

# The Bulletin



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

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## **The Bulletin**

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## **MTA'S COMMUTER RAIL 2000-2004 CAPITAL PROGRAM**

In the August, 2002 *Bulletin*, we furnished details of the MTA's 2000-2004 Capital Program for NYC Transit. In this issue, we will summarize the MTA's 2000-2004 Capital Program for the commuter railroads.

### **LONG ISLAND RAIL ROAD**

The LIRR's revised 2000-2004 Capital Program was increased by \$58 million to a total of \$2,205 million.

**ROLLING STOCK:** The program of replacing M-1 with M-7 cars is moving forward on schedule. The appropriation is decreased by \$37 million because the purchase of 20 cars is postponed until 2005-2009. At the present time, 172 M-3s are being overhauled.

**STATIONS:** The two most important projects — the rehabilitation of Atlantic Terminal (Flatbush Avenue) and Jamaica Station — are proceeding as planned. \$25 million in federal subsidies will allow the LIRR to significantly expand commuter parking capacity at the Mineola station. Queens stations St. Albans, Rosedale, and Auburndale are being rebuilt and rehabilitated. Parking improvements at Westbury, Albertson, and Lindenhurst will be funded in part from New York State Senate reserves.

**TRACK:** The railroad continues its cyclical rehabilitation of track and installation of concrete ties at selected locations. Funds were earmarked for planning and environmental studies for the construction of a new third track that is to be built after 2004 along the Main Line between Bellerose and Hicksville.

**YARDS AND SHOPS:** To provide storage space for the expanded fleet of electric cars, Ronkonkoma, Long Beach, and Port Wash-

ington Yards will be reconfigured. Improvements in the Babylon Yard are to be made after 2004. The diesel storage facility at Richmond Hill will also be reconfigured.

**SIGNALS AND COMMUNICATIONS:** In conjunction with the Port Authority's *Airtrain* project at Jamaica, the new Jamaica Central Control Building will be built. However, the installation of the control system will be postponed. Cab signalling will be installed from Patchogue to Speonk in previously un-signalled territory.

### **METRO-NORTH RAILROAD**

Metro-North's revised 2000-2004 Capital Program was increased by \$44 million to a total of \$1,366 million.

**ROLLING STOCK:** The railroad will start replacing the M-1 fleet by purchasing 180 M-7 cars. It is remanufacturing 242 M-2 coaches.

**STATIONS:** Station rehabilitation on the Hudson Line from Morris Heights to Greystone is continuing. The railroad is making progress rehabilitating stations from Hastings to Ossining, although construction will be phased and some work will be transferred to the 2005-2009 Capital Program. Rehabilitation of stations on the following lines is also included in this program: Harlem Line, New Haven Line, West-of-Hudson Line, and Poughkeepsie/Upper Hudson Line.

**YARDS AND SHOPS:** The replacement of Harmon Shop and the upgrade of the Highbridge Yard are proceeding on schedule, but the coach shop portion of Harmon Shop has been transferred to the 2005-2009 Capital Program. The appropriation was increased for the expansion of the existing yard at Port Jervis.

## TENTH AVENUE LINE by Bernard Linder

Owners:

### STREET CARS

1885	42 <sup>nd</sup> 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

November 17, 1946	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated

Route:

### STREET CARS

We do not know when the horse cars started operating. The Board of Railroad Commissioners' 1885-6 report states that the line was constructed on Amsterdam Avenue between W. 59<sup>th</sup> and W. 69<sup>th</sup> Streets. By agreement with the Central Park, North & East River Railroad Company, dated May 29, 1889, the company obtained trackage rights on Tenth Avenue between W. 42<sup>nd</sup> and

W. 59<sup>th</sup> Streets at an annual rental of \$100 per car operated thereon, not to exceed eight cars, and at a rental of \$3,200 per annum if more than eight cars should be operated. The 1892 *Bullinger's Monitor Guide* was the first issue in which this line was listed. Route changes are as follows:

1892*	From E. 34 <sup>th</sup> Street ferry via First Avenue, E. and W. 42 <sup>nd</sup> Street, Tenth Avenue, Amsterdam Avenue, and W. 86 <sup>th</sup> Street to Riverside Drive. There were four tracks on Amsterdam Avenue between W. 72 <sup>nd</sup> and W. 125 <sup>th</sup> Streets. Tenth Avenue cars ran on the outer tracks while Ninth Avenue cars were routed via the inner tracks
1895*	Rerouted to Fort Lee ferry. We do not know when the cars were rerouted via Broadway north of W. 72 <sup>nd</sup> Street
December 10, 1899	Began electric operation from Fort Lee ferry to W. 71 <sup>st</sup> Street
January 23, 1901	Began electric operation from W. 71 <sup>st</sup> Street to W. 42 <sup>nd</sup> Street and Tenth Avenue
1905*	North terminal was W. 71 <sup>st</sup> Street and Amsterdam Avenue
January 10, 1909	Extended via Broadway, W. 125 <sup>th</sup> Street, and Amsterdam Avenue to W. 162 <sup>nd</sup> Street
November 1, 1909	Discontinued service on Amsterdam Avenue north of W. 125 <sup>th</sup> Street
December 29, 1910	The company received a franchise for the Fort Lee ferry loop extending from W. 125 <sup>th</sup> Street via Twelfth Avenue and W. 129 <sup>th</sup> Street to W. 125 <sup>th</sup> Street
December 30, 1911	The Public Service Commission approved the application of the company for the exercise of the franchise for the Fort Lee ferry loop
April 28, 1912	Rerouted to the Fort Lee ferry loop
March 30, 1913	Discontinued service on First Avenue south of E. 42 <sup>nd</sup> Street
1915*	Cut back to W. 42 <sup>nd</sup> Street and Tenth Avenue
May 1, 1916	Cars ran from W. 42 <sup>nd</sup> Street ferry to W. 162 <sup>nd</sup> Street and Amsterdam Avenue
May 6, 1917	Rerouted to Fort Lee ferry. Night cars operated from W. 42 <sup>nd</sup> Street and Tenth Avenue to W. 71 <sup>st</sup> Street and Amsterdam Avenue
November 17, 1946	Buses replaced street cars

\*Approximate date from *Bullinger's Monitor Guide*

### BUSES

November 17, 1946	M-105 buses started operating over the same route as the street cars
November 6, 1948	Rerouted via Eleventh and West End Avenues between W. 42 <sup>nd</sup> and W. 69 <sup>th</sup> Streets
May 9, 1954	Buses operated from W. 42 <sup>nd</sup> Street and Twelfth Avenue to W. 73rd Street and Broadway
April 15, 1957	Franchise bus made one trip daily
March 1, 1962	Last day of operation by Surface Transit, Incorporated due to a strike
March 23, 1962	When service was resumed by the Manhattan & Bronx Surface Transit Operating Authority, the M-105 route was discontinued

*(Continued on page 3)*

**Tenth Avenue Line**

*(Continued from page 2)*

**TRANSFERS**

Checking the transfers, we find that Tenth Avenue was designated as line #3. This number was never displayed on the street cars.

**SIGNS**

A large sign reading "10<sup>TH</sup> AVENUE" was hung on the dash long before we observed it in the early 1930s. This route name was painted on the dash of 191-200 from 1940 to 1945 and on 999, 1001, 1020, 1021, 1022,

1059, 1071, and 1085 in 1946. Unlike the other street car lines, this line was never assigned a large letter.

**ONE-MAN CARS**

Starting May 24, 1925, night cars were operated by one man. Effective September 28, 1930, passengers entered through the front door instead of the rear door and deposited their nickels in a fare box near the Motor-man. The Conductor operated the rear exit door until a treadle was installed. On May 15, 1931, all cars operating on the line were equipped with treadles and Conductors were no longer needed.

**CAR ASSIGNMENT, 1934-1946**

DATE	CARS	DATE	CARS
February, 1934	1006-1125, 943-966 (A), 995-1005 (A)	June, 1937	101-200, 316-320, 334-340 (A), 360-390 (A)
June, 1934	1006-1125, 948-966 (A), 995-1005 (A)	From April, 1938 to September, 1939, 101-179 were gradually transferred to the Harlem car house	
Rebuilt 100-series cars in service December 22, 1935		September, 1939	180-200
February, 1936	101-200	November, 1940 to June, 1942	Not Available
March 23, 1936	1006-1125, 948-966 (A), 995-1005 (A)	July, 1942	184-200
October, 1936	101-200 (B), 1030-1125 (C)	January, 1945	190-200
December, 1936	101-200	March, 1946	999, 1001, 1012, 1020, 1021, 1022, 1059, 1071, 1085, and cars assigned to 42 <sup>nd</sup> Street (A)
February, 1937	101-200, 360-390	Convertibles were placed in service on September 12, 1909	

- (A) Occasionally
- (B) Increasing
- (C) Decreasing

*(Continued on page 5)*

**HORSE CARS ON W. 86<sup>TH</sup> STREET**

After reading old newspapers and magazines, we learned that horse cars were transporting passengers on W. 86<sup>th</sup> Street a hundred years ago. We studied the data and we were able to compile an incomplete history of this obscure horse car line.

An August 7, 1885 newspaper article reveals that tracks were laid on W. 86<sup>th</sup> Street from Tenth Avenue (Amsterdam Avenue) to the Boulevard (Broadway). Work was stopped by an injunction because the company never applied for permission and never obtained consent of the property owners.

On September 4, 1885, the Supreme Court dissolved this injunction because the franchise was granted by

the Legislature in 1883 and was assigned to the company.

The December, 1888 *Street Railway Journal* informed us that the Supreme Court dissolved the Ninth Avenue Railroad Company's injunction against the company from laying tracks on Amsterdam Avenue north of W. 71<sup>st</sup> Street.

The October, 1891 *Street Railway Journal* reported the company resumed building on Amsterdam Avenue north of W. 71<sup>st</sup> Street and on W. 86<sup>th</sup> Street from Amsterdam Avenue to Riverside Drive.

The 1892 *Bullinger's Monitor Guide* was the first

*(Continued on page 4)*

## Horse Cars on W. 86<sup>th</sup> Street

(Continued from page 3)

issue in which this line was listed. Cars were originally routed via Amsterdam Avenue and W. 86<sup>th</sup> Street, and were subsequently routed via Broadway north of W. 71<sup>st</sup> Street.

The 1897 *Bullinger's Monitor Guide* was the first issue in which the 86<sup>th</sup> Street line was listed. Horse cars operated from Amsterdam Avenue to Riverside Drive.

We do not know when service was discontinued, but we know that on November 2, 1910 the company agreed to discontinue service on W. 86<sup>th</sup> Street as a result of a suit by the Attorney General. On December

29, 1910, the company forfeited by decree of the Supreme Court its franchise rights on W. 86<sup>th</sup> Street from Amsterdam Avenue to Riverside Drive and on Amsterdam Avenue from W. 71<sup>st</sup> to W. 125<sup>th</sup> Streets. Early in 1916 the property owners petitioned the Board of Aldermen to remove the unused horse railway tracks on W. 86<sup>th</sup> Street between Riverside Drive and Amsterdam Avenue.

