some air.

NJ Transit announced that it will back a study to build a second rail tunnel under the Hudson River. This has been proposed for many years, and is a key recommendation by Access to the Region's Core. If built, 21 additional train slots would be created in the peak. To get things moving, NJ Transit's Board of Directors voted to spend \$4.9 million on an environmental impact study (DEIS), which is expected to be completed during the Winter, 2004/2005.

Colorado Railcar Company brought its DMU to Bergen County during October 10-14, to provide some test runs and display the car at several locations around the

county. NJ-ARP members attending the annual meeting got a chance to inspect the car. County transit officials would like to use this type of vehicle on what they call the "Bergen Regional Network." The network consists of the existing rail lines, Bergen, Main, Pascack Valley plus the New York, Susquehanna & Western (recently deferred from consideration by NJ Transit), a future HBLRT extension from the present northern terminus at the Vince Lombardi Park & Ride, and a restored Northern Branch service to Tenafly.

The Montclair Connection opened as scheduled on September 30. Please see my report elsewhere in this issue.

Because of additional service, the Newark City Subway got new timetables effective October 5. During mid-days all cars now operate to Grove Street, and headways on the section beyond Branch Brook Park, which had ranged from 9 to 13 minutes, are now standardized at 7 minutes during peak and midday periods.

With HBLRT's arrival in Hoboken, a new timetable was issued on September 30. On the same day, NJ Transit held its *Try Transit Festival*. As I was unable to attend, I asked Alan Kramer, who told me that he would be going, to give me a report. He reported that there were not any large crowds, nor were there significant numbers of vendors selling railroad-type items. NJ Transit showed off examples of its newest equipment – ALP-46 4610 and Comet V coach 6513. There were a few other private coaches and locomotives as well. PCC 10 was in the Plaza; a trolley pole replaced the pantograph that it carried during its last years of service. PATH was represented by PA-4 cars 846 and 850, and locomotive L-1. In response for my request for members to send reports of the Festival, member Bob Underwood responded with the following:

Track 3 – Hi-rail station wagon and work equipment

Track 4 – Round-end observation Pullman "Hickory Creek" with 20th Century Limited drumhead

Track 5 – Observation L&N 364 "Ohio River," NJ RR's "Alex DeCroce, Lackawanna caboose 896, M&E 22 (John Fiorilla) M&E 18

Track 6 – NJT 4610 (ALP-46), 4213 & 4218 (GP-40-PH-2B), Metro-North 4190 (GP-40-PH-2)

Track 7 – Alstom 6513 – open for visitors - nice seats and BIG windows

Bob had some criticism for the HBLRT operation: although the rides were free all day, there were no signs on the TVMs to alert would-be riders of that fact. He also found that a portion of the walkway to ferry/train terminal affords no protection to passengers.

Port Authority of New York and New Jersey

During AirTrain testing on September 27, a three-car train derailed, causing critical injuries to the operator, a Bombardier employee. Initially the Transportation Safety Board declined to investigate the accident because the system is still in the construction/testing phase but with

(Continued on page 10)

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

the death of the operator several hours later, the board reversed itself. A news photo showed that car 102 was the car involved. Preliminary findings pointed to the 16,000 pounds of concrete ballast (used to simulate a carload of passengers) that shifted as the train rounded a curve near Federal Circle crushing the 23-year-old operator. Investigators also reported that the train was operating at between 55-58 mph at the time of the crash. There are no cabs in these cars as they are to be unmanned; however, there is a console at each end of the car, which can be manually operated, and that was being done at the time. The structure received extensive damage, and the system, which was to have partial service the end of this year, will be delayed for many months.

Amtrak

For the historic special session of Congress, held in New York City on September 6, many members traveled aboard a special Amtrak train. Thanks to *Weekly Rail Recap* for the report.

Amtrak presented its \$1.2 billion 2003 budget to Congress, and it calls for more personnel cuts and an eventual end to state-subsidized (403B) trains unless the states agree to pay all of the costs associated with those trains. States would have two years to transition to this, and you can determine which trains would be affected by checking the notes in the Amtrak timetables. Also at risk are Amtrak's freight trains and track improvements on the Northeast Corridor. President David Gunn said that repair of more than 100 wrecked passenger cars would continue however.

In September, the United States Senate approved Amtrak's requested \$1.2 billion appropriation, but House Republicans were holding up their version of this bill, due to their insistence that it include a provision that would limit losses on any train to \$200 a person. In response, Amtrak threatened elimination of six trains that met the criteria. They are the *Pennsylvanian*, *Three Rivers*, *Southwest Chief*, *Sunset Limited*, *Kentucky Cardinal*, and *Texas Eagle*. **The New York Times** (September 30) supported Amtrak in an editorial labeled "Keep the Trains Running." It began with, "It's time for Congress and the Bush Administration to stop playing games with Amtrak's future." The editorial ended with, "Instead of squabbling over how much spare change can keep Amtrak hobbling on from month to month, Congress must ensure adequate financing for at least two years while it focuses on developing a serious, long-term plan that includes the building of new high-speed corridors. Passenger rail remains crucial to the nation's future transportation needs."

A ceremony was held on October 8 with Governor George Pataki, Mayor Michael Bloomberg, former Senator Daniel Patrick Moynihan, and other dignitaries,

to announce that a deal had been struck to purchase the James A. Farley Post Office Building and turn it into a train hub. The State of New York will buy the building for \$230 million and the Port Authority will provide the additional funding to complete the project.

Plans are already in the works to extend the popular *Downeaster* service about 133 miles, to Bangor, Maine within the next four to six years. Now, some rail supporters are urging Maine's DOT to include rail service to the central part of the state in its 20-year master plan.

According to the Empire State Passengers Association's **ESPA Express**, the first of the rebuilt RTG III Turboliners was to be in service by now. Successful runs were made between upstate and Penn Station, and everything checked out.

From **Cinders**: It appears that June 12 was the last day that F-40s ran in Amtrak service, when 271 and 280 handled Train #294 (*Ethan Allen*) from Rutland to Albany. F-40s are not extinct yet, some remain available for emergency use, and some been leased out to other railroads such as the MBTA and CSX, to name just two. Six *Clocker* cars remain in the service for which they are named: 7005, 7602, 7606, 7609, 7617, and 7623. 7608 is also thought to be active.

