The Bulletin

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FINANCING THE INDEPENDENT SUBWAY

On March 20, 1933, seventy years ago, the IND was extended a short distance from Jay Street to Bergen Street. The IND expanded rapidly to 59.26 route miles and 196.86 track miles in 1945. Finding the money to pay for this huge construction project was not easy.

The Board of Transportation's report for the five years ending June 30, 1945 explains how the city was able to finance, construct, and eventually operate the IND. Excerpts are as follows:

"In 1924, the Legislature enacted a law creating the Board of Transportation of the City of New York as the agency for the administration of the powers prescribed in the Rapid Transit Act, the members to be appointed by the Mayor of the City. This law substantially increased the authority of the City Government over local transit affairs.

"The Board of Transportation, composed of three members, was duly appointed by Mayor John F. Hylan, and assumed responsibility for administration of the laws affecting transit development on July 1, 1924. Although construction of some parts of lines included in the BMT company 1913 contract had not been completed, the necessity for additional rapid transit lines had really become acute, the cause being the great increase in population, particularly in the northwesterly section of Manhattan and in the boroughs of Bronx, Brooklyn, and Queens. The Board of Transportation planned, constructed and equipped a new rapid transit system, as a wholly municipal financial enterprise and without any participation with private corporations. To enable the City to finance this huge undertaking, an amendment to the State Constitution empowered the City to issue transit bonds of the amount of $300 million in excess of the City's normal borrowing capacity, or 'debt limit,' was submitted by the Legislature for referendum vote by the electorate of the State, and it was adopted. A tremendous increase in new buildings between 1922 and 1928, with great increase in total taxable valuation, also aided the financial program by making it possible for the City to issue four-year bonds and speedily pay off and retire $156 million of the City debt contracted for the enterprise. All of the Independent System has been completed except two short sections which were deferred when the financial depression that began in 1929 drove the market price of City bonds below par, and upon which construction was in progress when the recent World War compelled suspension.

"When the first section of the new Independent System was nearing completion, the Board of Transportation prepared and advertised a contract for operation and maintenance, but did not receive any proposals. The Board then made another forward step in the history of the City's efforts to provide adequate transit facilities for its population of 7½ million people, and created an organization for operation and maintenance of the new subway system. Actual operation by the Board commenced on September 10, 1932."

When the Board drew the plans for the vast IND system, Sam Rosoff organized the Rosoff Subway Construction Company which was willing and able to undertake the difficult task of building several miles of the new subway. Five half-mile sections of the IND were built by Sam Rosoff, a famous New Yorker,

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BRIGHTON LINE SCHEDULE CHANGES
by Bernard Linder

Following is an incomplete list of schedule changes prior to 1949.

In 1906, the Public Service Commission reported that rush hour service was increased from a 7-minute headway in 1905 to a 6-minute headway in 1906 and the 1905 non-rush hour 20-minute headway was improved to 15 minutes a year later. In 1905 midnight trains operated only as far north as Franklin Avenue. A year later through service was operated to Park Row on a 30-minute headway. In November, 1906, the number of Coney Island trains was nearly doubled. There was no express service in the morning rush. Express service began in the afternoon with trains leaving the Brooklyn end of the bridge running non-stop to Dean Street. Locals from Fulton Ferry made all stops.

Starting January 9, 1908, morning rush hour trains ran local to Franklin Avenue, after which they stopped at Grand Avenue and Flatbush Avenue, then made all local stops. PM rush hour trains leaving Park Row on a 10-minute headway ran non-stop to Grand Avenue, then made all stops to Coney Island. Trains departing from Fulton Ferry on a 10-minute headway made local stops to Kings Highway. Effective January 27, 1908, trains leaving Culver Terminal from 6:30 to 8:53 AM and Park Row from 4:30 to 7:00 PM bypassed Vanderbilt Avenue and Cumberland Street. Fulton Ferry trains were locals. Consumers Park was a flag stop.

During the next few years, service was increased as shown in the following table:

HEADWAYS

Year	AM Rush	Midday	PM Rush
1908	5	7½	5
1909-1910	5	10	5
1911-1914	3	10	4

In 1914, the Public Service Commission suggested operating a 7½-minute headway during middays and evenings, and a 20-minute headway during midnights.