There was no public transportation on W. 86<sup>th</sup> Street during the next decade. On November 3, 1919, independents operating under permits issued by the Department of Plant and Structures started operating buses from W. 86<sup>th</sup> Street and West End Avenue to E. 92<sup>nd</sup> Street and York Avenue.

## A TOUR OF THE JFK AIRTRAIN by Raymond R. Berger

*Editor's Note: This article was written before the September accident that took the life of an AirTrain employee and caused a delay in the opening of the JFK AirTrain, and before the August 29 tour sponsored by the New York Division-ERA.*

The New York Chapter of the National Railway Historical Society sponsored a tour of the JFK Airport AirTrain on Saturday, July 13, 2002.

Argenbright Transportation Services supplied two thirty-five-foot low-floor Champions that normally operate between the Howard Beach subway station and the airport. These transported thirty members and guests from the subway station to the JFK Airport Maintenance Shop and Administration Building. After the shop tour, they returned to the Station A-Howard Beach station for an additional tour of that facility.

Once in the building we were escorted to the Conference Room where Clyde Hayes, the Operations Manager, described the operations, which will open in three stages. First to open -- in late September, 2002 -- was the circular loop with six stations within the terminal area and perhaps the Station C-Federal Circle stop. In December the line will open to the Howard Beach subway station of the **A** and **C** lines and will feature another stop at the Long-Term Parking Lot at Station B-Lefferts Boulevard. Finally, in "Spring, 2003" the branch above the Van Wyck Expressway will open to Station D-Jamaica Station of the Long Island Rail Road, as well as the Sutphin Boulevard-Archer Avenue subway station for connections with the **E**, **J**, and **Z** lines. It is on this line that operating speeds up to 60 miles an hour are anticipated.

Mr. Hayes described the levels of service that are planned, including all-night service running on a 20-minute headway. Peak periods will be when the largest number of planes is scheduled to arrive and depart, not the normal 9 AM and 5 PM rush hour times. Thus we

will see maximum service between 6 PM and 9 PM on a Sunday evening, for example. During those peak times, there will be six two-car trains for the line from Station A-Howard Beach around the Airport loop. There will also be six two-car trains for the line from Station D-Jamaica around the Airport loop. Finally, you will find a service operating over the inner loop track, serving the six airport terminal stations, plus perhaps Station C-Federal Circle. Four single cars will be used for this service, which will be the first line to open. During this short period, the loop line will run at all times, but when the line to Howard Beach opens with 24-hour service from the first day, the loop line will not run between 2 AM and 6 AM.

Howard Beach and Jamaica services will normally use the outer loop, while the Airport Loop service will normally use the inner loop track. This is because only two legs of the triangular grade-separated junction will be double-tracked. Only the inner loop will form a direct track connection for a return to the Airport Terminal stations. There are two diamond crossovers on either side of the triangular junction, permitting use of the outer loop by the Airport Loop service in emergencies, or the use of the inner loop by the Howard Beach or Jamaica services in similar circumstances.

Bombardier Transportation Services built 32 cars, of which 28 are scheduled for 16 peak hour trains. When the tour was conducted, all the cars were delivered. However, we saw one car covered with plastic and it can be assumed that this was the last car delivered and had not yet been unwrapped. We saw several single cars operating in acceptance tests, which were run into the future Station A-Howard Beach. Third rail was energized around the Airport Loop, on the Howard Beach line and in the maintenance shop area.

Each car features two Linear Induction Motors, oper-

(Continued on page 16)

**Tenth Avenue Line**

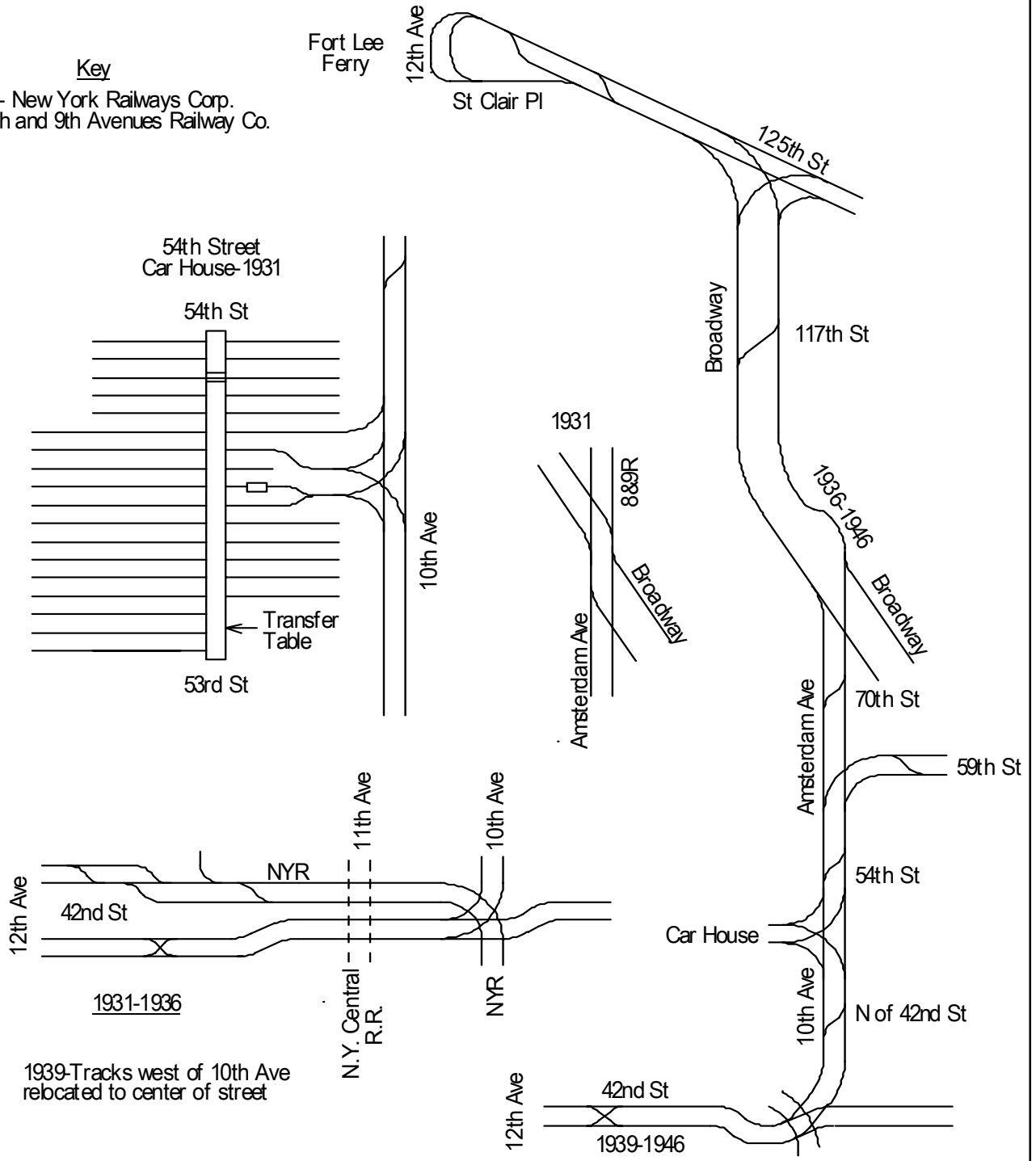
(Continued from page 3)

**Terth Avenue**

1931-1946 Except As Noted

**Key**

NYR - New York Railways Corp.  
8&9R - 8th and 9th Avenues Railway Co.



Data: B. Linder  
Drawing: J. Erlitz

## TECH TALK

### by Jeffrey Erlitz

And the work on the West End Line signal contract keeps rolling along. Over two weekends, November 15-18 and 22-25, Fifth Avenue Interlocking was placed in service. The signals on the southbound Track D3 were placed in service on the first weekend and Track D4 was done the second weekend. The connection to the former South Brooklyn Railway track (Track D1) was placed in service over the first weekend also. Though all of the old interlocking machines on the West End Line are or were General Railway Signal Model 2 machines, Fifth Avenue was significant in that it was the last one on this line to still have its original New York Municipal Railway *paper* track plan on its indication panel. All of the other machines on this line had their indication panels replaced in the 1960s with the green metal style of panel.

Though the placing in service of Bay 50<sup>th</sup> Street Interlocking was completed the weekend before the work at Fifth Avenue was started, new traffic locking remains to be done between there and Stillwell Avenue.

Last month I mentioned the removal of the crossover switch from the lower level of the 42<sup>nd</sup> Street station on the Eighth Avenue Line to the southbound local track, D1, starting on October 15. Over the weekend of November 8-11, the interlocked home and approach signals on Track D1 protecting this former switch were converted to automatic signals.

Over on the BMT Canarsie Line, the northbound track, P2, is scheduled to be swung over to its new alignment over the weekend of December 13-16. If this does not happen, it will need to be postponed until next spring at the earliest due to conflicting shuttle bus requirements elsewhere. I said it before but I will say it again. Get your photos of trains over Snediker Avenue before it is too late. Time is running out.

Work on the station rehabilitation project at 74<sup>th</sup> Street-Roosevelt Avenue officially got underway on November 14. This important project was awarded to the joint venture of Slattery/Gottlieb/Skanska on September 26. The previous contract at this location only dealt with the demolition of the Victor Moore Arcade and site preparation. These new contracts, A-35794 for Roosevelt Avenue and A-35795 for 74<sup>th</sup> Street, will construct the first true intermodal terminal in New York. An upper floor of the terminal building will include the space for the new 74<sup>th</sup> Street Relay Room for the Flushing Line. Beneficial use is scheduled for May, 2006 for this \$114.6 million (combined) project. When completed, this will be a very impressive station entrance.

On the Jamaica Line, all of the signals have now been removed from Tracks J3 and J4 between the Canal

Street and Bowery stations in preparation for the resignaling of Track J4 for northbound service.

In new contract news, the elevated structure rehabilitation of the IRT White Plains Road Line was advertised to potential bidders during the first part of November. This contract, C-34574, is budgeted at \$71.9 million and should wrap up by April 2007. This is going to be another one of those major structural rehabs that involves the use of temporary platforms over local tracks during various phases of the work. The work on the thru spans over the station mezzanines is what requires the track closures. The limits of the work are from Bronx Park East to East 241<sup>st</sup> Street and includes the yard leads into 239<sup>th</sup> Street Yard. Mezzanine support hangars, top and bottom flange angles on track stringers, rocker pins, column bases and other structural elements will be repaired or replaced.

Two historical items are part of this contract. One is the removal of unused portions of structure at Gun Hill Road from the Third Avenue "L." The other is the demolition of the New York, Westchester & Boston Railway viaduct from the south side of E. 177<sup>th</sup> Street to the north side of Lebanon Street. A portion of the viaduct south of E. 177<sup>th</sup> Street was already demolished for the new West Farms Bus Depot. This structure runs four blocks between Bronx Park Avenue and Morris Park Avenue. It also crosses over (from south to north) Wyatt Street, E. 178<sup>th</sup> Street, and East Tremont Avenue.