Museums

Two days of much-needed rain ended just in time, and the weather was spectacular for Shore Line's annual Autumn in New York celebrations. Attendees were not to be disappointed. As soon as my car was parked behind the Sprague building, BRT 4573 was waiting to transport us to the Car Barn Area, where we transferred to the high-level platform for the subway trains, at the "Avenue L" station. The first trip to Short Beach was made aboard IRT 6688, which was followed by switching to TARS 629. While we were at Short Beach, Shore Line's crew made a few car moves and our next trip was aboard IND 1689, which was once again "married" to IRT 5466. Personally, the highlight of all these trips was my last one, using IRT car "G" (recently returned from its sojourn at the NYC Transit Museum) and its "mate" for the day, BMT 1227, as it was the first time that I got to ride in either car. BMT PCC 1001 and TARS 316 made appearances, and in close proximity were BMT "AB" 2775 and SIRT 388. It's pretty amazing that the aforementioned cars have a lot of years under their belt. The oldest, Car "G," built in 1878, is 124 years old. It is followed by 316 (1896), 1227 (1903), 4573 (1906), 5466 (1924), 1001 (1936), 629 (1939), 1689 (1940), and the "baby," 6688 (1955).

Miscellaneous

Imagine seeing this ad in a current transportation magazine "Antique, standard gauge, 'Narragansett' style, 13 open bench, double-truck, double-ended trolley. The car measures 40 feet long, 8 feet wide, 11 feet high. It is equipped with four Westinghouse traction motors (one per axle). The car operates off 600 volts DC."

(Continued on page 11)

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

This unusual ad appeared in this October's **Bus Ride** (www.busrider.com) magazine, and is being offered for sale by the Community Redevelopment Agency of the City of Orlando, Florida. From the photo in the ad the (yellow) car has the following lettering on its headboard: INLET VENTNOR LONGPORT. Does any member know who the original owner of this car was?

Other Transit Systems*Boston, Massachusetts*

There were several news stories in the **Boston Globe** about MBTA commuters who revealed that they rarely had their tickets checked by train crews. In the following days there were news reports from both sides, each defending its position. Management claimed that 83% of its trains operated with less than the required number of crewmembers for 14 of 32 weeks last year. The Union defended its members by reporting that trains are overcrowded and/or understaffed, and cited the need to close doors between stations and get onto the platforms (all functions that train crews are expected to perform). There were also examples of non-fare collections taking place on the subways and buses as well. Thanks to member Todd Glickman for the report.

Member Philip Andrade sent in what I hope is the final word about the Orange Line relocation (September and October **Bulletins**). Here is his report: "The southern portion of the line now parallels Amtrak's Northeast Corridor, the former New Haven line which passes through Attleboro before Providence. (Stoughton is not on this line, but on a branch that goes to Taunton from Canton Junction.) The northern portion of the Orange Line, that used to go to Everett, now runs to Malden, paralleling the former Boston and Maine line to Reading and Haverhill."

Washington, D.C. area

Virginia Railway Express has leased a third set of **Sounder** Bombardier bi-level cars from Seattle, and placed them in service on Trains #330/327/336/337, as of September 9.

Orange Line trains were increased from four to six cars after WMATA transferred some of its new CAF 5000-series cars from the Green Line. Thanks to member Steve Erlitz for the report.

South Florida

With interest in creating a regional transportation agency gathering steam, Tri-Rail would like to purchase the Florida East Coast's 80-mile line that parallels US 1 and Dixie Highway between Jupiter and Miami. The tracks are not for sale, but transportation officials will develop a plan whereby they will be able to purchase or lease these tracks. FEC officials have stated that they are not interested in jeopardizing their freight business for passenger service. Thanks to member Joe Gagne for the article from the **South Florida Sun-Sentinel**.

Tri-Rail ridership has exceeded 10,000 per day, and that figure does not include the "snowbirds," who have not returned in force yet, according to a report from member Karl Groh.

Chicago, Illinois

METRA operates eleven lines within the State of Illinois, including one that extends to Kenosha, Wisconsin, plus it contributes 18% to the South Shore operation to South Bend, Indiana. Prior to my four-day visit, I had only ridden the South Shore Line, which is under the jurisdiction of the Northern Indiana Commuter District (NICTD). Armed with an updated set of timetables (courtesy of member Jim Beeler), I laid out a plan to ride as many of the lines as possible, and over a 3½ day period was able to ride all but one, the Chicago & Northwestern Line to Harvard. I began with METRA Electric's three branches: Blue Island, University Park, and South Chicago, by riding all of them. At one time most of the diesel lines operated to further destinations when they were owned by railroads such as the Chicago & North Western; Gulf, Mobile & Ohio; Illinois Central; Milwaukee Road; Norfolk Southern; Rock Island; Santa Fe; and Wabash. In the future, trains may once again roll over some of these tracks. Amtrak trains also run over some of these lines. I also took along my copy of **Chicago's Commuter Railroads – A Guide to the METRA System** by the late Richard Kunz, published by Andover Publications in 1992. This was an invaluable resource while traveling through these unfamiliar territories. The book however, was published prior to the commencement of service on the North Central Line to Antioch, August 19, 1996.

Some statistics: Total mileage ridden exceeded 500 miles on 23 trains. (I rode both the Beverly Suburban Branch and Main Line of the Rock Island District Joliet Line between Gresham and Blue Island.) In order to maximize my time, it was advantageous to use a taxi service to get from the Grays Lake station (Milwaukee North), Fox Lake Line to Prairie Crossing (North Central Line) – cost was \$6.75 plus tip. By doing this, I avoided having to ride all the way back into Chicago. Although METRA operates bus service outside of Chicago, I was not able to ride the line between Geneva and Elgin because the last bus departed prior to my arrival time. Greyhound (\$7.75) was the link I used to get to Kenosha, as there is limited service to that city and riding the only morning train would have given me three hours until the trolleys began operating (see below).

METRA trains operate out of four terminals: La Salle Street – Former Rock Island Joliet District Line; Ogilvie Transportation Center – Chicago & North Western – Geneva, Harvard and Kenosha Lines; Randolph Street Station – METRA Electric and South Shore and Union Station – Burlington-Northern to Aurora, Illinois-Central (GM&O) to Joliet, Milwaukee Road to Elgin and Fox Lake, North Central to Antioch, Norfolk Southern (ex-

(Continued on page 12)

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

Wabash) to Orland Park. Amtrak trains also use Union Station.

Push-pull trains using bi-level gallery cars in varying lengths are used on all diesel lines, and bi-level EMUs on METRA Electric. Although the transit agency has taken delivery of new cars which are ADA-compliant, there are still some cars which date from the early 1950s. The weather was extremely hot and humid during the first two days, but the air conditioning worked well on all cars, even the older ones. All METRA cars feature comfortable 2-2 seating, on the lower level with seats that can be and are "flipped" in the direction of travel by train crews. Above, there are single seats, many of which also flip, and depending on the type of car, there are some fold-down seats on this level. On-board train announcements are made using a recently installed GPS. For those who are in the Chicago on weekends, there is a real bargain to be had, as METRA sells a \$5 pass that is good on all lines except for the South Shore. As the Kunz book suggested, I purchased a 10-ride Zone H ticket, paid the differential to higher zones, and supplemented it with other tickets as needed.