BRIGHTON LOCAL

The new tunnel between Prospect Park and DeKalb Avenue was placed in service on August 1, 1920. At the same time, through service to Park Row via Franklin Avenue and Fulton Street was discontinued and shuttles were operated from Franklin Avenue to Prospect Park. Service was probably extended to Coney Island in the summer. Brighton locals started operating via tunnel to Queensboro Plaza, except during rush hours, when trains terminated at 57th Street.

On February 7, 1921, midday short line service was begun between Queensboro Plaza and Whitehall Street. It was extended to Prospect Park on October 15, 1922.

In 1923, Brighton expresses operated via express tracks in Brooklyn, then via tunnel and local tracks in Manhattan while Brighton locals operated via local tracks in Brooklyn, then via bridge and express tracks in Manhattan. On August 30, 1923, passengers were allowed to vote for the routing that they preferred. They decided that expresses should run between Brighton Beach and Times Square via bridge and express tracks in Manhattan while locals should run from Coney Island via tunnel and local tracks in Manhattan. These changes were scheduled to take place about October 1, 1923.

The back of the 1924 BMT map describes the service operated at that time. Locals ran via tunnel except during the evening, when they operated via bridge on the express tracks from Canal Street to 34th Street and local tracks from 34th Street to 57th Street. During middays on weekdays, additional trains operated between Queensboro Plaza and Prospect Park. This service was extended to Kings Highway on July 17, 1924.

Weekday AM and PM rush hour and Saturday AM and noon rush hour service was extended from 57th Street to Queensboro Plaza on September 29, 1927.

Midday short line service was extended from Kings Highway to Brighton Beach in 1929.

The back of the 1931 BMT map gives the following description: Most non-rush hour locals ran from Coney Island via tunnel. During weekday evenings, trains were routed via bridge. Service was extended to Queensboro Plaza during rush hours and middays on weekdays and during Saturday AM rush, morning, and early afternoon. On May 30, 1931, midday short lines service was replaced by expresses and short line service started running between Whitehall Street and 57th Street. This service was discontinued on March 15, 1932.

The following changes were listed on the backs of BMT maps:

June, 1933 map—Sunday locals were routed via bridge to 57th Street from 9 AM to midnight

September, 1937 map — Saturday afternoon and early evening service was extended to Queensboro Plaza

April, 1939 map — Saturday locals operated to Queensboro Plaza during the AM rush and to 57th Street at other times. When the World's Fair was open, service was extended to Queensboro Plaza when traffic required, including Sunday trains

When we checked the evening rush hour Brighton local service at 34th Street in the late 1930s, we found that most trains displayed CONEY ISLAND signs on the

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Brighton Line Schedule Changes

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forward cars and BRIGHTON BEACH signs on the rear cars.

If the rear cars were cut at Brighton Beach and coupled to a northbound train, how did they switch to the northbound track? We could not find the time to check the service at Brighton Beach because we lived in the Bronx at that time.

Observed data is as follows:

TIME	CONEY ISLAND SIGNS		BRIGHTON BEACH SIGNS		TIME	CONEY ISLAND SIGNS		BRIGHTON BEACH SIGNS	
	No. of Cars	Type Cars	No. of Cars	Type Cars		No. of Cars	Type Cars	No. of Cars	Type Cars
4:28	6	B	1	A	5:03	3	D	1	D
4:33	6	B	2	A	5:08	3	D	1	D
4:42	3	D	1	D	5:14	6	B	2	A
4:49	4	D	—	—	5:20	4	D	—	—
4:56	6	B	2	A	5:26	4	D	—	—
					5:32	6	B	2	A
					5:38	4	D	—	—
					5:46	4	D	—	—

Following is a complete record of schedule changes:

On October 17, 1949, BMT service from Manhattan was extended to Astoria. Weekday locals operated from Coney Island via tunnel to Astoria in rush hour and to Queensboro Plaza during midday and early evening. Saturday locals ran via tunnel to Astoria during the morning and early afternoon. Locals were routed via bridge and express tracks in Manhattan to 57th Street during midnights, weekday and Saturday evenings, and all day Sunday. Several trains from Astoria were laid up or put in service at Canal Street during rush hours.