Pictured below is a portion of the new Maintainer's control panel at Rockaway Parkway. It's a now-typical pushbutton control panel built by Mauell Corporation.



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

# Commuter and Transit Notes

by Randy Glucksman

## Metropolitan Transportation Authority

In order to close a projected \$663 million budget gap, MTA agencies were told to consider reductions in service. Commuter fares, which have remained unchanged for New York riders since November 12, 1995, may also rise. In Connecticut, fares went up in three successive on January 1s: 1996, 1997, and 1998. Subway fares may go from \$1.50 to \$2.

## MTA Metro-North Railroad (East)

En route to Washington, D.C. (please see report below), imagine my surprise to see Metro-North coach 6316 in the Penn Coach Yards, next to 30<sup>th</sup> Street Station in Philadelphia. The car was not there on my return trip, but what was more surprising was that I found this car at Hudson Tower as I was driving east on I-280 a few hours later. Member David Erlitz called to tell me that he had also seen a Metro-North coach in that area of Hudson Tower. After making a few telephone calls I learned that Metro-North regularly ships coaches for body-damage repairs to the Delaware Coach Company and we had seen these cars in transit.

After last year's Open House at Croton-Harmon, I was among many who believed that this very popular event would not occur again until after the rebuilding of the shop complex. This year, the number of visitors was among the largest I can remember. There were hand-outs galore, along with the usual displays of passenger and maintenance equipment and the *Fall Foliage* train ride along the Hudson River. Fall was certainly in the air, as there was a noticeable chill, which did not deter a number of members. It is a testament to the type of company that Metro-North is, because every employee who was there, was there on his or her own time.

For the NYC Marathon held on Sunday, November 3, Metro-North once again issued a special timetable.

I rode an early morning Hudson Line train into the city on the day of the last Division meeting, which passed by Highbridge Yard at about 7 AM, and at that hour there were lots of workers on the job. The Car Appearance Facility has most of its prefabricated metal wall panels in place. Inside, the contractor is installing the electrical raceway, door frames, and HVAC piping. Installation of the grounding system for the train shed and concrete approach has been completed. Ballast is being placed in the yard for the storage tracks.

The initial order of M-7As will be numbered 4000-4179.

## MTA Metro-North Railroad (West)

When the 65 Comet V cars are delivered, Metro-North plans to reclaim the six of the east-of-Hudson coaches that were sent over in 1997 and 1999. The Comet Vs should start showing up during the first quarter of 2003,

with delivery completed by year's end. It turns out that the swap of Comet III cars 5179-5180 for Comet IIs 5135-5136 had some technical faults and will be reversed. All four cars will be overhauled, 5135-5136 as part of the current contract and the Comet IIIs under a future contract.

## Connecticut Department of Transportation

Member Josh Weis reported that three CDOT cars that had been assigned to Metro-North Lines have been transferred to Shore Line East service. Trailers 6272 and 6276 were renumbered to 1648 and 1650, and cab 6219 was expected to become 1699 and is being modified with ASCES cab signals. CDOT owns the cars and can assign the equipment to suit its needs.

Shore Line East ridership is up, according to an article in the *New Haven Register*, due to construction work on I-95. Since June, when new schedules were introduced, daily ridership has increased from 1,200 to 1,500 (about 25%). To cope with this trend, CDOT is adding parking to many of its stations and building high-level platforms. The lease for a parking lot in Branford was on the verge of expiring, and that would have created a major problem, as the next closest available lot that could accommodate 200 cars was a mile away. This would have necessitated the use of a shuttle bus, but the owners agreed to an 18-month extension, which will buy some time.

Thanks to members Bob Underwood and David A. Cohen (also for the aforementioned article), who sent copies of the October 28 Shore Line East timetable, which has been redone with new graphics. Missing are any type of logo on the front, and the "TT" number, which would have been 43. There were only minor changes.

## MTA Long Island Rail Road

On October 30 (just prior to Election Day), the LIRR placed its first train of M-7s into service on the Long Beach Branch. The consist of W-7015-7016-7011-7012-7013-7014-E made its first trip on Train #827, the 8:38 AM Long Beach/Penn Station.

Member Russell Avvocato emailed the following, after he took his first ride. "Rode it from Long Beach to Brooklyn, and the ride was smooth, sounds like an (NYCT) R-142. There are a lack of seats because of ADA requirements, electrical panels, and large restroom near the middle of the car. With the full-width cab you can walk through the cars, and the seat in the cab folds up, as do others. The seats are like the double-deck cars, headrests et al, and there is a telephone too. As always, the cars are configured with the even numbers east."

(Continued on page 8)

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

The 2002-2003 editions of **Manhattan Getaways** were published for the LIRR and Metro-North. Similar trips are offered; however, the Metro-North version contains 36 pages, whereas the LIRR's is only 14.

New timetables under General Order No. 204 were issued as of 12:01 AM November 18, and will remain in effect until December 15. On the covers are the words, "Happy Thanksgiving," along with a cornucopia. Even before they went into effect, a revised Montauk timetable with an "\*" replaced the original, to correct an error in a bus connection time. Buses are being used mid-days between Patchogue and Speonk while tie replacement and grade crossing work is performed. There are a few additional evening and PM peak trains that are new to the schedule. On the Oyster Bay Branch, due to the new equipment, the running times of 47 trains were reduced by up to 8 minutes, but there were a few cases where running times were increased slightly. Although tie replacement and grade crossing work has been completed on the Port Jefferson Branch, some additional work continues on the Atlantic Avenue portion to Flatbush Avenue.

**NJ Transit**

Timetables dated October 27 were only issued for the Atlantic City, Montclair-Boonton, Morris & Essex, Northeast Corridor, North Jersey Coast, and Raritan Valley Lines. In the case of the Northeast Corridor and North Jersey Coast Lines, these represent the seventh issued this year due to expansions of service caused by increasing ridership.

On November 4, a revised Montclair-Boonton timetable was issued due to the addition of Train #214 (8:15 AM Montclair Heights/Hoboken). With this change, a gap of over an hour has been reduced to Hoboken. Train #6214 now departs from Montclair Heights two minutes later, at 8:23 AM.

By next fall, NJ Transit plans to improve weekday service between Newark and New York by adding 14 peak period trains on the Northeast Corridor and North Jersey Coast Lines. Other lines will also get additional service, such as the Main/Bergen County (7 trains) and an unspecified number of additional Peak trains on the Pascack Valley, once the New County Road separation project is completed. Off-peak service on the Bergen/Main Lines will improve to hourly, as compared to every two hours currently. Plans call for there to be 29 Saturday and 22 Sunday/holiday trains. Upon completion of the passing sidings project (2004), the Pascack Valley Line will have additional off-peak and reverse peak service, for the first time since sometime before WW II. I checked a timetable for the Pascack Valley Line (which was then known as the New York & New Jersey Line) dated April 24, 1938, and at that time there were four eastbound trains to Jersey City between 9 AM and 9

PM, as well as westbound service to Spring Valley. Weekend service will also be added.

A Major Investment Study (MIS) and Environmental Assessment (EA) will be done on the Lackawanna Cutoff, with the aim of restoring passenger service between the Poconos and Hoboken. NJ Transit believes that restoring passenger service on this line would relieve highway congestion on parallel I-80 caused by traffic from Monroe and Lackawanna Counties in eastern Pennsylvania and Morris, Sussex, and Warren Counties in western New Jersey.

The Union Township station, the first station west of Newark on the Raritan Valley Line, will open December 31. Construction began in August, 2000 on this \$29.8 million project. The station is located at Morris Avenue and Green Lane. A Zone 6 fare will apply, which is the same as Roselle Park.

Since September 9, the South Orange and East Orange stations (Morris & Essex) have been undergoing reconstruction that will add mini-high-level platforms, canopy extensions, and elevators, making both stations ADA-compliant. This work is expected to continue through December, 2003.

NJ-ARP, in its October **Newsletter Report**, reported that the North Jersey Transportation Planning Authority and the Bergen County Board of Chosen Freeholders have gone on record as opposing the Vince Lombardi Park and Ride as the terminus of HBLRT, when it eventually adds the "B" territory to its operations. Instead, they have recommended that the line be continued further north to join with the (ex-Erie) Northern Branch to Tenafly. In the future, the line could link up with the proposed Cross-County DMU service (please see November **Bulletin**).

**Port Authority Trans-Hudson Corporation**

As was reported in the September **Bulletin**, there were no special ceremonies in connection with PATH's 40<sup>th</sup> anniversary, but the September edition of *PATHways* (which was not available until October) was devoted to this occasion. This was also the first time that *PATHways* was produced in color and on slick paper, and PATH did a nice job with it.

October 27 editions of the Map and Guide, and the timetable, titled "Full Schedule," were published. The "Full Schedule" is more detailed than previous editions, but there are still sections labeled "every 5-6 minutes, 10 minutes," etc.

**Amtrak**

Nearly two years after they entered service, I finally got a chance to ride an *Acela Express*. This occurred on the return trip of a one-day visit to the Washington, D.C. area. En route I rode *Acela Regional* Train #183, and although we were on time leaving Newark, when the monitor above the track showed *Acela Express* 2109 running ten minutes late, I just knew that somehow that that train would be routed ahead of us. And it was, at

*(Continued on page 9)*



**Commuter and Transit Notes**

(Continued from page 8)

Trenton, and by the time we left, #183 was ten minutes late and getting progressively later, so that we were 15 minutes behind schedule at BWI, but somehow, we arrived at Union Station only two minutes late! The return trip departed precisely at 3 PM, but again, we managed to lose time, and arrived in Newark 10 minutes late. I had a *Business Class* ticket, and took some time to explore the train. In *First Class*, passengers are provided with meal service. Getting back to the train itself, the seats are comfortable, and the ride was fairly smooth. At each seat there is a audio system, similar to what one finds on airplanes, with a selection of various types of music. I spoke with some crewmembers about the equipment, and we all lamented the fact that the X2000 was not selected. All in all, it was a good ride.

Amtrak issued a Fall, 2002/Winter, 2003 National Timetable (Form T-2), effective October 28, but there was no Form T-3 for the Northeast Corridor, and schedule cards (10 in all) were issued for those services that normally appear in that timetable. Special Thanksgiving timetables replaced these during that week. There has been a reduction in the number of *Acela Express* trains that are being operated, and an increase in *Metroliners* when compared to the August 3 timetables. Previously there were four southbound and five northbound, now there are six in each direction. On Sundays, there is one *Metroliner* trip in each direction.

Two weeks before Thanksgiving, the special timetable booklets (Form T-5) were available. This year Amtrak plans to run "approximately" 58 additional trains, an increase over last year's 40. Unlike other years, my sister-in-law flew in on Wednesday evening, so I did not make my usual Thanksgiving Day morning pilgrimage to the Harrison station. There is a note that some time this winter, Richmond, Virginia will add a new station, Main Street, in addition to the existing one at Staples Mill Road.