On a number of lines, including the Rock Island District, trains run "wrong-rail" in the evening peak because, as one of the crew members explained it, the platforms are longer on the Chicago-bound side. Trains operating on METRA Electric display the train number on the ends of the train. Because Chicago has so many different rail lines, it is inevitable that they should occasionally cross each other. At many locations, the lines I rode trains cross these lines at right angles, a phenomenon that is virtually unknown in today's metropolitan area.

At several of the outer terminals, there were train-theme restaurants, and at the McDonald's in Union Station, which had a nice display of train signs, photos and memorabilia, most of the employees wore pinstriped overalls with matching hats.

I was also able to complete the CTA subway and elevated system by riding the O'Hare (Blue) Line from the Airport and the Congress Line to Forest Park, as well as the entire Green Line. Riding in from O'Hare during the morning rush hour, traffic on parallel I-90 (Kennedy Expressway) was stop-and-go for almost the entire length, but the train easily sped past the vehicular traffic. A number of the CTA cars are "wrapped", but the window areas were excluded. On-board train announcements are made via GPS, which also identifies the run number. All cars had American flag decals on the side. I thought that it was strange, but many of the stations on the recently rehabilitated Green Line still had wood platforms.

By the end of 2005, METRA expects to almost double

the level of service it operates on the North Central Line to Antioch and the N-S Southwest (Orland Park) Line. Using \$225.5 million in Federal funds, double or triple tracks will be added at selected locations. Several stations will be renovated and four new ones will be built. New locomotives and cars are already on order. According to the article in the **Chicago Sun-Times**, by next April, work should begin to extend the U-P West (Geneva) Line to Elburn.

Kenosha, Wisconsin

Before visiting Kenosha, I phoned the Transit Office to confirm that the cars were running weekdays, and they were. Earlier in the year financial problems forced a cut-back in service to just weekends. Car 4609 (Pittsburgh Railways scheme) was running approximately every 15 minutes. Fares are 25 cents. The mechanic told me that the cars are riding on former CTA trucks. While I was in the "Car Barn," I met member Irwin Davis, a Chicago resident, who later drove me over to see the former Chicago, North Shore & Milwaukee station, which had recently been a restaurant. We decided that the restaurant was defunct, as there was a collection of mail just below the mail slot. Outside the station is Milwaukee Road coach 634. We made several trips around the 1.7-mile line, and I went to the METRA station to await Train #340, the 2:49 PM back to Chicago.

Salt Lake City, Utah

With the handing over of a \$185 million check (raised by the sale of 30-year bonds and some state funds), the Utah Transit Authority finalized the deal announced earlier this year. UTA purchased portions of the Union Pacific trackage between Salt Lake City and Ogden and from Salt Lake City to Spanish Fork. Also included are the Denver & Rio Grande Western route from North Salt Lake to Roy, the Sugar House rail spur from South Salt Lake to southeast Salt Lake City, rail from Point of the Mountain in northern Utah County to Orem, and an abandoned rail spur from Spanish Fork to Payson. New, commuter-only track and sidings will be constructed through those areas. Also included was the Mid Jordan line, which branches off from UP's main line from Midvale, through West Jordan and into South Jordan line. It is expected to become a TRAX route. The Sugar House corridor will be held for a still-to-be-determined transportation use. UTA plans to build by 2007 what could be a \$300 million to \$400 million commuter-rail system between the Weber County-Box Elder County line and Salt Lake City. Environmental studies are under way, with construction to begin by late 2004. As many as seven stations could be built between Ogden's Union Depot and Salt Lake City's Gateway Intermodal center at 600 West, between 200 South and 400 South. Intermediate stops could be built at Roy, Layton, Clearfield, Farmington and West Bountiful.

Portland, Oregon

In the first year that the Airport LRT line has been

(Continued on page 13)

Commuter and Transit Notes

(Continued from page 12)

open, ridership has exceeded projections. It had been anticipated that 2,300 daily riders but it has been drawing about 2,800.

From the History Files

25 Years Ago: On November 14, 1977, Newark PCC 27 left New Jersey atop a flatbed, en route to its new owners, the Greater Cleveland RTA. It was followed the next day by 3. Both cars were purchased to replace RTA (Shaker Heights) wreck-damaged 59 and 65. **Headlights News Journal** (January, 1978) reported

that RTA paid \$50,000 for each car, and that Public Service bought the cars for \$11,000 apiece in 1952. Upon delivery of the Breda LRVs, both cars went to the Minnesota Transportation Museum. MTM has restored 3 and given it back its original TCRT colors and number, 322. 27 was sold to the Shore Line (Branford) Trolley Museum in September, 2001, and is presently undergoing restoration.

15 Years Ago: On November 16, 1987, M-4s began running on the New Haven Line.

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

New Midtown Direct Service from Montclair Heights

(Continued from page 1)

The mileage is from Jersey City.

MILES	NAME	CLOSED
6.8	Arlington	2002
7.5	West Arlington	1969
7.9	North Newark	1986
8.5	Forest Hill	1967
8.9	Soho	1936
9.4	Belwood Park	1964
9.8	Rowe Street (Orchard Street)	2002
10.2	Walnut Street	1954
10.9	Benson Street (Glen Ridge)	2002

Member Davis Dure visited the "Connection" site on Saturday morning and found that work had been completed and both tracks had been swung over.

An "interim" schedule was operated during the week of September 23-27, and the first passenger trains to actually operate over the Montclair Connection were #1050 (5:17 AM Mount Olive/Hoboken) and #1031 (7:44 AM Hoboken/Montclair Heights). However, no train service operated into New York during that week. One of our members used the service on the first day of "interim service" found that NJ Transit's two-car train

was wholly inadequate for the number of passengers who were riding. Cars were added later in the week.

New timetables were issued effective September 29 for the Main/Bergen, Morris & Essex, Montclair-Boonton and Pascack Valley Lines. NJ Transit's Employee Timetable now refers to the Boonton Line as the Montclair Line, while the public timetable still identifies it as the Montclair-Boonton Line, I think that it is only a matter of time before the "Boonton" disappears from the public timetables as well. All of the new off-peak Montclair Midtown Direct trains will require passengers bound for Hoboken to change at Broad Street, Newark.

Bob Underwood checked over the new timetables and found that seven eastbound and five westbound trains that serve stations west of Dover are listed in the M&E, but not the Montclair-Boonton timetable. These 800-series trains, which operate via the Morristown Line, were listed in the public timetables that were in effect prior to September 23, and should continue to be listed. Also, for the first time, there are pages in the M&E public timetable listing Extra Holiday Service trains that operate on Thanksgiving and President's Days.