During busy 1949 and 1950 summer Sundays between 11 AM and 4 PM, trains ran light via express track and tunnel from Brighton Beach to Canal Street. Southbound trains carried passengers and operated via tunnel and local tracks from City Hall to Brighton Beach.

On April 27, 1950, weekday midday service was extended to Astoria.

The 60th Street Tunnel connection, the Long Island City link between the BMT and IND at Queens Plaza, was opened on December 1, 1955. Brighton locals from Coney Island operated through this link to Continental Avenue (71st Avenue) during rush hours and middays on weekdays only. Locals continued running to Astoria on Saturdays.

During the 1952, 1953, and 1954 summers, several Sunday morning locals were put in service at Brighton Beach.

Effective May 4, 1957, Saturday morning, afternoon, and early evening locals operated via tunnel to Chambers Street.

Effective October 24, 1957, locals began operating via bridge during the midnight hours. They made local stops in Manhattan at all times.

Effective June 6, 1959 Saturday morning, afternoon, and early evening locals operated between Coney Island and Franklin Avenue. This change was not seasonal and was in effect for several years.

Starting January 1, 1961, locals operated between Coney Island and Astoria via tunnel from about 6 AM to 7 PM weekdays and via bridge evenings, midnights, and all day Sunday. Saturday morning, afternoon, and early evening locals continued running to Franklin Avenue. Several trains were laid up north of Queensboro Plaza after the AM rush and put in service there for the PM rush.

Effective April 21, 1962, all Saturday locals operated from Coney Island via bridge and local tracks in Manhattan to Astoria.

Brighton express tracks north of Kings Highway were temporarily removed from service on February 10, 1964 because of platform extensions at Newkirk Avenue. Rush hour locals ("B" trains) made all stops between Coney Island and Kings Highway, then stopped at Avenue M, Avenue H, Newkirk Avenue, Cortelyou Road, Beverley Road, Church Avenue, Parkside Avenue, Prospect Park, and all stops to Astoria. Regular service was resumed on November 2, 1964.

TRAINS DISPLAYING BOWERY SIGNS

In his *Tech Talk* column published in the January, 2003 ***Bulletin***, Jeff Erlitz describes the 1913 Centre Street track layout. This track plan was published on page 2 of the December, 1997 ***Bulletin***.

In the same column, Jeff wonders why BOWERY was included on the BRT/BMT Standard subway car rollsign curtains. In September, 1945, we observed evening rush hour Broadway Brooklyn locals displaying Bowery and Canarsie signs. When we described the Broadway "L" schedule changes on page 3 of the July, 1997 ***Bulletin***, we made the following statement: "In the PM rush, westbound passengers were discharged at Bowery and trains operated light to Canal Street." Crowds must have boarded evening rush hour locals at Canal Street. Congestion was avoided by scheduling light arriving trains.

TOUR OF PATH EXCHANGE PLACE STATION AND HUDSON TUBES
by John Pappas

The old adage that good often comes out of tragedy is proving true with the rebuilding of portions of the PATH system destroyed or crippled by the events of September 11, 2001. As part of the $544 million project to rebuild the line into the World Trade Center site, Exchange Place station is receiving a $160 million upgrade which will allow operational flexibility that could have only been dreamed of before 9/11.

The station itself was not damaged by the terrorist attacks, but it did suffer secondary problems from the flooding of the two under-river tunnels, which start immediately at the east end of the station's platforms. The flooding occurred primarily due to the runoff of water from firefighting efforts associated with the collapse of the twin towers and not, as had been initially feared, from a breach of the tunnel structure. The tunnels (E carries westbound traffic and F hosts the eastbound direction) were sealed with huge concrete plugs to prevent serious water damage to the Exchange Place station and the tunnels west of that location.

I was privileged to get a first hand look at the rebuilding during a tour on January 31, which included the major tunnel reconstruction west of Exchange Place and a walk through the underwater tubes to Ground Zero itself. The photos accompanying this article speak more about the extent of the rebuilding efforts than I can explain in just words.