Bombardier delivered *Acela* trainset number 19 on October 24, and the final one was due shortly thereafter. Thanks to *Weekly Rail Recap* for the report.

**2012 Olympics**

New York City edged out San Francisco to win the United States Olympic Committee's designation to host the 2012 Summer Olympics. The International Olympic Committee will make the final decision in 2005. Also in the running are Budapest, Madrid, Moscow, Paris, and Rio de Janeiro.

**Miscellaneous**

Long-time member Bob Wasche (ERA #1201) responded with the answer to the mystery trolley car that was mentioned in last month's *Bulletin*. "In the early '70s a man by the name of Joe Rudley, who owned a Lionel store in Pennsauken, New Jersey, bought an open trolley from the defunct Trolley Museum in

Bloomsburg, Pennsylvania. His goal was to restore it as an Atlantic City car. He moved the car to his home in Marlton, New Jersey, where he painted it yellow and put on the lettering you saw in the photo. The car was No. 3 when in Bloomsburg and Joe made it 6843. He had planned to move the car to Atlantic City, but with the coming of casinos this was not possible. Instead, he moved the car to Sarasota, Florida, where he opened a model train museum with the trolley as a centerpiece. In the early '90s, he decided to retire and sold the museum, and the trolley was moved to Orlando, Florida. What happened to it there, I do not know, but obviously, this is the trolley that is advertised." Thanks Bob, but what member knows who was the original owner?

It is sometimes strange where one finds rail news. Member Dennis Zaccardi sent a copy of *The Boating News*, which bills itself as "The Nation's Only Independent Boating Industry Newspaper From North Carolina to Florida." The September edition contained an article entitled "Divin' On the MTA - Grand Central Submerged Station." It went on to describe the reefing program that has been administered for the past 30 years by the South Carolina Department of Natural Resources. The fifty "Redbirds" that were sunk this past July, 32 miles off Charleston, join an collection of shipwrecks, a WW II Liberty Ship, a former research vessel, and debris that has found its way to the ocean bottom over the years. Fisherman and divers are pleased with these new additions, and a videotape made by two divers and shown on the local television evening news clearly showed that the 40,000 pound, 50-foot cars were "upended, jumbled, and bunched, creating a bottom profile that fish, divers, and fisherman will soon appreciate." In the near future SCDNR has plans for four more deployments of 25 cars each at other artificial reef sites.

Dennis also sent a copy of the schedule for the Colorado Rail DMU, which was in our metropolitan area during mid-October. Through the end of November, the car was to visit Washington (D.C.), Hampton Roads (Virginia), Jacksonville, Orlando, Raleigh-Durham, Chicago, Madison, Wisconsin, Portland (Oregon), and Vancouver (British Columbia).

*JetTrain* is the name of Bombardier's new 150-mph turbine electric locomotive, which hit a top speed of 156 mph at the Transportation Technology Center in Pueblo, Colorado. The locomotive was introduced to the public during a ceremony held in Washington, D.C. in October.

**Museums**

The Baltimore Streetcar Museum recently purchased El Paso City Lines PCC 1503. St. Louis Car Company delivered the car to San Diego in 1937, and it served there until April 24, 1949. El Paso purchased 17 of San Diego's 28 cars, where they were operated on a line to Juarez, Mexico. Service ended on this international car line on May 4, 1974. 1503 was purchased and used as a real estate office. One of the BSM members made a

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very generous donation that enabled the acquisition. The car will be restored to operating condition as a Baltimore car, with the number 7029, which is one higher than Baltimore Transit Company's last St. Louis PCC. Thanks to member Glenn Rowe for the report.

**Election Day 2002**

Several transit proposals were on Election Day ballots this year. In San Francisco, a proposal to spend \$1.05 billion to make BART earthquake-proof by the year 2014 passed with 73% of the votes, but the two examples that follow did not fare so well. In the nine jurisdictions in the new Northern Virginia Transportation Authority area, voters defeated a proposal to raise the sales tax from 4.5 to 5 cents. Proponents claimed that the tax would have raised about \$5 billion, of which 40% would have been used for transit, including the purchase of 50 double-deckers for VRE. \$350 million would have been allocated to help pay local governments' share of a \$3.1 billion project to extend Metro to Tysons Corner and Dulles International Airport. About \$300 million would have been used to extend Metro along I-66 to Centreville, and \$225 million to build a trolley or bus rapid transit system in the Route 1 corridor from Alexandria to Prince William County. An additional \$250 million would pay local governments' share of Metro's maintenance and repair costs. Opponents claimed that most of the money would be used for highway expansion and new projects. In Aspen, Colorado, six "antique" trolleys that were purchased more than 20 years ago will be disposed of following defeat of Referendum 2D, which would have called for the City to support a private construction effort to build a trolley line. (The report did not mention from where the cars were originally obtained.) Thanks to member Phil Hom for the reports.

A proposal by Miami Mayor Pinelas to expand Metrorail over a 20-year period at a projected cost of \$17 billion was approved by voters. There will be a 17.2-mile east-west line connecting the west campus of Florida International University, MIA Airport, the Orange Bowl, and the Port of Miami. Another line, the Kendall Corridor Line (13.6-miles), would take a northeast routing following mostly Biscayne Boulevard from downtown via "Little Haiti" to NE 15<sup>th</sup> Street. The southern point of the present line will extend another 21 miles to Dadeland South, Cutler Ridge, and Florida City. There is more: a 4.5-mile extension from Douglas Road to a planned intermodal terminal at MIA, and also an LRT line – the "Baylink" project — to connect Miami and Miami Beach via the MacArthur Causeway. The sales tax to pay for this rises from 6.5% to 7%, and is expected to generate \$150 million annually. On November 6, fares were eliminated on the Metromover system, and passengers over the age of 65 now ride free. Next June, Metrorail will

operate 24 hours a day, as will the bus feeders to it. In the near future, the bus system will also be expanded, and the bus fleet, will nearly double from 675 to 1,335 vehicles. Thanks to Karl Groh who wrote this report for **The Live Overhead**, which is published by the Electric Railway Club of Florida, and to Dennis Zaccardi for the information about the election results.

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

Thanks to member Todd Glickman for sending copies of the Fall, 2002 Rail Service, Silver Line, and Friday and Saturday nights Owl Service timetables for the period August 31-December 27, and (Purple) commuter rail timetables for all lines dated November 4.

Amtrak (the MBTA's operator since 1986) has already stated its intention not to bid for the contract to operate the T's commuter trains. Now, three companies, two of which are foreign, are vying for this contract. Under consideration are Herzog Transit Services (partner in a joint venture with Boise Locomotive d/b/a Bay State Transit Services the last time around), now partnering with Stagecoach Holdings (UK) as the same BSTS; CGEA Connex, a French company, parent company of Connex North America, Incorporated and part of a conglomerate owned by Vivendi, the other foreign company; and Guilford Transportation, owner of the Boston & Maine RR, which operated MBTA trains until Amtrak got the contract.

In the September, 2001 **Bulletin** we reported that a contract was awarded to install antennae in the subway system that would enable the use of portable cellular phones. When the work was not completed in July, the contractor, Andrew Corporation, requested and was granted a three-month extension. The **Boston Globe** reported that Andrew Corporation was unable to get all of the cellular providers to sign up because those companies were more interested in bringing cellular service to the vehicular tunnels in the "Big Dig." Thanks to Todd for these reports.

*Philadelphia, Pennsylvania*

First proposed in November, 1999, work has finally begun on a \$140 million project to upgrade the 104-mile line between Philadelphia and Harrisburg. When completed, speeds will be increased from 90 to 110 mph, thereby reducing running times by 20 minutes. In addition to track, signal, and catenary improvements, 10 AEM-7s and a number of Amfleet cars will be upgraded and dedicated to this service.

Another major construction project now underway, only on weekends, has shut down all Regional Rail service between 30<sup>th</sup> Street and Suburban Station for a six-month period that began on November 2. Shuttle bus service will be provided between the Market East and 30<sup>th</sup> Street stations while the catenary is replaced. During this period, the R-1/Airport Line will have bus service. Normal service will operate through the Thanksgiving

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

ing through New Year's Day holiday period and for the Philadelphia Flower Show (March 8-9, 2003). SEPTA recommended that passengers allow an extra 25 minutes in travel time. Because of this, there were new weekday timetables as of October 27, and special (purple) weekend timetables effective November 2. Thanks to member David W. Safford for sending copies.

According to **The Delaware Valley Rail Passenger**, published by the Delaware Valley Association of Rail Passengers, SEPTA extended the deadline for the submittal of proposals to build the Silverliner V cars from September 30 until December 4. No reasons were given, but it is believed that some design aspects may be difficult to implement, mainly the quarter-point doors (typically found in subway cars), as opposed to the doors being on the ends of the cars. SEPTA requires that these cars be able to serve high- as well as low-level platforms, and that apparently poses challenges to the structural integrity of the car in its ability to meet federal crashworthiness standards.

Thanks again to member Gregory Campolo for sending copies of SEPTA timetables that were issued on August 19 for Routes 100, 101, and 102, and on September 1 for the Subway-Surface, Market-Frankford, and Broad Street Lines, plus the 29 and 79 trackless lines. The 66 and 75 trackless trolley lines are still being operated by bus. Greg also included several brochures including one that described the Silverliner V cars, for which a contract has yet to be awarded, and another about Suburban Station, which is in the midst of the first phase of reconstruction.

The West Trenton Line has just finished undergoing a series of improvement projects over the last two years. SEPTA employees installed CWR (continuously welded rail) and 8,000 new ties on the outbound track between Jenkintown and Neshaminy Falls. For safety, inter-track fencing has been installed at eight stations between Noble and Trevoise, and when one mile of catenary was replaced near Jenkintown in September, this milestone signified that half of the line's overhead wire was new.

By now R-8/Fox Chase riders are also getting a smoother ride, as a project to install CWR has been completed on the two-mile, single-track section between Cheltenham and Fox Chase. The "stick" rail that was replaced has been in use for over 40 years. This work was performed during middays, which required substitute bus service between Fox Chase and Fern Rock. Thanks to David W. Safford for the reports from **metro**.

Member Karl Groh sent news of a website that is tracking the status of the 18 PCCs that went to Brookville Locomotive to be overhauled for the soon-to-be-restored 15/Girard Line. From February 25, 2002 through October 17, the following ten cars were trans-

ferred to Brookville: 2750, 2770, 2738, 2777, 2798, 2741, 2197, 2747, 2726, and 2730. All cars will receive chopper controls, air conditioning, disc brakes, and new traction motors, and will return in the PTC green and cream with a silver roof. The pilot car is due back in January. You can follow the progress of this project at <http://users.snip.net/~trolleydriver/girard.htm>

From **Cinders**: SEPTA held an open meeting on September 19 to present its proposals for an extension of the 100/Norristown High Speed Line 4.9 miles to the King of Prussia Mall and Port Kennedy. The extension would diverge from then present routing north of Hughes Park and follow the Norfolk Southern's Dale Secondary Track (one-time Pennsylvania Traction Cutoff) for two miles before turning northward on an aerial viaduct to a Court Plaza station at the mall. From there it would continue for another two miles to the Valley Forge park-and-ride terminal at Port Kennedy. The cost of the project was put at \$242.6 million, and if approved could be in service by the year 2009.