An article in the October 6 **New York Times** reported that during the first week of service, there were 1,600 daily riders, 1,000 of whom formerly rode to Hoboken. The other 600 were new riders. NJ transit expects that number to grow.

MONTCLAIR CONNECTION OPENS AND MIDTOWN DIRECT SERVICE FROM MONTCLAIR BEGINS

by Bruce J. Russell

During the past summer, the final construction on the double-track connection as well as on the extension of electrification from Bay Street, the end of the former Lackawanna Railroad's Montclair Branch, to Great Notch on the ex-Erie Railroad's Boonton Line was finished. During July, testing of the catenary using new ALP-46 electric locomotives, older ALP-44 models, and

Arrow III multiple-unit cars was done and no major problems materialized.

On August 3, NJ Transit issued its final Boonton Line timetable prior to the start of *Midtown Direct* service over the new connection. At this point, all track work was finished except for the actual switches that would physi-

(Continued on page 14)

Montclair Connection Opens

(Continued from page 13)

cally join the two routes.

After riding the last train, the 11:15 Hoboken/Lake Hopatcong, Jack May and I disembarked at Walnut Street, while Randy Glucksman continued farther west. I briefly walked from Walnut Street east to the connection and NJ Transit crews were fully occupied making the new track arrangements. Giant floodlights illuminated the entire area, and a work train consisting of hopper cars filled with rock ballast as well as a crane was present. The eastbound connection had already been made and the connection of the westbound was in progress. I chose not to remain to witness the actual completion of the joining of the two lines, which probably took place between 2 and 5 AM.

On September 21 at approximately 7 AM, I drove to the connection, hoping to see work still in progress. I was surprised to discover that all of the construction personnel and their equipment had vanished. Further, the job was done. The Boonton Line's two tracks were now physically linked with those of the Montclair Branch. After 73 years of discussions and planning, the Montclair Connection was a reality.

Midtown Direct service from Great Notch to Penn Station was not slated to begin until Monday, September 30. Instead, the existing Boonton Line schedules would continue to remain in effect, except that the trains would operate over the new connection rather than over the old route via Arlington. In essence, this was the interregnum or transition period. According to the August 3 timetable for the Boonton Line, the first eastbound train was #1050, originating at Mount Olive at 5:17 AM and arriving at Walnut Street, Montclair at 6:25 AM. It would then proceed to Hoboken using the new connection and the former Lackawanna Montclair Branch. My plan was to be aboard Train #1050 and ride it only as far as Bay Street, Montclair, situated at the east side of the connecting trackage. Here I would disembark, having ridden on the first train over the Montclair Connection. While this train was not scheduled to stop at Bay Street, I assumed that it would briefly halt to either pick up or detain NJ Transit personnel. After having followed the construction of the Montclair Connection for many years, I felt it appropriate that I be on the very first train through it.

I arrived at Walnut Street at 6 AM, and numerous NJ Transit personnel were on hand to explain to passengers that they would be traveling over a different route than what they normally used. Most seemed to be oblivious. At 6:23 the headlight from the cab control car of Train #1050 appeared, and when the train pulled into the Walnut Street station I boarded. It consisted of a locomotive and four coaches, and was surprisingly full for such an early morning journey. Standing in the vestibule, I looked out the window as we slowly veered right

onto the eastbound track of the connection rather than left over the now-freight-only section of the Boonton Line. It was still dark, but I was able to see enough from the shining overhead lights. In two minutes we arrived at the Bay Street station, a new facility with high-level platforms. As the door slid open from the cab car I was riding in, I attempted to detrain. A burly Conductor blocked my path and in an authoritative tone said I could not get off since Bay Street was not a stop for this particular train. Somewhat disappointed, I returned to my seat and traveled all the way to Hoboken. When we arrived, I noticed this same Conductor and his associate, who stated that to have allowed me to disembark at Bay Street was against the rules, and that management personnel were present. I agreed with their actions, and for a few minutes we reflected upon the fact that we were on the first train over the Montclair Connection. I returned to Bay Street on Train #107 departing from Hoboken at 7:16 AM. What amazed me about my experiences on September 23 was that I was the only person from the railway enthusiasts' community aboard the first train over the Montclair Connection!

During the week of September 23-27, Boonton Line trains adhered to the August 3 schedule, but ran from Hoboken to Walnut Street over the Montclair Connection. Service over the now-abandoned segment was not provided by the New York & Greenwood Lake Railway, which continues its fight to become the designated operator. Its story is a complex one, but NJ Transit will not permit it to run service until insurance and other requirements are satisfied. Meanwhile, the swing bridge over the Hackensack River is now permanently in the open position. An article in the September 25 *Star-Ledger* described the life and work of the last operator of this span, and of how he loved the isolation of his job. He has since been reassigned to another bridge elsewhere on the NJ Transit system.

September 30 was heralded as the official inauguration of electrified service from Great Notch over the Montclair Connection directly to Pennsylvania Station. NJ Transit issued many press releases and took out advertisements in numerous papers announcing the start of *Midtown Direct*-Montclair. The first timetables showing the new service were available during the week of September 23-30. The line has now been rechristened the Montclair-Boonton Line, and shows service from Hackettstown to Hoboken via Broad Street, Newark. Hourly service throughout the day is offered from Montclair Heights to Penn Station, even though the trains originate at Great Notch, where a storage yard and inspection track are situated. In order to win approval for the Montclair Connection, which involved the demolition of houses and the relocation of families, mainly poor and minority, NJ Transit had to greatly modify and expand the scope of its original scheme for the linkage of the two routes. In the beginning the Montclair

(Continued on page 15)

Montclair Connection Opens

(Continued from page 14)

Connection was supposed to consist of just one track and no extension of electrification. Diesel trains, with their associated noise and smoke, would simply operate over the Montclair Branch and onto the Boonton Line. This would allow NJ Transit to eliminate operations over the Hoboken-Arlington-Rowe Street-Benson Street section. Hard bargaining by Montclair's Mayor and Town Council resulted in extension of electrification and inauguration of a direct service into Penn Station not only during rush hours but throughout the day. The only item the town lost out on was the provision of service to Penn Station on weekends. This may come later, depending on passenger counts and continuing demands.

On the weekend of September 28-29, equipment for *Midtown Direct-Montclair* began arriving in the new yard at Great Notch. Trains consisting of new German-manufactured ALP-46 electric locomotives and Comet V coaches traveled via the connection from the Meadows Maintenance Complex in Kearny to Great Notch. When I visited the yard on Sunday, September 29, five ALP-46 locomotives and many Comet Vs were present, along with technicians from Bombardier, the manufacturer. A total of 29 ALP-46 electric locomotives were purchased by NJ Transit, along with 200 Comet V coaches, portions of which, including their body sheets, were made in Brazil. The new locomotives and coaches are supposed to be used throughout the NJ Transit system, but for *Midtown Direct-Montclair* they will handle all trains. Obviously NJ Transit wants to begin its new service with new rolling stock. The 99-ton ALP-46s are capable of generating 7,000 horsepower, and will have no difficulty moving a ten-car train. The older Swedish-manufactured ALP-44s begin to have problems with more than eight coaches. More and more people are using the commuter trains of the original *Midtown Direct* service via Morristown, and the need for locomotives of greater pulling power was apparent. On a historical note, the GG-1 electric locomotives last used by NJ Transit in 1983 had a horsepower rating of about 4,500. The new "juice jacks" are obviously a significant improvement.