West of Exchange Place, major rock tunnel boring rearranged the track structure alignment to provide crossovers, which will allow significant operating efficiency in turning trains at Exchange Place. This will be put to good use in about a month, when PATH begins running shuttle trains from Grove Street to a reopened Exchange Place station. In one case, the old Tunnel L, which used to be a blind-end bore used for storing a seven-car train, was filled in and a new tunnel created on the same alignment, essentially above its roof level. This allowed the track structure to be reconfigured to form the new crossovers. Trains can now come eastbound from either route, reverse, and return to that route or to the other route, with the exception of eastbound trains from Newport, which would have to make a back-up move to return to Newport. Even so, the flexibility this allows is enormous compared with the lack of any kind of reversing provision formerly.

At the same time, the former junction between the tunnels coming from Newport-Pavonia and Grove Street was moved further west to allow the extension of the Exchange Place station platforms to a 520-foot length, which will allow for eventual 10-car trains. Formerly, these platforms accommodated only 7 cars. The front car of each 8-car train would be in the tunnel eastbound and not available for entrance or exit. The opposite was true westbound. PATH recognized the need to lengthen the platforms years ago. Exchange Place was one of PATH's fastest growing stations and the additional platform space is coming at a fortuitous time. With the opening of Morgan Stanley's 70 story office building three blocks away, the station will no doubt see a tremendous influx of additional passengers by the end of 2003. But the kind of complete tunnel realignment that has been necessary would have been extremely difficult to construct under traffic and probably would have been cost prohibitive.

The boring was done with augers and blasting. Concrete was "shot" onto the new tunnel walls from piping in the ceiling that extended up to cement mixing trucks on the street above. All track, power cables, and signals were stripped out of the construction area, which extends about 700 feet west of the site in the direction of Grove Street. The infrastructure is being completely renewed. During our visit, most of the new track was in place and was in the process of being tamped. New third rail was stored along the right-of-way but had not yet been installed on the new brackets.

East end of the eastbound platform at Exchange Place.

The twin tunnels under the Hudson are about a mile in length. They were not harmed by the attacks except for becoming filled with water. As part of the project, they had all track, power cables, and signals removed also, but they received a new concrete tunnel floor (invert) replacing the former ballasted trackway. Track is directly "fixated" to the floor using pads and clips. The invert

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Tour of PATH Exchange Place Station and Hudson Tubes

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features a center drainage sump covered by fiberglass runners. New cable banks were constructed along both sides of the trackway. These feature up-to-date epoxy resin cable ducts with room for additional cabling as may be required in the future.

At the World Trade Center site, there is a mixed bag of conditions. The track exits from Tunnel F onto a shelf that hugs the west side of the slurry wall. Much of this shelf along the south side of the site is missing and, at the time of our visit, reconstruction had yet to be started. At the site of the former World Trade Center station, a new station has risen in the exact same location. The steel structure is mostly in place. New station platforms are being constructed. The former five-track setup will be put back. The second level above the tracks will house the mezzanine, from which there will be stairways and escalators to Church Street. PATH considers this a temporary station. The permanent station and where it will be located is still dependent on the ultimate plan chosen for rebuilding the entire site.

Interestingly, one can stand at the exit of the eastbound tunnel just beyond the slurry wall and see the former alignment of the tunnel which ran to the Hudson Terminal. The tunnel is now exposed, like a giant sewer pipe, in the wall above the new box which houses NYC Transit's ❶ and ❾ lines, under the former alignment of Greenwich Street. One can also get a good idea of the climb required to bring the trains that much closer to street level which Hudson Terminal enjoyed, in contrast to the World Trade Center station, which is located six levels below the street. We were told that prior to the weekend in September, 1972 when the new station was cut in and Hudson Terminal abandoned, the tunnel leading to and from the latter was suspended in midair above the excavation on temporary supports in the manner of a huge pipe.

Old Hudson Terminal Tube seen above new steel for World Trade Center temporary station.

Northward, beyond the front of the new station, the alignment runs under the remains of the six story structure which housed much of the parking for the site. This is the place where the remains of the site are most intact. The trackway area is being reused, again with new infrastructure. Rails were on the alignment, but no ties or appliances were there yet. It is an uninterrupted path back to the start of Tunnel E. At this time, track is finished in both tunnels, third rail is being affixed to the new brackets and only installation of new signaling is needed to see the tunnels once again ready for trains.

West slurry wall at Tunnel E.