**Washington, D.C. area**

MARC issued new timetables as of October 28 and changed the format for the Penn/Camden Line by enlarging it to the size of LIRR and Metro-North timetable folders. The Brunswick Line remains separate, on its usual card style. Thanks to member Steve Erlitz, who sent copies.

**Tampa, Florida**

In the weeks preceding the October 19 opening of the TECO Line, training cars were being operated, and Dennis Zaccardi was out photographing them. An article that Dennis sent from the **St. Petersburg Times** reported that operators recruited from the ranks of HART-line bus operators received two weeks of classroom instruction and four weeks of training on the cars. Karl Groh, who was really looking forward to being there on opening day, had to pass up that opportunity for logistical reasons. One of his cousins did get there on opening day, and sent the following report, although she missed the ceremonies. "The lines to ride the trolley were long. We waited in line about a half-hour and still had a good half-hour to go when they announced that anyone who was willing to stand could cut through and board the trolley. Well, we were right at an opening in the guardrails, so we took advantage of the offer. As we moved to the back of the trolley, we saw that there were two seats left (which she and her husband took). The 10-minute ride took about 35 minutes because we had to wait on a siding for a trolley coming in the opposite direction and because we stalled out (not sure what was involved in that delay of a good 15 minutes). The air conditioning went off at that point, so up went the windows. However, we made it through to Channelside finally. Then we boarded one of the shuttle buses for the trip back to Ybor City. For the amount of people wanting to ride the trolleys, things ran pretty smoothly. The free

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shuttle buses were a good way to transport and were plentiful." As this is the biggest electric rail story to hit the Sunshine State in many years, my mailbox and email was filled with articles sent by our Florida "Division" in the persons of Joe Gagne, Karl Groh, and Dennis Zaccardi. Thanks, guys.

Dennis and his wife rode the Seminole Gulf Railway's Dinner Theater Train, where a "Murder Mystery" was performed. SGLR rosters a variety of equipment, including two former LIRR HEP/Cabs, 619 and 621; the latter, now repainted in SGLR colors and renumbered 501, was used on the train that the Zaccardis rode. There was time for an inspection of the Fort Myers Yard, and Dennis found the following ex-LIRR coaches: 2706, 2712, 2713, 2714, and 2723. There were also two coaches with rust-colored sides and silver roofs, which, by their general shape, led him to believe that they, too, might have originated on the LIRR. Three ex-MBTA (B&M) RDCs, 6120, 6122, and 6155, came via the Bay Colony Railroad and are also owned by the SGLR.

**South Florida**

Transit agencies often get involved in projects that are not transit-related. A case in point occurred with Tri-Rail. In preparation for laying the second track in Palm Beach County, workers uncovered an area that is home to about 60 land (gopher) tortoises. Permits have been sought from the Fish & Wildlife Conservation Commission to relocate them to a new home, preferably far away from the tracks. This species is classified as "imperiled," not "endangered," which makes the process easier. But moving the tortoises will not be cheap, as it could cost about \$400,000.

Tri-Rail ridership is up following a sharp decline attributed to the September 11, 2001 terrorist attacks. Compared to last year, the gain is 5.8% and 9% in September. With air travel slowly returning to near-normal, Tri-Rail is benefiting as more riders are using its trains to reach the three airports that it serves: West Palm Beach, Ft. Lauderdale and Miami. Thanks to member Joe Gagne for sending the articles from the **South Florida Sun-Sentinel**.

While many motorists would complain about being stopped at a grade crossing, most of our readers would probably not feel the same way. After picking up our rental car near the West Palm Beach Airport in November, we were halted at the grade crossing immediately to the west of the entrance ramp to I-95 to wait for the *Silver Star* (#91), which was only running about 20 minutes behind schedule. On two other occasions, we (at least I) patiently waited for Tri-Rail trains to pass. On the weekend Tri-Rail was running three-car trains, and on that Monday, I saw a six-car train. I also picked up August, 2002 revised editions of the August 14, 2000 timetable, which features a map of the double-tracking pro-

ject showing what has been completed so far and what remains to be done.

**Chicago, Illinois**

METRA's preliminary budget for 2003, released in October, provides for no increase in fares. \$397 million will be allocated for capital improvements, as follows: rolling stock (\$166 million), infrastructure (\$63 million), acquisition, extension, and service expansions (\$62 million), and stations and parking (\$41 million).

Alstom delivered the last of 598 2600-series cars that it overhauled for the Chicago Transit Authority. The cars were built by the Budd Company from 1981 to 1987.

**Minneapolis, Minnesota**

Under orders by the city's Department of Finance to cut expenses by 10%, city transit officials have instituted a six-month delay in the opening of the Hiawatha Light Rail Line. Moving the opening date from next fall to the spring of 2004 defers about \$2 million in costs. Up until now, construction was on schedule and about 50% complete.

**Dallas, Texas**

Forest/Jupiter and Downtown Garland became the newest Blue Line stations when they opened on November 18. On December 9, the Red Line will be extended from Galatyn Park with the addition of the Bush Turnpike, Downtown Plano, and Parker Road stations. There will then be a hiatus until additional routes are added, but there will be more. In August, 2000, voters in DART's 13 member cities approved a long-term funding program to accelerate construction of LRT lines. Under the proposal there will be extensions to Dallas' Fair Park in 2006, Pleasant Grove in 2007, Carrollton and Farmers Branch in 2008, North Irving in 2009, and Dallas/Fort Worth International Airport by 2010.

**San Francisco, California**

BART placed new schedules into effect on September 7 (four days before its 30<sup>th</sup> anniversary), some of which are for pre-SFO service, which is now set to open in January. Some of the other changes include "timed-transfers" at MacArthur only during evening hours and Dublin/Pleasanton trains being extended to the Colma station. It was expected that the latter would reduce crowding on some trains and also increase the frequency of early morning service between West Oakland and San Francisco. Thanks to Phil Hom for the report.

Members Bob and Judy Matten were in San Francisco. Bob wrote that they got their money's worth out of the 7-day Muni pass (\$15) — they did that on the first day! For those who have fewer days, there is also a 3-day for \$10. Cable car rides go for \$2 per trip, but the passes are valid there too. Souvenir postcards with a ticket attached are one of the methods of paying this fare. Besides lots of BART, trolley, and cable car riding, they also rode Amtrak from Emeryville to Merced, where a bus took them to Yosemite National Park.

In mid-October BART introduced the first of its new

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generation faregates at the Concord station. Over the next year, 314 ticket machines, 578 faregates, and 148 add-fare machines will be installed throughout the BART system, replacing the 30-year-old original equipment. Cubic Transportation Systems is the manufacturer. Thanks to member Michael Greene for the report from the **Contra Costa Times**.

The first of Caltrain's *Baby Bullet* trains was placed into service during the week of October 21. Last year 17 Bombardier bi-levels (7 cabs and 10 trailers) were purchased from Seattle's Sounder, which was not in a position to fully utilize all of the equipment that it had on hand (other cars are being leased to Virginia Railway Express). Initial schedules called for just five of the cars to operate on a midday schedule, but by now three should be in service. Thanks to Phil Hom for the report.

**Stockton, California**

After January 1, ACE commuters will have a change in the schedules of their homeward commute. According to an email that I received, the **Contra Costa Times** reported that due to a drop-off in ridership on the last train of the day (#06), that train will be rescheduled to depart from San Jose at 3:15 PM, rather than at 6:45 PM. It is anticipated that shifting the train will meet the needs of commuters. The 4:15 and 5:25 PM departures will remain unchanged.

**Los Angeles, California**

After the Mattens returned from California, Bob told me about the San Pedro trolley line that was to have opened earlier this year, and sent a report. To get to this location requires driving on I-110, as there is no local transportation to the site. The line is single-tracked with two passing sidings. There are few tourist attractions in the area other than a few restaurants and shops at the Port O'Call Village. Cruise ships are supposed to deliver passengers to this area, but two of the three sightseeing

lines were not running, and the one that the Mattens rode had only a handful of passengers. If Penn's Landing, which was situated in downtown Philadelphia, failed, Bob does not hold out much hope for this venture that only plans to operate four days a week. He believes that the only ones who would ride the car(s) are truly dedicated fans who will fly into LAX and rent an automobile. In closing, Bob wrote that a wonderful job was done in restoring car 1058.

**Toronto, Ontario, Canada**

GO Transit celebrated its 35<sup>th</sup> anniversary on May 23 and issued a booklet that details what it hopes to accomplish in the next ten years. Some of the projects mentioned are: improving facilities at Union Station, building a new Union Station Bus Terminal on Bay Street, adding at least 1,000 parking spaces each year, and improving access at stations where GO's lines meet TTC stations. Tracks will be upgraded and passing sidings constructed on lines where only one track exists. More rail or bus service will be added. A smart card fare collection system was to be introduced on the Richmond Line this year. Thanks to member Karl Stricker for providing a copy of the booklet.

The Centennial station on the Stouffville Line was opened on September 3. It is located between Unionville and Markville. Later this year, this line will have yet another station, Mt. Joy, which will be situated between Stouffville and Markham.

**From the History Files**

**90 Years Ago:** On December 12, 1912, Lehigh Valley Transit Company began running its *Liberty Bell Limited*. From Norristown, the cars operated via the Red Arrow's Norristown Line to 69<sup>th</sup> Street Terminal. Service ended on the route on September 6, 1951.

**45 Years Ago:** On December 28, 1957, the last trolley car on Route 17 operated on Market Street in Philadelphia.

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

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

weather forecast is favorable, but they must be returned for repairs within 24 hours.

**Special Instructions for Sectionalizing R-142A Cars**

If a train of R-142As must be sectionalized (5+5 cars) because of train trouble, such as a brake pipe rupture, the crew must proceed as follows: If the train is being pushed or pulled up a steep and long grade such as the Joralemon Street Tunnel, the train's speed must not exceed 5 miles per hour because it may stall at 6 miles per hour. If the train is on a steep grade, the Master Controller should be placed in the Max Power position to avoid rollback before adjusting the speed to 5 miles per hour. The speed of trains experiencing problems on

level track or ascending a slight grade must not exceed 10 miles per hour.

**Brakes in Emergency in Interlocking Areas**

When a Tower Operator is notified of a train with brakes in emergency in an interlocking area, he or she must watch the train involved and check the indications on the model board. Because the model board may not truly indicate the position of the train under certain signal malfunctions, the Operator must determine the exact position of the train and inform the Control Center. He or she must not move any switches or make any moves in the area unless instructed by the Control Center. If the train is bridging any home signals, the Tower Operator must display a call-on. The Tower Operator must immediately request the preceding Operator to hold back train service.