Jack May and I decided to ride the first *Midtown Direct* train from Montclair on Monday, September 30. According to the new Montclair-Boonton Line schedule, it departs from Montclair Heights at 5:40 AM and arrives in New York's Penn Station at 6:22 AM, a total travel time of 42 minutes. We boarded at the Watchung Avenue station, which, like others along the route, had been decorated with red, white, and blue bunting. We arrived at 5:30 AM, and NJ Transit personnel were on hand to explain the new service to people. Coffee, doughnuts, and bagels were likewise provided gratis by NJ Transit.

The Watchung Avenue station is an old Erie Railroad edifice built at the turn of the last century, and was the last station on the Boonton Line to have a ticket agent. While he is no longer there, the waiting room is kept open for commuters.

Train #6200 arrived about four minutes late, perhaps because of celebrations at Montclair Heights. The ALP-46 pulled, rather than pushed, the seven-car consist, a departure from the normal practice in which the locomotive pushes eastbound and pulls westbound. As the "juice jack" pulled into the station, it made little noise. Jack and I climbed inside of the Comet V coach and took our seats. Only a few other passengers were present. I purchased a round-trip into New York to see NJ Transit's new East End concourse and ticket area, which opened on September 23. From now on, NJ Transit riders will not have to share space with Amtrak passengers in the main waiting area.

I thought the Comet V coaches were very nice, except for their seats, which were too straight back and generally uncomfortable. On the positive side, they have much larger windows than their predecessors as well as the Amfleet cars used by Amtrak.

At Bay Street, decorations were in place for the official opening celebrations to be held later in the day. As our electric train moved through the Montclair Connection, no announcement was made on the PA system that this was the first *Midtown Direct-Montclair* train. No firecrackers went off, and the Conductor never mentioned this fact while issuing our tickets.

At Roseville Avenue, the site of a long-abandoned station and the junction of the line from Montclair with the route from Dover via Morristown, two tracks were in place. During the late 1950s, the Lackawanna Railroad had simplified the junction by eliminating one track and using only the eastbound platform. Now, two tracks are back. The double-track Montclair-Boonton Line merges with the triple-track main route. Obviously, having more tracks will reduce the chance of delays.

At noon on September 30, ceremonies were held marking the official start of the new service. New Jersey Governor McGreevey and other officials spoke, as did George Warrington, the head of NJ Transit. Nothing unexpected was said, and all agreed that the long-planned, long-delayed Montclair Connection was a positive step in the right direction to make rail commuter service more attractive. Unfortunately, within the next few days there were complaints, mainly by riders from points west of Great Notch and by those whose final destination is Hoboken rather than Manhattan. Hopefully, their concerns will be addressed within the next few weeks and appropriate adjustments will be made. But for many more riders, this improvement was long-anticipated and should succeed in making rail the mode of choice.

REDBIRD UPDATE

by George Chiasson

R-142/R-142As

Through October 11, 2002, Option R-142s 7051-7070 were delivered. By the same date, Primary R-142s 6801-6805 and Option R-142s 7051-7055 were in service on ⑤. While there were no further cataclysmic events to mark the progress of New Technology Train implementation on the IRT, R-142s 6396-6400 had not yet returned to passenger service. Use of R-142s assigned to ② and ⑤ on each other's lines also continues to be a common occurrence, though this may be more the result of service demands than technical glitches.

Since the September 15 changes, R-142s have been consistently able to cover 100% of the 31-train ② schedule (310 cars), and the use of R-62As on either ② or ⑤ (under any circumstance) discontinued entirely. As of early October, the expectation is that assignment of 370 R-142s to ⑤ should be completed by the end of January, 2003, at which time the remaining Redbirds on that route would be replaced. ② is also expected to be assigned 370 R-142s in the long-term, and the remaining 290 delivered for service on ④ (not ③ as earlier proposed). This would create the final distribution quantities desired for the 1,030-car acquisition.

By October 1, 2002, Option R-142As 7721-7730 had arrived, thus completing the delivery phase of the R-142A order. The first cars of this type had been delivered to NYCT in December, 1999. Due to continuing familiarization and technical troubles, the use of R-142As on ④ was briefly suspended during the middle and latter portion of September. The former difficulty may have been rooted in the intense service levels required of crews and equipment on ④, where outside intervention was sometimes necessary to program the Automated Announcement Systems at termini. In the latter instance, problems sometimes resulted when impatience was exhibited during relatively minor failures of system electronics, as personnel tried to keep trains moving. At any rate, the R-142As received a "high green" starting on September 26, when the fifth train, composed of cars 7686-7690 and 7706-7710, entered 4 service.

The remainder of ④'s R-142A fleet awakened in short order, with three trains in use on a single day for the first time September 30, and a fourth on October 2. Since then, 3-4 R 142A trains per day has settled in as the norm, weekends included. The sixth R-142A train (7711-7720) was in the latter stages of acceptance testing through October 11 and expected to be in service within several days, to be joined by 7721-7730 at the end of the month or in early November.

Starting in early October, efforts have been made to strategically fill specific morning rush hour intervals on

④ and ⑤ with R-142As and R-142s, respectively. This would result in a "cluster" of New Technology trains through the midtown portion of the Lexington Avenue Line during peak AM commuting time. Harkening back to the Joralemon Street incident that occurred on ④ on August 27, the numbers of the second or "push" R-142A train should have been 7661-7665 and 7671-7675.

R-62A Changes; R-62 Movement Projected

As hinted above, the R-62A fleet has settled back into its "normal" routine on ① and ③ since the September 15 restoration of service to South Ferry, with no additional cars moved to Corona for ⑦. When it does occur, the next transfer to Corona is expected to involve a "round robin" scenario of shifts between ① and ⑦, ① and ③, and ③ and ⑦ to deliver the proper quantities of unitized and single cars required for ⑦ operations.