Work on this major project is moving quickly and is ahead of schedule. By the time you read this, trains will be testing on the new tracks leading into Exchange Place from the west. A shuttle service between Exchange Place and Grove Street may begin as early as April. PATH has announced that service will return to the temporary World Trade Center station before the end of the year. Barring any unforeseen construction problems, it is likely that the start of service will be earlier than currently predicted.

Our tour showed that PATH has done a first-rate job of rebuilding the damaged line, which will serve a growing ridership well for many years to come. The writer expresses grateful appreciation to former PATH transportation officials Bob Pawlowski and Mike Kirby for arranging the tour and providing much of the information presented here. Readers may find additional information on the Port Authority's special website, www.pathrestoration.com.

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Tour of PATH Exchange Place Station and Hudson Tubes

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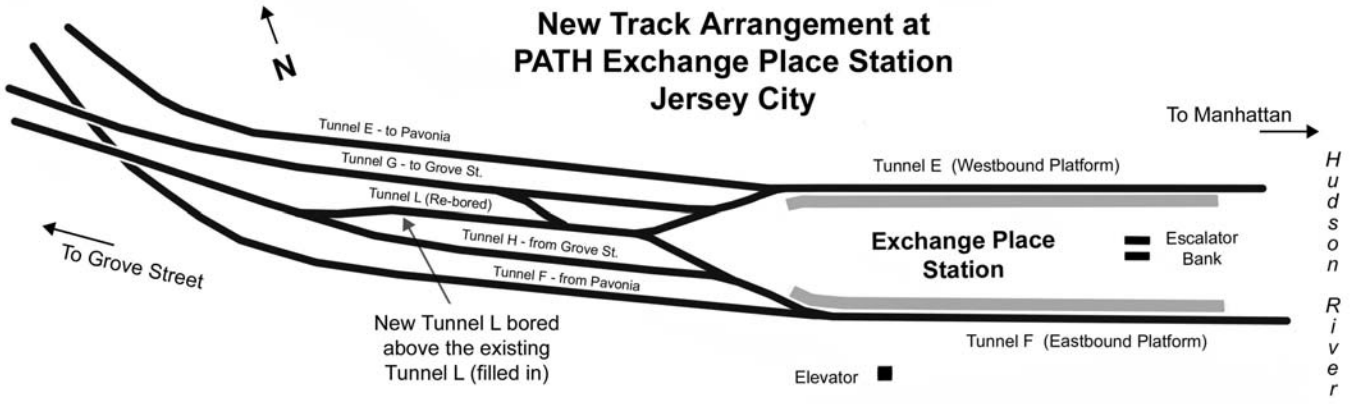
New westward extension of the eastbound platform at Exchange Place.

Tunnel F, east of Exchange Place.

Temporary PATH station at former World Trade Center site, at track level, looking south.

New eastbound crossover west of Exchange Place station, looking east.



(photos and track plan by the author)

TECH TALK
by Jeffrey Erlitz

On Saturday, February 1, the original control panel at 38th Street Yard (Murphy Tower) was removed from service after not quite 14 years of use. Made by General Railway Signal Company, it was placed in service on May 19, 1989 under contract S-32300. This was the contract that furnished a new signal system for the Fourth Avenue Line from north of Pacific Street to 95th Street. From February 1 to March 31 all controls and indications are being transferred from the original master control panel to the new master control panel. The new control panel, just across the hallway from the original, was made by Mauell Corporation under the West End Line signal contract, S-32344.

Last month I stated that the new signaling at Ninth Avenue on the West End Line was going to be placed in service starting on the weekend of March 1-2. The work actually started on the weekend of February 1-2, a full month early. Originally, only track circuit testing was supposed to take place on that first weekend. That was accomplished but in addition, two automatic signals on southbound local Track D1 in Ninth Avenue station were placed in service. The placing in service of additional equipment started in earnest over the weekend of February 15-16. At that time, new signals were activated on southbound Track D1 and Track D3 north of Ninth Avenue where the two tracks diverge. Over the weekend of February 22-23, the remainder of the new signals on Track D1 were placed in service north of the station. This work also included the southbound yard lead, Track Y1, coming out of 38th Street Yard.