## REDBIRD UPDATE

### By George Chiasson

#### R-142/R-142As (The Big Shift; All R-142As are in Service)

Through November 10, 2002, Option R-142s 6916-6920, 6926-6930, and 7071-7095 were delivered. By the same date, Option R-142s 7031-7040 and 7056-7065 were in service on ⑤. Starting on October 14, R-142s 6361-6410, 6436-6465, 6471-6475, 6481-6500, and 6566-6575 were shifted from ⑤ to ②, trading places with 6701-6760, 6766-6770, 6781-6800, and 6826-6855 to numerically consolidate 6301-6700 (400 cars) on ②. Interior strip mappage has been (or will be) adjusted accordingly, but there are some differences in Automated Announcement System software between the two. As a bonus, pull-apart victim 6396-6400 was reactivated and assigned to ②. Undelivered R-142s to date are 6806-6815, 6876-6915, 6921-6925, 6931-6950, 6961-6970, 6981-6990, and 7041-7050. In the futures department, numbers of the 120 Second Option R-142s have been changed from 7731-7850 to 1101-1220 in deference to projected needs for the R-160 acquisition.

The sixth R-142A train (7711-7720) was in service on ④ as of October 15, joined by the seventh and final consist (7721-7730) on October 29. This completed the R-142A portion of the IRT New Technology Train acquisition and KRC's attention turned entirely to R-143s. R-33s were removed from ④ at a rapid rate once operational comfort was attained with the new equipment, with a mere handful surviving into mid-November. The R-142As are now found on ④ any time of the day or night, keeping the ever-hard-working R-62s company.

#### R-62A Notes

On November 11, R-62As 1651-1660 made the move from 240<sup>th</sup> Street (①) to Corona (⑦). To complement this will probably be a companion transfer of R-62As from ① to ③, enabling additional single cars to be shifted to ⑦. These may spell the end for what few Westinghouse World's Fair and Mainline R-36s are left in service. R-62As also continue to cycle through Coney Island and 207<sup>th</sup> Street Shops to receive new rubber flooring and other cosmetic work. Road assignments for ① and ③ have remained strictly separated since the September 15 schedule change.

#### Redbird Notes, Transfers, and Status

On October 24, 2002 the final train of R-29s followed the R-26s and R-28s into the history books, with N-8708/8709-8785/8784-8787/8786-8716/8717-8718/8719-S being laid up following the PM rush. That left 8740/8741 as the spare set on this final run, but most were still lying around E. 180<sup>th</sup> Street/Unionport through November 8. R-29s 8716/8717 and 8718/8719

were being used to haul Rail Adhesion R-33 8885 along the Dyre Avenue Line in early November, counteracting the season's heavy foliage waste. The R-29s had survived almost 40 years and 6 months of passenger service from the day they entered New York Harbor on a water-sprayed barge. Their departure left 238 Mainline R-33s, 35 single R-33s and 232 R-36s in service on ④, ⑤, and ⑦, meaning almost ⅓ of the total Redbird fleet as it was in 2000 has been retired.

Removal of R-33s from ④ progressed at a prodigious rate in recent weeks as the balance of R-142As entered passenger service, with just 38 cars (3 trains) remaining active by November 10. These will likely be used on a limited basis until the third phase of R-142 deliveries commences in 2003, along with arrival of the R-62As to cover the (⑤) 42<sup>nd</sup> Street Shuttle. The rate of retirements from ⑤ has been slowing relative to introduction of new R-142s in the past two months, and 10 R-33s which had been stored were actually revived for extended, albeit temporary, use. At least eight other R-33s have been observed with freshly-overhauled trucks and bearing other signs of recent shop time. As previously stated, the presence of Redbirds on ④, ⑤, and ⑦ appears to be assured into the early months of 2003 or so. There have also been some minor fleet swaps performed on ⑦ and two more pairs of GE World's Fair cars retired, reducing that portion of the fleet to 202 cars. The mystery deepens with single World's Fair R-33s 9317, 9329, and 9343, which seem to be receiving upgrades at 207<sup>th</sup> Street (speculation again centers on Work Service), while 9337 finally returned to active duty on ⑦. R-33s 8990/8991 were removed from the Concourse Revenue Train in mid-October but have been seen at 207<sup>th</sup> Street Shops. Redbirds assigned to ⑤ have continued to make cameo appearances on ② as schedules require.

#### Redbird Retirements and Restorations

Taken out of service through November 10, 2002 were:

R-29: 8708/8709, 8716-8719, 8740/8741, 8784-8787 off ⑤ (all R-26/28/29s are withdrawn).

R-33: 8836/8837, 8840/8841, 8844/8845, 8846/8847, 8850/8851, 8852/8853, 9216/9217, 9218/9219, 9222/9223, 9226/9227, 9228/9229, 9230/9231, 9242/9243, 9252/9253, 9258/9259, 9264/9265, 9268/9269, 9274/9275, 9276/9277, 9280/9281, 9288/9289, 9290/9291, 9296/9297, 9298/9299, 9304/9305 off ④; 8922/8923, 8956/8957, 8982/8983, 9052/9053, 9204/9205 (second time), 9210/9211 (third time) off ⑤

R-36: 9446/9447, 9534/9535, 9558/9559, 9744/9745 off

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**Redbird Update**

*(Continued from page 14)*

7

Restored to service through November 10, 2002 were:  
R-33: 8892/8893, 9010/9011, 9038/9039, 9192/9193, 9200/9201 on 5

R-33S: 9337 on 7

R-36: 9450/9451 on 7

**Redbird Reefing**

The Weeks Crane finally returned to 207<sup>th</sup> Street on October 28, with the yards there and at Concourse getting choked with shelled or stored "Deadbirds" waiting to leave the property. Delaware's Redbird Reef continues to have call on most of the cars, but the most recent 50 were taken by Virginia's Department of Environmental Quality. These will wind up several miles off the coast of Chincoteague, located on the northern sector of the Delmarva Peninsula, and not all that far from Cape Henlopen, Delaware. Referring to a US map, Ocean City, Maryland sits almost midway between the

two. At any rate, the list of cars actually reefed was as follows:

Barged to Delaware on October 30, 2002 were:

R-33: 8830, 8831, 8848, 8849, 8866, 8867, 8876, 8877, 8896, 8897, 8898, 8899, 8926, 8927, 8938, 8939, 8972, 8973, 8994, 8995, 9012, 9013, 9024, 9025, 9034, 9035, 9040, 9041, 9044, 9045, 9046, 9047, 9088, 9089, 9100, 9101, 9158, 9159, 9174, 9175, 9178, 9179, 9220, 9221, 9272, 9273, 9282, 9283, 9284, 9285 (50)

Barged to Virginia on November 9, 2002 were:

R-29: 8746, 8747, 8782, 8783

R-33: 8886, 8887, 8900, 8901, 8902, 8903, 8932, 8933, 8934, 8935, 8942, 8943, 8978, 8979, 9008, 9009, 9042, 9043, 9076, 9077, 9092, 9093, 9112, 9113, 9228, 9229, 9230, 9231, 9296, 9297

R-36: 9348, 9349, 9380, 9381, 9458, 9459, 9466, 9467, 9530, 9531, 9532, 9533, 9558, 9559, 9744, 9745 (50)

Happy Thanksgiving, Everybody! As you note the newest and the oldest, take time to enjoy one of the world's premier Holiday experiences: Christmas Season in New York.

**R-143 UPDATE**  
**By George Chiasson**

Through November 9, 2002 R-143s 8229-8236 entered L service, for a total of 120 cars. As of the same date, cars 8237-8268 had arrived on NYCT property. 8117-8124 are based at East New York and remain captive to CBTC testing. 8205-8212 have been stationed at Pitkin Yard almost since their delivery and are being used to test a Siemens propulsion system. These will be using the middle tracks of the Sea Beach Line as an operating base for much of November and December, shaking down a control package reported to be for possible later application on the R-160 order. R-143s 8237-8244 and 8249-8252 had virtually completed the test phase and were expected to be in service by mid-November. 8245-8248 were doing "burn-in" runs, 8253-8260 were waiting to start road testing and 8261-8268 were being set up at Pitkin and East New York.

Incremental transfers of R-40Ms from East New York (J/Z, L, M) to Coney Island (N, sometimes W) included 4478/4479 on October 20 and mis-mate R-40M/42 4460/4665 on October 28. This oddball pair is the only set equipped with Door Enablers and is thus restricted to mid-train position. It was created in the aftermath of the June 5, 1995 collision between a J and an M train on the Williamsburg Bridge, which damaged mates 4461 and 4664 beyond repair. R-40Ms 4480-4489 made it from East New York to Coney Island

by November 3 to bring the total there to 40 cars. Meanwhile, Phase II R-32s 3898/3899, 3906-3911, and 3914/3915 were transferred from Coney Island (N, sometimes W) to Jamaica (E, F, sometimes R) as of November 4, and the first eight Phase Is (3426/3427, 3552/3553, 3828/3829, 3894/3895) relayed from Jamaica (E, F, sometimes R) to Pitkin (A, C). R-40Ms were observed on Q on October 11 and November 8 and 15, while slant R-40s have begun to make appearances on Q (albeit in limited number), especially on weekends. Due to a combination of circumstances, off-peak train storage on the Jamaica Line has resumed, with two sets of R-40Ms or R-42s tied down near 111<sup>th</sup> Street and another on one of the Broad Street tail tracks in Manhattan. This situation is exacerbated by the large number of R-143s on hand, both in service and unaccepted, as well as yard track outages at East New York and Fresh Pond for various improvement projects. As of early November, the entire fleet at East New York, where fleet size has historically been between 500 and 550, was bumping against 600 cars.

There continue to be subtle revisions to the Subdivision B assignment listing to better reflect operational reality, and additional submissions are always welcome.

**A Tour of the JFK AirTrain**

*(Continued from page 4)*

ates at 750 volts direct current, and has blue-toned carpeting and seating. There are two types of cars: 22 single units numbered in the 100-series and 10 two-car units numbered in the 200-series. The single units have two Vehicle On-Board Controllers and the two-car units have one Vehicle On-Board Controller, one on each car. Thus, all units are capable of double-ended operation. Of course, the cars are completely automated, but manual operation will be possible. Signals are located only at turnouts.

Besides the two double crossovers near the Station C-Federal Circle station, there are two more on the system: one each outside the Howard Beach and Jamaica terminals. In addition, there are two sets of single-turnout facing and tailing crossovers north of the maintenance shop, a single set of tailing crossovers south of the maintenance shop, and two sets (one facing and one tailing) on the trackage over the Van Wyck Expressway. Finally, there are two more sets of two facing and tailing crossovers south of the Station C-Federal Circle station. These will maximize operating flexibility and provide capability of single-track operation when track, structure, or signal maintenance is necessary.