To date there have been no R-62As reassigned directly from ① to ⑦, and it is widely expected that no significant transfers will occur until the last round of R-142 deliveries commences in the early months of 2003. Projections for Phase III of the IRT's New Technology Train implementation plan (the blueprint for allocations through mid-2003) show an eventual assignment of 55 single R-62As to Jerome. Of these, 20 are anticipated for use on the S-42nd Street Shuttle—10 and 10 spares—and 35 as extra 10-car trains for ④ (30 and 5 spares). These will combine with the 70 arriving R-142As to supplant all Redbirds (originally 90, lately 110) that have been assigned there for the past decade or so. Allocation of the last 290 R-142s to ④ will serve to displace all 315 Kawasaki-built R-62s from their home of almost 20 years, and they will provide all service on ③ until needs dictate otherwise. In turn this would dislodge the remaining single cars from Livonia (③) for repositioning to the Flushing Line, and eventually find all 824 R-62As divided three ways: 365-①, 55-④, and 404-⑦.

The R-62 fleet's current projected life cycle replacement is the year 2024.

Redbird Notes, Transfers, and Status

Time finally ran out for the last few active pairs of R-26s and R-28s on October 7, 2002. These had been reduced to eight cars for over two months, and were usually mixed with the 14 surviving R-29s on ⑤ in rush hours. First to be retired were actually R-29s 8694/8695, which were idled at E. 180th Street beginning on September 26 and left the group with no spare cars to make up its two remaining trainsets. On October 3, both trains were observed on ⑤ at 138th Street-Grand Concourse in the AM, then again at Borough Hall

(Continued on page 17)

Redbird Update

(Continued from page 16)

in the PM rush hour. One set had all eight of the active R-26/28s capped by R-29s 8786/8787, while the other used the balance of remaining R-29s. Both were on the road again the following Monday (October 7), but immediately following the PM rush, the last train of R-26/28/29s, consisting of N-7819/7818-7846/7847-7939/7938-7863/7862-8786/8787-S, was broken up and all eight of the older cars moved to Concourse Yard for storage. This left 8786/8787 as a spare set to support the final train of R-29s (8708/8709, 8716/8717, 8718/8719, 8740/8741, 8784/8785), which was seen in rush hour 5 service through at least October 9. It is unclear how much longer this train will continue to operate.

Retirement of R-33s from 4 started in earnest by September 19, when the first six cars were confirmed out of service at 207th Street, to be prepared for reefing. R-33s 8874/8875 and 9210/9211 were returned to 5 as of September 17, while 8990/8991 and 8986/8987 have assumed their place as the fifth and sixth pairs of mainline R-33s to be assigned to long-term work service.

On October 10, R-33s 8930/8931, 9020/9021, 9084/9085, 9116/9117, and 9182/9183 ran on 2. Since early August, Redbird 7 consists separated by electri-

cal equipment into Westinghouse (Black) and General Electric (Yellow) have been the exception rather than the norm. No doubt this is attributable to the scarcity of WH cars remaining active. On October 11, there were just 34 WH World's Fair and mainline R-36s sprinkled into the overall Redbird fleet of 274 cars on 7.

Technological oddball R-33S 9337 reappeared at Corona on October 6, hauling the last few cars of its kind back to 7 for passenger service after they received long-term SMS work at 207th Street during the summer hiatus. It and the three other single units remaining at 207th Street (9317, 9329, 9343) have now been out of passenger service for several months.

Redbird Retirements and Restorations

Taken out of service through October 11, 2002 were:

R-26: 7818/7819, 7846/7847 (second time) off 5

R-28: 7862/7863, 7938/7939 off 5

R-29: 8694/8695 off 5

R-33: 8838/8839, 8848/8849, 8854/8855, 8856/8857, 9220/9221, 9272/9273, 9262/9263, 9270/9271, 9282/9283, 9284/9285 off 4; 8892/8893, 9010/9011, 9038/9039, 9068/9069, 9192/9193, 9200/9201 (second time) off 5

R-36: 9390/9391, 9450/9451, 9466/9467 (second time), 9530/9531 off 7

Restored to service through October 11, 2002 were:

R-33: 8874/8875, 9210/9211 on 5

Around New York's Transit System

(Continued from page 20)

transfer privileges were curtailed. Effective October 2, 2002, passengers with *MetroCards* riding the B-68 bus between Stillwell Avenue and Brighton Beach were allowed to make a free transfer to the C train and an additional free transfer to any intersecting bus line. In the reverse direction, passengers transferring from a bus to the C train were allowed to make a free transfer to the B-68 bus.

Correction

In last month's issue, member George Chiasson reported on the Governor's Special that ran on September 15 to commemorate the reopening of the South Ferry Branch. George now reports the train made its round trip to South Ferry on Sunday morning, September 15, and not during the opening hours as had been suggested. R-142s 6556-6560 were the five cars that opened at South Ferry, but it was not known if five more were on the tail end.

R-143 Update

(Continued from page 6)

Slant R-40s 4392/4393, forced out of service by a shop fire in late 2001, have been reactivated while 4260, which was damaged in a derailment near Ninth Avenue in 1994, is visible next to Coney Island Shops and appears ready for service. Mate 4261 is presently coupled to 4258, while 4259 was retired after a collision east of Ninth Avenue in 1995. R-32s and R-40s were occasionally seen on W during the first week after the September 8 schedule change, with an R-40M train likewise

sighted on September 19. The use of 60-foot cars (R-32, R-40, R-40M) on W was assured on weekends by mid-October, reflecting the route's extended service to Astoria. Since the September 8 changes, R-40s have also shown up a time or two on C. R-68As have been most common on W since the Manhattan Bridge closure of July, 2001, but they also show up regularly on N and C. Conversely, R-68s are on N and C, and also show up on W.

There continue to be subtle revisions to the Subdivision "B" assignment listing to better reflect operational reality.

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

There are lots of juicy tidbits this month in the good old MTA New York City Transit, oops I forgot, MTA Subway. Actually, I have no idea yet whether I work for MTA Subway or MTA Capital. More to come. Until then, lets see what is going on in the system this month.

On the IRT, we have more painting of the 225th Street Bridge, a couple of concrete pours (Track M2 in the Joralemon Street Tunnel and Track C1 in the Steinway Tunnel), some punch list work to finish out the ①/⑨ tunnel restoration, and the Atlantic Avenue and 72nd Street station rehabilitations.

The IND still has *AirTrain*, a switch job north of 42nd Street on the Eighth Avenue Line, tunnel lighting between 145th Street and 168th Street, a 24/7 outage of Track B4 between Grand Street and Broadway-Lafayette (which is not used for normal service anyway), and Lexington Avenue station rehabilitation.