Back on November 30, 2001, Pav-Lak Contracting Incorporated of Hauppauge, New York was awarded contract C-34731, to upgrade the station lighting at three stations. These stations are Bowery (Nassau Street Line) and Spring Street and 190th Street (both Eighth Avenue Line). Though these stations have had fluorescent lighting on their platforms for many years now, there are other areas of these stations that still have incandescent lighting, such as around the fare control areas. During January, construction activities continued at Bowery with conduit installation and at Spring Street with construction of the Electrical Panel Room. This is a fairly small-ticket item as far as Capital Program projects go. It is budgeted at $3.9 million and should reach beneficial use by the end of March next year.

Following up on the discussion about the original track and signal arrangement on the (BRT) Centre Street Loop, shown on the next page is the track diagram that was in effect on August 4, 1913 when the line opened. The solid lines show the two tracks that were in service on the north and west side of the four-track subway structure. Dashed lines show the tracks and switches that were planned for future service. At that point in time, it was still planned that this subway line would be connected to the Brooklyn Bridge near the Park Row terminal.

You will notice that the center track at Bowery extended west past the station. I do not believe, however, that this track was long enough to hold one full-length train for storage purposes. It is also interesting how this middle track has a track "number" as if it were on the IRT. I had thought that only the IRT used a track designation of "M" for middle tracks.

Note also the track arrangement in the Essex Street station. Track 2 is slightly to the south of today's middle track in the station. I am guessing that the BRT used the two tracks of the original Delancey Street terminal for this initial operation. The article in ***The Signal Engineer*** did not mention this.

The September, 1914 issue of ***The Signal Engineer*** had a very interesting article on the placing in service of the link between the Broadway and Myrtle Avenue Elevated Lines. This took place on July 29, 1914 and provided a direct route from Ridgewood to lower Manhattan via the Broadway Elevated Line, the Williamsburgh (note original spelling) Bridge, and the Centre Street Subway. According to this article, during the first rush period after the connection opened, 220 trains were handled by the interlocking in two and one-half hours.

This interlocking was unique in two ways. It was the first installation on any New York City rapid transit line furnished by the Hall Switch and Signal Company. More importantly, it was the first all-electric interlocking by Hall anywhere in the United States. It was also the only Hall interlocking ever installed on a New York rapid transit line and lasted to about November 8, 1953, when it was replaced with a GRS Model 2 machine.

When this connection opened, the triple-tracking of the Broadway Elevated had not yet been completed. The third track was in place from east of Myrtle Avenue to, presumably, East New York. There is a photograph in this article taken from the new tower looking east on Broadway and the third track clearly begins just east of the junction with the Myrtle Avenue Line. The Myrtle Avenue station was still just two tracks with a center island platform.

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Tech Talk

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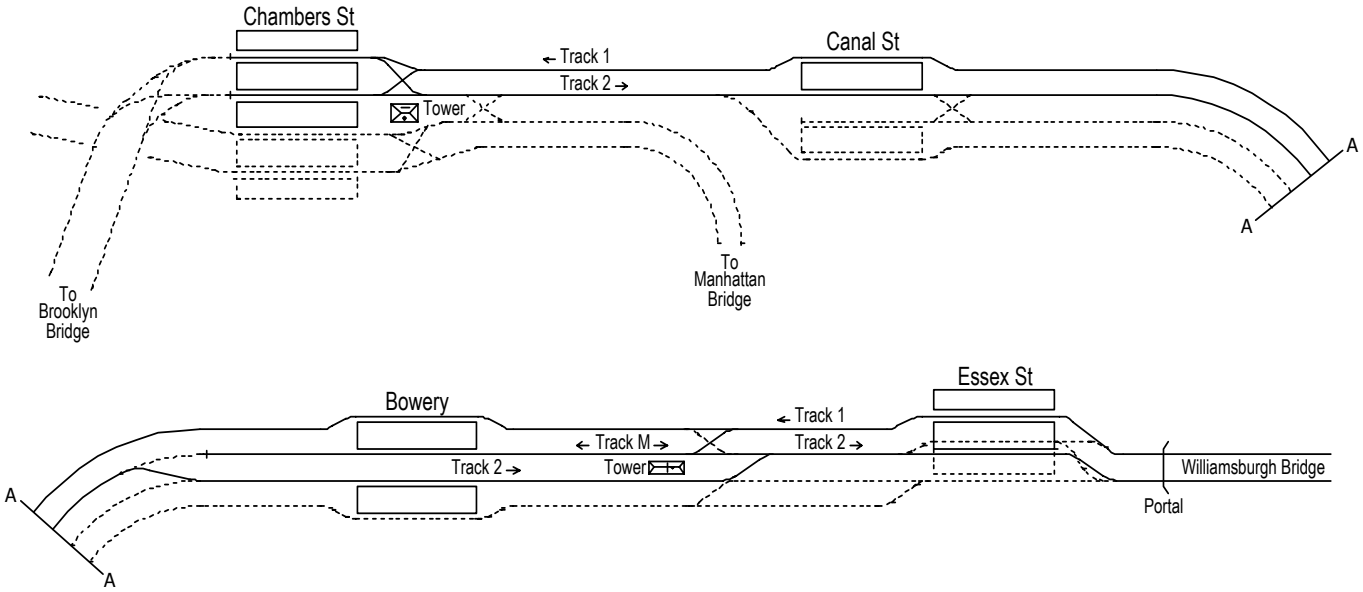
BRT Centre Street Loop