Bombardier markets these cars as its Mark II Model, and they are already in service on PUTRA in Kuala Lumpur, Malaysia and on Skytrain in Vancouver, British Columbia. They are 60 feet long and 10 feet wide, with overrunning third rail shoes. All cars have Delber Tight-Lock automatic couplers and Bombardier steerable-axle trucks. Doors are 72 inches wide and the cars have fabric-soft perimeter seating. Railfans can stand in the front or rear of any car to view the right-of-way. At these locations, there are concealed in a cabinet across the carbody for manual control, a master controller/brake valve, door controls, and a telephone to communicate with the Command Center and to make public address announcements. There is no signage on board the car to indicate the service on which it operates, but there are electronic message displays over every door on station platforms.

The JFK AirTrain system is 80 percent on elevated structure, five percent in tunnel and 15 percent at grade. Stations feature 240-foot totally enclosed plat-

forms; enough to hold four-car trains, although a maximum of only two-car train lengths are currently anticipated. Enclosed platforms with doors matching locations of carbody doors of trains were considered for use in the New York subway system, but were rejected because of the different spacing between doors on various car classes, as well as different widths of doors themselves. Electronic sensors at these doors detect motion so that unauthorized intruders will cause alarms to sound both on the station and at the Command Center. Power will automatically be removed from the third rail and the train stopped until intruders are removed.

The ten JFK AirTrain stations are named as follows:

- Station A - Howard Beach
- Station B - Lefferts Boulevard (Long Term Parking Lot)
- Station C - Federal Circle
- Station D - Jamaica
- Terminal One
- Terminals Two and Three
- Terminal Four
- Terminals Five and Six
- Terminal Seven
- Terminals Eight and Nine



Car 108 in the shop during the New York Division's tour, August 28, 2002.

David Ross photograph

We noticed two pieces of work equipment while at the maintenance shop. First was a Fairmount Tamper, which will regulate the ballast on the at-grade portion of the system. The other was a road-railer, which should be used to bring maintenance personnel to work sites.

Some questions arose about JFK AirTrain's fare policy. It was announced that the MTA's *MetroCard*

would be accepted as fare media, but only if sufficient funds were available on the card. Our hosts explained that neither the exact fare collection policy, nor the exact fare was determined at this time. Rumors have circulated for some time, but there is no determination of the fare for regular airline passengers or for airline and other employees working at Kennedy Airport. For sure, these will be determined and announcements will be widely circulated in the weeks ahead.

This is a very interesting moment in the history of public transportation in New York. We will all enjoy our first rides on the JFK AirTrain, but frequent riding may be hampered if rumored high fares are imposed. Time will tell!



## AN HISTORICAL PERSPECTIVE ON R-26 AND R-28 ASSIGNMENTS by George Chiasson

Ordered in tandem with the BMT's R-27s, R-30s, and R-30As under the administration of NYCTA Chairman Charles L. ("Choo-Choo Charlie") Patterson, the R-26s and R-28s were acquired from ACF to continue the process of replacing first-generation IRT rolling stock. Specifically, they supplanted the so-called "Flivver" Lo-Vs which had been used to permit transfer of Composite cars to the Manhattan Elevated lines in 1916. Control componentry was divided between Westinghouse and General Electric manufacture across the combined 210-car order, with the WH R-26s (7804-7859) first to arrive through the last quarter of 1959 and into early 1960. The remaining three groups (GE R-26s 7750-7803, WH R-28s 7860-7909 and GE R-28s 7910-7959) were on the property by 1961, and all assigned to Westchester Barn for use on 6. They were denoted by their monotonous dark olive green color during those early years, which clashed with the line's maroon R-17s, then eventually its red R-29s and R-33s after 1963 as all were intermixed in train consists.

In February, 1966 all IRT equipment was assigned to specific maintenance facilities, and therefore certain routes, based on electrical equipment. From this time forward for a number of years, the GE R-26/28s were found on 2, 4, and 5 mixed in trains with virtually any type of IRT "SMEE" equipment, from the oldest R-12s to the relatively new Mainline R-33s. Meanwhile, the WH portion remained at Westchester, sharing duties with like-equipped R-17s, R-29s, and R-33s. As cars began to change color from maroon, red, and green to silver and blue (and besmirched by graffiti), assignments were consolidated further in October, 1976 and the GE R-26/28s earned their keep on 2 and 5, then based at Livonia, E. 180<sup>th</sup> Street, and 239<sup>th</sup> Street. Equipment for 2 and 5 was separated in January, 1983, and as though to herald their ultimate destiny, the GE R-26/28s were blended with the GE R-29 group in 2 service, along with GE R-14s, R-15s, and R-22s. An early, ill-fated attempt to combat municipal vandalism saw cars on 2 and 6 redone in several coatings of white paint during 1982-83, and over the following four years the older, single-unit postwar IRT fleets were gradually weeded out as R-62 and R-62A cars arrived to replace them.

Through the General Overhaul (GOH) program prescribed and engineered by the NYCTA, Morrison-Knudsen was able to extend the life of moderately aged SMEE cars during the 1980s. This transformed them from aging, disfigured and operationally untrustworthy subway cars to an upgraded, highly reliable and graffiti-free fleet within a period of several months. The first GE R-26/28s were shipped to Morrison-Knudsen's rebuild-

ing facility in Hornell, New York, straight from 239<sup>th</sup> Street, in late 1985. The first 10-car train of GOH R-26s was placed in 2 service on January 13, 1986, followed by the first pair of GOH R-28s in February. Both types immediately began mixing in consists with GE R-29s that were also going through GOH, and the famous "Redbirds" that have become so familiar on the IRT lines came into being.

By July, 1986, all 104 of the original GE R-26/28s had been removed from 2 and were going through the rebuild process. Meanwhile R-26/28s of the WH variety remained in 6 service until they, too, began moving to Hornell in March, 1986. The last such pair, still in more or less original configuration (except for air-conditioning and changes in flooring and paint scheme) was 7908/7909, which departed 6 in April, 1987. Cars 7842/7843 were the last pair of GOH R-26s to enter 2 service, on March 19, 1987, while the final four R-28s (7908/7909 and 7930/7931) didn't start carrying 2 passengers until October 22.

As delivered from M-K, the R-26/28s retained their original "semi-permanent" configuration and were often not numerically paired. This was especially the case among ex-2, ex-GE groups (7750-7803 and 7910-7959) and reflected an almost constant process of pre-GOH intermixing to optimize reliability and minimize long intervals in the shop. Among many significant changes made as part of the GOH process, the entire 210-car R-26/28 fleet received a relatively up-to-date General Electric SCM control system. As built, the GE cars had contained an archaic MCM control package that was considered finicky by many, while replacement of the WH Cam control group on the ex-Pelham cars enabled the standardization of parts stocks, inspections and repair procedures. By 1991 this and completion of the Mainline R-33 GOH process paved the way for implementation of the Scheduled Maintenance System (SMS). As a result, all R-26/28s were mated numerically and permanently linked at the B-ends by a drawbar.

All 210 GOH R-26/28s provided many faithful years of service to 2, being swapped to 5 in exchange for most of the GOH Main Line R-33 fleet in 1995. The R-26/28s were fortunate in this regard as the entire fleet had been spared the misfortune of early retirements due to collisions or fires. After R-142s began service on 2 in mid-2000, Redbird R-33s were displaced concurrently from 2 to 5, and the first eight R-26/28/29s withdrawn in late May of 2001. Despite their decreasing number and advancing physical deterioration, the cars continued to provide reliable service to NYCT customers, weekends included, for another year. Then, as the

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

Well, it is that time of year again. The leaves have fallen off the trees. The weather turns cold and gloomy. People rush to kill to the last minute to get that special Christmas gift for that someone special. Most of the contractors take off for the season to let their employees enjoy this festive time of year with their families — NOT! Just when you thought it was safe to go back into the subway...

Actually, it is safer than it has been in years but you just might not get there as planned on time. Minus all of the station rehabilitations — and we could finally scratch one of the major ones off, even though I'm sure they are not fully completed with diversion requests: 72<sup>nd</sup> Street. As you have probably read, seen on the TV news, or even seen for yourself, the new 72<sup>nd</sup> Street headhouse has been opened. There are some major jobs that will be working this month that I may have left out of the construction list, but they will be working in some form. *AirTrain*, which was supposed to have started running by now, has been delayed indefinitely. The Division of Maintenance of Way's Track subdivision will be testing some new rail expansion joints on **J** to be used on the Manhattan Bridge when the tracks are returned. I am sure you all have heard by now about the emergency

AM rush hour bypass of Queens-bound **E** & **V** trains at the Lexington Avenue-53<sup>rd</sup> Street station, due to the heavy customer volume and the lack of space on the platform. The contractor has built a couple of sheds on the platform where the new escalators and elevators will be, which are making things extremely dangerous. So this is what we came up with. Panels out on the Culver line, structural repairs up in Washington Heights, and the Atlantic Ave Reconfiguration (which was supposed to have the Track P2 connected in November but has been pushed back to December) are also underway. Also, there is an emergency weekend shutdown of the Brighton Line between Prospect Park and Atlantic Avenue to repair some damaged signal cables. This is similar to the same shutdown we ran in April and May with a little bit of a twist. Then, we were able to suspend the **W** shuttle for the weekend and operate mainline **C** trains to Stillwell Avenue to connect with the **C** shuttle that would operate from Stillwell to Prospect Park. Well, now we do not have that option anymore, thanks to the Stillwell station rehabilitation project, so read on to see how the hero saves the day, the villain is caught,...oh, sorry, got carried away there. Anyway, a Happy Holiday Season and a Healthy New Year to all.