The BMT gets a little complicated. You will notice in one of the Canarsie line plans hours of work as Friday 8 PM to 10:14 PM. The Atlantic Avenue reconfiguration is ready to disconnect the temporary Track P2 and connect the permanent Track P2. The 55-hour General Or-

der that we would normally write would not have been enough time for the workers to give the tracks back by 5:00 AM Monday, so this plan will have some ① trains turn back at Broadway Junction, and the ① trains that go through will terminate at Rockaway Parkway and go into the yard. Because we usually cannot get bus support before 10 PM, a compromise was worked out under which we could get enough buses to operate in service northbound while the southbound service to Rockaway Parkway was still operating. Then, at 10:15 PM the normal weekend full shutdown would be in effect. The weekend plans will probably work both weekends, but the Friday night plan should only need the first Friday, with the second one being a backup. On the Sea Beach Line, Track E4 will be out 24/7 for Division of Car Equipment R-143 testing. Track J3 comes out for the rest of the year as part of the Nassau Street Loop reconfiguration. All the old favorites are still there — West End signals, DeKalb Avenue station rehabilitation, Montague Street Tunnel fire lines, Fourth Avenue tunnel lighting, etc. Don't eat too much turkey. Enjoy!

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
11/16 to 11/18	Wkend	②/③	Track B2 N/O 72 nd Street to S/E 42 nd Street Track B3 S/O 72 nd Street to N/E 96 th Street	S/B local 72 nd Street to 42 nd Street N/B local 72 nd Street to 96 th Street	Electrical, plumbing and architectural installations
11/16 to 11/18	Wkend	①/Bus	Tracks BB1/BBM/BB4 N/E 225 th Street to N/O 215 th Street	① – South Ferry to 215 th Street Bus – 215 th Street to 242 nd Street	Abate lead and paint steel members of bridge
11/9 to 11/11	Wkend	⑦/⑤/ Bus	Tracks C1/C2 N/O Times Square to S/E Queensboro Plaza	⑦ – Main Street to Queensboro Plaza ⑤ – Operates all weekend Bus – Vernon-Jackson to Queensboro Plaza	Concrete pour
11/11 to 11/15	Daily	⑦	Track C1 N/E Main Street to S/O Willets Point	S/B via Track M S/O Main Street, then via Track MC-MB to N/O 111 th Street	Install signal cable and equipment
11/9 to 11/11	Wkend	②/③/ ④ Local	Track E1 N/E Atlantic Avenue to S/E Utica Avenue	S/B via Track 2 from Atlantic Avenue to S/O Franklin Avenue or Utica Avenue	Install roof steel and tiles
11/16 to 11/18	Wkend	④/④ Short/ ⑤/⑥	Track M2 S/E Bowling Green to N/O Borough Hall	④ – Woodlawn to Brooklyn Bridge ④ Short – New Lots Avenue to Brooklyn Bridge ⑤ – Dyre Avenue to Brooklyn Bridge ⑥ – No effect on service	Concrete pour
11/5 to 11/27	Nights	①/Bus	Tracks MVA/V1/V4 Rector Street to Chambers Street	① – S/B terminates/in service from Track 2 at Chambers Street Bus – South Ferry to Chambers Street	Punch list work to close out contract
11/9 to 11/18	Wkend	④ Local/ ⑥	Track L4 S/O 125 th Street to N/O 125 th Street	N/B express via Track 3 S/O 14 th Street to N/O 125 th Street	Track wall panels
11/5 to 11/15	Daily	⑥	Track P3 N/O Hunts Point Avenue to N/E Parkchester	N/B via Track M Hunts Point Avenue to Parkchester	Install elevation blocks and plates and gauge track
11/9 to 11/18	Wkend	④/C/ ⑤/E	Tracks A1/D3 S/O 50 th Street to S/O 34 th Street	④/C – S/B operates express 145 th Street to Canal Street ⑤ – S/B local 145 th Street to 59 th Street ⑤ – S/B via Sixth Avenue Line to W. 4 th Street, then normal	Dig and install switch #24
11/4 to 11/15	Nights	④	Track A2 S/E 145 th Street to N/E 168 th Street	④ – N/B operates express N/O 125 th Street to N/O 168 th Street, then normal	Structural repair and tunnel lighting rehabilitation

(Continued on page 19)

NEW YORK DIVISION BULLETIN - NOVEMBER, 2002

Track Construction Forecast for November, 2002

(Continued from page 18)

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
11/8 to 11/18	Wkend	A/C	Track A2 S/E 145 th Street to N/E 168 th Street	A/C - N/B operates express N/O 125 th Street to N/O 168 th Street, then normal	Structural repair and tunnel lighting rehabilitation
11/3 to 11/15	7 nights per week	A/D	Track A4 N/O 59 th Street to N/E 125 th Street	A - No effect on service D - N/B local 59 th Street to 145 th Street	Install continuous welded rail and boutet weld
11/12 to 12/31	24/7	F/S	Track B4 S/O Grand Street to N/O Broadway-Lafayette	No effect on service	Type II-Type II chip-out
10/28 to 11/16	Nights	F	Track D3 S/O Roosevelt Avenue to S/E Queens Plaza	S/B operates express via Track D1 from S/O Roosevelt Avenue to S/O 36 th Street	Tie block and plate renewal
11/11 to 11/27	Nights	G	Track E1 N/E Nassau Avenue to N/O Bedford-Nostrand	S/B single track via Track E2 N/O Nassau Avenue to Track E3/4 N/O Bedford-Nostrand to Track E1	Remove blocks and install new plates
11/4 to 11/29	Daily	A/ A sh.	Track F1 N/O Aqueduct to S/O Howard Beach	A - All mainline trains to Lefferts Boulevard A sh. - Rockaway Boulevard to Far Rockaway, single track via Track F2 S/O Rockaway Boulevard to Track F4 N/O Aqueduct to Track F3 S/O Howard Beach and normal	Demolition of platform at Howard Beach
11/9 to 11/11	Wkend	A/H Bus	Tracks F1/F3/F4/FAF4A N/O Howard Beach to N/O B. 67 th Street	A - All mainline trains to Lefferts Boulevard H - Far Rockaway to Rockaway Park Bus - Rockaway Boulevard to Howard Beach and B. 98 th Street	Remove temporary shields over tracks
11/16 to 11/18	Wkend	E	Tracks D3/D4 S/E Fifth Avenue to N/E Lexington Avenue	Operates to Second Avenue daily and to Whitehall Street overnight	Renovation of Lexington Avenue station
11/9 to 11/11	Wkend	W/R	Track B1/R1 S/E S/O Prince Street to S/E DeKalb Avenue	S/B operates via Manhattan Bridge S/O Prince Street to S/O DeKalb Avenue	Station rehabilitation, fire lines, water grouting
11/16 to 11/18	Wkend	W/R	Tracks B2/R2 S/E DeKalb Avenue to N/E Whitehall Street	N/B operates via Manhattan Bridge S/O DeKalb Avenue to S/O Prince Street	Station rehabilitation, fire lines
11/12 to 12/31	24/7	N	Track E4 N/O Kings Highway to N/O Eighth Avenue	No effect on service	EMI testing on R-143 equipped with Siemens propulsion
10/21 to 12/6	Nights	L	Track Q1 N/E Third Avenue to S/O Bedford Avenue	S/B single track via Track Q2 from N/O Third Avenue to S/O Bedford Avenue, then normal	Replace and rehabilitate manhole doors
11/1 to 11/11	Wkend	L/Bus	Tracks P1/P2 S/O Broadway Junction to S/E Rockaway Parkway	L - Eighth Avenue to Broadway Junction Bus - Rockaway Parkway to Broadway Junction	Remove switches #7A/B
11/15 to 11/22	Friday 8 PM to 10:14 PM	L/L Short/ Bus	Track Q2/P2 S/E E. 105 th Street to S/O Broadway Junction	L - S/B to Rockaway Parkway, lay-up to yard after terminating L Short - turn alternate trains back at Broadway Junction Bus - Rockaway Parkway to Broadway Junction. N/B service only	Disconnect temporary Track P2 and connect new Track P2
11/15 to 11/22	Wkend	L/Bus	Tracks P1/P2 S/E Rockaway Parkway to S/O Broadway Junction	L - Eighth Avenue to Broadway Junction Bus - Rockaway Parkway to Broadway Junction	Disconnect temporary Track P2 and connect new Track P2
11/7 to 12/31	24/7	J/Z/M	Track J3 S/E Canal Street to N/O Chambers Street	No effect on service	Modify circuit breaker house #69
11/9 to 11/11	Wkend	W	Tracks D2/D3/4/D3/DC2/D4/D14/D15 N/O Stillwell Avenue to S/O 36 th Street	N/B via Sea Beach Line from Stillwell Avenue to 36 th Street	Track in-service
11/16 to 11/18	Wkend	W	Tracks D1/D3/D3/4/DC1/D14 S/O 36 th Street to N/O Stillwell Avenue	S/B via Sea Beach Line from 36 th Street to Stillwell Avenue	Wayside testing, breakdown testing, track in-service
11/12 to 11/22	Nights	N sh./ R sh.	Track F2 S/E 95 th Street to S/O 36 th Street	N sh. - N/B normal, S/B local 36 th Street to 59 th Street R sh. - exclusive use Tracks F1/F3 95 th Street to 59 th Street	Install conduits, tunnel lighting fixtures, and associated supports