Original Layout - Aug 4, 1913



The interlocking machine had 52 levers, with 27 working levers, 19 spare levers, and 6 spare spaces. As with the General Railway Signal Model 2 and Model 5 interlocking machines, the Hall machine had one lever for each switch, even when two switches were at the opposite ends of the same crossover. In that case, the two levers were tied together inside the machine and operated by one handle. Separate and independent control and indication features were provided for each of the two switches. The switch machines were, needless to say, all electric.

Of major importance, this interlocking saw the introduction of a new scheme of signal aspects for the BRT. Prior to this installation, home signals displayed aspects that were very similar, if not identical, to those on the IRT and railroads. A proceed on main route indication had an aspect of green over red. Likewise, a proceed on diverging route indication had a red over green aspect. With this installation, proceed on main route became the now-familiar green over green aspect and proceed on diverging route became green over yellow. The BRT designed this scheme with three objectives:

- Provide distinctive indications for automatic block and home signals.
- Provide not more than two lights in any signal indication.
- Eliminate red lights from proceed indications.

In interlocked home signals, the upper light now indicated the condition of the block and the lower light the route to be traversed. This was, of course, the scheme used by the New York City Board of Transportation in designing the Independent System of subway lines.

Interestingly, the article does not mention and the photographs do not show any automatic train stops at any signal location. Perhaps this was a function of typical outdoor signal installations at that time. Lastly, the home signals had large backgrounds attached to the signal heads making them look like those typically found on railroads.

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Financing the Independent Subway

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who probably built more miles of subway than any man in the world. He was a practical engineer, who had no formal education or technological training, and was honored by many college graduates.

Commuter and Transit Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

In spite of the slow economy, Metro-North reported that 73.1 million riders were carried last year, which equates to an increase of one-tenth of a percent. To put this into perspective, the Long Island Railroad and NJ Transit both reported losses in ridership. East of Hudson winners were the Hudson Line (up 1.2%) and the New Haven (up 0.5%). On the Harlem Line ridership was down 0.5%.

2003 was also a good year for on-time performance (OTP), which was up by 1% when compared to 2001. The ***Journal News*** identified several trains which ran on-time 100%, as #706 (5:58 AM Croton), 651 (4:23 PM to Mount Vernon West), and 553 and 577 (4:26 PM and 7:02 PM to North White Plains). The two worst performing trains, with an OTP of 90.4%, were a pair of New Havens: #1741 (8:45 AM New Canaan) and 1464 (5:49 PM to South Norwalk). Here are some other details: Total OTP was 97.3% (the goal was 97.2%); by line, Hudson 98%, Harlem 97.4% and New Haven 96.8%. This year, the goal is 97.5%.

Like a phoenix rising from the ashes, a pair of FL-9s returned to service in early February, following the temporary removal of two Genesis engines that were involved in a minor collision. Member Josh Weis reports that 202 was one of the "injured" parties. Both are expected to be heading to General Electric for repairs. In the meantime, "starships" 2040-2041 are pinch-hitting.