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
12/3 to 12/18	Nights	<b>4</b>	Track M2 N/E Bowling Green to N/O Borough Hall	S/B single track via Track 3 S/O Wall Street to n/o Borough Hall	Install protection boards and post brackets
12/3 to 12/31	Nights	<b>2</b>	Track F2 S/O 110 <sup>th</sup> Street to N/O 96 <sup>th</sup> Street	S/B single track via Track 3 S/O 110 <sup>th</sup> Street to N/O 96 <sup>th</sup> Street	Rail renewal
12/7 to 12/9	Wkend Nights	<b>4</b>	Track J4 N/O 125 <sup>th</sup> Street to N/O 138 <sup>th</sup> Street-Grand Concourse	N/B single track via Track 1 N/O 125 <sup>th</sup> Street to S/O 138 <sup>th</sup> Street, then via Track M to N/O 138 <sup>th</sup> Street	Install fire lines
12/7 to 12/23	Wkend Nights	<b>1</b> /Bus	Tracks MVA/V1/V4 S/E Chambers Street to N/E Chambers Street	<b>1</b> – S/B terminate/in service from Track 2 at Chambers Street Bus – Chambers Street to South Ferry	High priority punch list work to closeout contract
12/15 to 12/16	Sunday and Monday	<b>2</b> / <b>5</b>	Track WM N/O E. 180 <sup>th</sup> Street to S/O Bronx Park East	No effect on service	Install new ties and plates
12/10 to 12/13	Nights	<b>2</b>	Track F2/J1A 149 <sup>th</sup> Street-Grand Concourse to 142 <sup>nd</sup> Street Junction and 138 <sup>th</sup> Street-Grand Concourse	S/B single track via Track 3 N/O 149 <sup>th</sup> Street-Grand Concourse to 142 <sup>nd</sup> Street Junction	Install wayside equipment
12/10 to 12/11	Nights	<b>7</b>	Track C1 N/E Main Street to S/O Main Street	S/B via Track M S/O Main Street to Willets Point	Remove defective fan motor
12/7 to 12/15	Wkndys	<b>7</b>	Tracks CMB/CMC N/O 111 <sup>th</sup> Street to S/O Willets Point	No effect on service	Abate and remove asbestos contained equipment
12/9 to 12/13	Daily	<b>7</b>	Track C1 N/O 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 <sup>th</sup> Street	Install signal cable and equipment
12/10 to 12/13	Nights	<b>7</b>	Track C1 N/O Grand Central to S/E Hunters Point Avenue	S/B single track via Track 2 n/o Hunters Point Avenue to N/O Grand Central	Tube wash
12/2 to 12/13	Nights	<b>A</b> / <b>E</b>	Track A2 S/O 34 <sup>th</sup> Street to N/O 42 <sup>nd</sup> Street	N/B express via Track A4 from S/O Canal Street to S/O 42 <sup>nd</sup> Street or 59 <sup>th</sup> Street	Install track wall tiles
12/6 to 12/9	Wkend	<b>A</b>	Track A3 S/O 168 <sup>th</sup> Street to S/E 145 <sup>th</sup> Street	S/B operates local via Track A1 from S/O 168 <sup>th</sup> Street to S/O 145 <sup>th</sup> Street	Structural repair and tunnel lighting rehabilitation

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**NEW YORK DIVISION BULLETIN - DECEMBER, 2002**

**Track Construction Forecast for December, 2002**

*(Continued from page 18)*

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
12/9 to 12/13	Nights	<b>A</b>	Track A3 S/O 168 <sup>th</sup> Street to S/E 145 <sup>th</sup> Street	No effect on service	Structural repair and tunnel lighting rehabilitation
12/7 to 12/8	Wkend	<b>F</b>	Track B2 N/O Avenue X to N/E Kings Highway	N/B express via Track B3/4 S/O Avenue X to S/O Kings Highway	Type III panel installation
12/14 to 12/15	Wkend	<b>F</b>	Track B1 N/E Kings Highway to N/O Avenue X	S/B express via Track B3/4 S/O Kings Highway to S/O Avenue X	Type III panel installation
12/11 to 12/13	Daily	<b>F</b>	Track B1 N/E Kings Highway to N/O Avenue X	S/B express via Track B3/4 S/O Kings Highway to S/O Ave X	Type III panel installation
12/14 to 12/23	Wkend Nights	<b>F/S</b>	Tracks B2/B4 N/O Jay Street and Broadway-Lafayette to S/O W. 4 <sup>th</sup> Street	<b>F</b> – N/B via Eighth Avenue Line Jay Street to W. 4 <sup>th</sup> Street	Switch renewal of Switch #50A/B and 52A/B
11/26 to 12/13	Nights	<b>F</b> North/ <b>F</b> South	Track B2 N/O Bergen Street to N/E Jay Street	<b>F</b> North – 179 <sup>th</sup> Street to Hoyt-Schermerhorn; relay at Lafayette Avenue <b>F</b> South – Avenue X to Hoyt-Schermerhorn; relay at Bedford-Nostrand	Install Continuous Welded Rail
12/3 to 12/13	Nights	<b>F</b>	Track D4 S/O 36 <sup>th</sup> Street to N/E Roosevelt Avenue	N/B express via Track D2 S/O 36 <sup>th</sup> Street to S/O Roosevelt Avenue	Tie and plate renewal
11/12 to 12/31	7:30 AM to 9:30 AM	<b>E/V</b>	No tracks out of service	Queens-bound trains bypass Lexington Avenue-53 <sup>rd</sup> Street	Congestion bypass due to station rehabilitation; will be reissued in 2003
12/10 to 12/13	Nights	<b>W</b>	Tracks B1/R1 N/E Whitehall Street and S/O Broad Street to N/O Lawrence Street	S/B via Manhattan Bridge from Canal Street to DeKalb Avenue	Switch #345 renewal
12/10 to 12/31	24/7	<b>M/N/R/W</b>	No tracks out of service	2 minutes additional running time	Slow speed for Switch #345
12/10 to 12/20	Nights	<b>N</b> Sh./ <b>R</b> Sh.	Track F2 S/E 95 <sup>th</sup> Street to S/O 36 <sup>th</sup> Street	<b>N</b> – N/B normal, S/B local 36 <sup>th</sup> Street to 59 <sup>th</sup> Street <b>R</b> – Exclusive use on Tracks F1/F3 95 <sup>th</sup> Street to 59 <sup>th</sup> Street	Install conduits, tunnel lighting fixtures, and receptacles
12/14 to 12/15	Wkend	<b>W</b>	Tracks D1/DC1/D3/4/D3 N/O Ninth Avenue to N/O Stillwell	S/B via Sea Beach Line S/O 36 <sup>th</sup> Street to Stillwell Avenue; N/B normal	Wayside testing, breakdown testing, track in service
12/13 to 12/16	Wkend	<b>F/N/C/W</b>	Track A4/ED N/O Stillwell Avenue to S/O Stillwell Avenue	No effect on service	Concrete structural replacement of south deck. At the conclusion of this G.O., Track 4 will be out of service until May, 2004 and Track 1 will return to service for put-ins and lay-ups
12/7 to 12/9	Wkend	<b>A/C</b> Sh./ Bus/ <b>N</b> Sh./ <b>R</b> Shtl	Tracks A3/A4 N/O Atlantic Avenue to N/O Prospect Park	<b>A</b> – operates from 57 <sup>th</sup> Street-Seventh Avenue to Pacific Street <b>C</b> Sh. – Brighton Beach to Prospect Park <b>N</b> Sh. – 86 <sup>th</sup> Street to 36 <sup>th</sup> Street <b>R</b> Sh. – Exclusive use on Tracks F1/F3 95 <sup>th</sup> Street to 59 <sup>th</sup> Street	Repair damaged signal cables
12/13 to 12/20	8:00 PM to 10:14 PM Fridays	<b>L/L</b> Short/ Bus	Tracks P2/Q2 S/E E. 105 <sup>th</sup> Street to N/E Broadway Junction	<b>L</b> – No effect on service; lay-up at Rockaway Parkway <b>L</b> Short – turn every other S/B train back at Broadway Junction Bus – Rockaway Parkway to Broadway Junction;	Disconnect temporary Track P2 and connect new Track Q2. Second weekend is a backup weekend
12/13 to 12/23	Wkend	<b>L</b> Bus	Tracks P1/P2/Q2/AY1 S/E Rockaway Parkway to N/E Broadway Junction	<b>L</b> – Eighth Avenue to Broadway Junction Bus – Rockaway Parkway to Broadway Junction	Disconnect temporary Track P2 and connect new Track Q2. Second weekend will be used to connect Track J2A and take out Track Y4
12/9 to 12/20	Daily	<b>L/L</b> Sh.	Tracks P2/Q2 S/E Rockaway Parkway to S/E Broadway Junction	<b>L</b> – Eighth Avenue to Broadway Junction <b>L</b> Sh. – Rockaway Parkway to Broadway Junction	Preparatory work for new Track Q2 connection

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## Around New York's Transit System

### New Car Roster

Following is a roster of the new subway cars that are being delivered:

CAR NUMBERS	CAR CLASS	NUMBER OF CARS	MANUFACTURER	NOTES
6301-6980	R-142	680	Bombardier Transit Services	Original order
6981-7180	R-142	200	Bombardier Transit Services	Option I
1101-1250?	R-142	150	Bombardier Transit Services	Change order
7211-7610	R-142A	400	Kawasaki Rail Car	Original order
7611-7730	R-142A	120	Kawasaki Rail Car	Option I
8101-8200	R-143	100	Kawasaki Rail Car	Original order
8201-8312	R-143	112	Kawasaki Rail Car	Option I

Master Door Controller panel, and key open the crew emergency doors at both Conductor operating positions and a door nearest the platform entrance. Train Operators must perform this procedure on put-ins.

Train crews must be on their train two minutes before the scheduled leaving time. When the starting lights are lit, the Conductor must open all doors to allow passengers to board the train.

During hot, cold, or bad weather, when a train is standing in a station because it is delayed, the Conductor must close the doors to conserve the hot or cold air, and reopen the doors when the train is ready to proceed.

### Windshield Wiper Operation

When Train Operators make their regular pre-inspection, they must verify that the windshield wipers operate at each operating end. On cars with electrically operated windshield wipers, Train Operators must set the switch to all operating positions to verify that the wiper works at all speeds. If the car has a washer pushbutton, Train Operators must press the pushbutton to verify that there is washer fluid in the tank. They must inspect and clear any obstruction that impedes the windshield wiper arm and blade motion. They must not use the windshield wiper to clear ice, snow, or any obstruction from the windshield. Trains with inoperative wipers or empty fluid tanks may leave the yard if the

*(Continued on page 13)*

### Discharging Trains at Terminals

When approaching the terminal, the Conductor must make two announcements to alert passengers that the train must be discharged at the terminal. At the terminal, the Conductor must make another announcement requesting passengers to leave the train. The Conductor must close the doors after all the passengers leave the train. Then the Conductor will deactivate the

### Track Construction Forecast for December, 2002

*(Continued from page 19)*

DATE(S)	TIME	LINE(S)	AREA OF WORK	SERVICE ADJUSTMENT(S)	DESCRIPTION OF WORK
12/9 to 12/27	Nights	① L/ ① Sh./ Bus	Track Q2 N/E Bushwick-Aberdeen to S/O Myrtle Avenue	① – Eighth Avenue to Myrtle Avenue ① Sh. – Rockaway Parkway to Broadway Junction Bus – Myrtle Avenue to Broadway Junction	Type II-Type II chip-out
12/17 to 12/31	24/7	①	No tracks out of service	2 minutes additional running time	Slow speed for Track Q2 chip-out

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

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### An Historical Perspective on R-26 and R-28 Assignments

*(Continued from page 17)*

second wave of R-142s were placed quickly and directly into service on ⑤, the presence of Redbirds diminished accordingly. By the late summer of 2002, the final train or two of R-26/28/29s was making consistent appearances on ⑤ each rush hour, their longevity

linked to the halting progress of R-142 deliveries. As the new cars ultimately overcame their many technical and operational hurdles, time was clearly no longer an ally and the end came at last on October 7. Their final retirement continues to close the book on operational technologies that have evolved over many years and served the New York subway system well. Moreover, it ends the legacy of builder American Car & Foundry, which has been represented locally since inauguration of the IRT Subway in 1904.