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 iderlitz@juno.com.

Tech Talk

(Continued from page 7)

was removed from service on October 15. The rest of

the lower level trackage at 42nd Street will be removed in time.

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

Around New York's Transit System

Proposed Transportation Hub

The rebuilding of lower Manhattan will provide for improved transfer privileges between subway lines. Newspapers reported that NYC Transit has plans to provide easier access to the Broadway-Nassau Street station by demolishing the buildings on the east side of Broadway between Fulton Street and John Street and building a new entrance to Fulton Street, Lexington Avenue Line as well as Broadway-Nassau Street. It is not known whether a two- or three-story building will be built above this entrance or whether the air rights will be sold to a developer. NYC Transit would also like to build a passageway connecting Cortlandt Street (N/R/W) with the Broadway-Nassau Street station.

Work Train Routing

Road trains are allowed to operate directly behind work train transfers, runaround trains, and work trains en route to and from General Orders. Road trains will be rerouted and/or held back behind a Continuous Welded Rail train, project work train, and bad order work trains or when it is necessary to expedite service. There are no restrictions regarding the Vacuum Train, Track Geometry Car, Refuse Train, or Revenue Collection Trains.

Work Train Motive Power

Work trains transporting heavy loads — continuous welded rail, hoppers loaded with ballast, flat cars loaded with concrete or other heavy material — move slowly if one locomotive is used. To supply sufficient motive power, a transition unit composed of a locomotive, a modified rider or flat car, and a locomotive is used. This special transition car must be used to avoid excessive wheel loads on the track. Transition units can be made up with electric throttle or pneumatic throttle equipment, but will not work if the equipment is incompatible. When a work train is composed of a transition unit, flats, hoppers, and a locomotive, the latter is to be used only for spotting cars after the train has been uncoupled at the work site. The single locomotive must not be used to pull the entire train. If there is excessive wheel spin, the Train Operator must spread sand.

Regenerative Brake Activation—R-142/R-142A/R-143 Cars

Effective October 1, 2002, the regenerative braking feature was turned on in the above cars. With regenerative braking, trains generate electrical energy during normal service braking and return it to the third rail. When regenerative braking is turned on, trains will automatically detect if the third rail is de-energized and revert to the non-generative dynamic braking mode within one second, stopping delivery of electrical energy to the third rail. With regenerative braking, the train will perform the same as with dynamic braking.

Defective R-142/R-142A/R-143 Crew Switch

If the crew door on the R-142, R-142A, or R-143 cars cannot be opened with the Crew Door Key Switch, the door must be cut out using the Door Cutout Key Switch on the side panel adjacent to the door. The standard (R-9, R-62) key must be inserted into the Door Cutout Switch and the key must be turned from the normal to the cutout position. The door must be snap tested by attempting to push the door into the pocket.

Accurate Announcements—R-142/R-142A/R-143 Cars

To provide accurate information, Conductors on R-142/R-142A/R-143 cars must make live manual announcements at all locations where General Orders are in effect or schedules have been changed. Before entering stations with transfer points, Conductors must depress the "TURN AUTOMATIC MESSAGES OFF" button on the operating screen and make the announcements.

De-Zoning Trains

To prolong the life span of Conductor's Indication light bulbs, the Conductor's operating position should be de-zoned whenever a train is removed from passenger service or sent to a storage yard. The Conductor's operating position must be de-zoned and the Conductor's Indication light bulb must be extinguished by turning the drum switch from the "ON" position to the "OFF" or "THRU" position on R-26 through R-38 cars or depressing the zone switch push button located on the Master Door Control Panel on R-40-and-up cars.

Autumn Leaves Make the Rails Slippery

Train Operators operating on outdoor ballasted track, including embankments and open cuts, must be extremely cautious and keep their trains under control because of falling leaves and damp rail. When trains slide on wet leaves, they may slide past stations, develop flat wheels, or cause the Operator to conclude that the train is not braking properly.

Extreme caution must be exercised when operating in both directions on the following lines:

- Dyre Avenue Line (5) between Dyre Avenue and E. 180th Street
- Brighton Line (Q/◇) between Avenue H and Church Avenue
- Franklin Avenue Shuttle (S) between Prospect Park and Franklin Avenue
- Sea Beach Line (N) between 86th Street and Eighth Avenue
- Far Rockaway Line (A) at the Aqueduct station

Additional Free B-68 MetroCard Transfers

When Coney Island (C) service was discontinued, passengers riding the (C) train complained that their

(Continued on page 17)