MTA Metro-North Railroad (West)

The news about ridership on the west side of the Hudson was not positive, as there ridership declines on both the Pascack Valley (-19.1%) and Port Jervis (-4.4%) Lines. These decreases can be attributed to the loss of jobs in lower Manhattan plus the lack of the PATH line to the former World Trade Center area.

OTP vs. the goal was 97.1% vs. 95.4% for the Pascack Valley Line and 93.7% vs. 94% for the Port Jervis Line.

Several years after it was first proposed, the Pascack Valley Line is set to get is long-awaited morning Rockland County Express train. The announcement was made in late January by Metro-North President Peter A. Cannito, who expected the train to begin running a short time after the first phase of the Bergen Tunnels project is completed in June, which means probably in July. Apparently the work in the southern pair of the Bergen Tunnels is not quite as extensive as it was in the northern tunnels, and this work can be done over weekends instead of taking the tunnels out of service 24 hours a day. Commuters can expect to save about 15 minutes on their ride from Rockland County, as the train would run express to Hoboken from Pearl River. Once Secaucus Transfer opens later this year, the train would also call there, further reducing the travel time to midtown.

For a long time, Metro-North has expressed a desire to own the Southern Tier Line between Suffern and Port Jervis. An agreement has now been worked out with Norfolk Southern (successor to Conrail) to lease the 65-mile line until the year 2006, at which time Metro-North would purchase it. This comes at a time when the railroad is gearing up to increase service when Secaucus Transfer opens later this year. $11 million has been allocated for improvements that will bring the rail line up to a state of good repair. Commuters have long suffered delays caused by an aging signal system. Other work to be done includes installation of continuously welded rail and repairs to several bridges. Prior to the breakup of Conrail, Metro-North thought it had an agreement to buy the line for $88 million, but the deal was put on hold. Norfolk Southern will receive $500,000 this year, but starting next year the price goes up to $1.5 million, then $3 million in 2005.

Connecticut Department of Transportation

According to a report from the ***Stamford Advocate*** (via *Weekly Rail Recap*), CDOT intends to rehabilitate its ten M-2 bar (Café) cars, despite opposition by the Connecticut Rail Commuters Council. At issue is the need for additional seating. In 1985, Metro-North converted its Bar Cars into conventional coaches.

MTA Long Island Rail Road

For the first time in seven years, ridership fell on the Long Island Rail Road last year. In 2001, the railroad carried 85.6 million passengers, and in 2002, that number fell to just over 84 million. While peak hour riders declined by 1.9%, off-peak ridership rose 2.4%. Blame the decline on the sluggish economy. 1949 was the LIRR's top year for ridership, when it carried 91 million passengers. Back then, my family contributed to that number in a small way, when we rode into New York via the Rockaway Beach Branch during that summer. OTP in 2002 was 94.04%.

Revised timetables were issued for the Port Jefferson and Far Rockaway Branches, effective December 23 and December 30, 2002 respectively. This information was conveyed in the box next to the wording, www.mta.info.

NJ Transit

January 26 saw the issuance of new timetables except for the Atlantic City Line. There were slight enhancements to service on most lines – in many cases, a reallocation of stops that are being made by trains. On the Northeast Corridor and North Jersey Coast Lines, some train time changes were caused by new Amtrak

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Commuter and Transit Notes

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timetables that went into effect on that date. The Raritan Valley Line had no changes, but there were differences in some connecting trains to New York.

NJ Transit has learned that the company that was supplying the trucks for its Comet Vs has gone out of business. Another manufacturer has been sought, and thought was given to using, on a temporary basis, trucks from the Comet Is. However, that idea was shelved because the trucks would not fit under the cars. As of the end of 2002, 97 cars, nearly half of the 200-car order, had been accepted. Alstom still has to build the 65-car option for Metro-North that will be used on the west-of-Hudson Lines; delivery of those cars will be delayed by nine to twelve months.

Two large park-and-ride lots will be built on Montclair-Boonton Line in Little Falls and on the Main Line in Ramsey. The new Montclair State University station will be the site for a 1,500-space parking deck, while a 1,264-space parking deck will be constructed on Route 17 in Ramsey. Completion is scheduled for next year on both projects, which will cost $34.1 million.

Just before the end of January, HBLRT resumed operations on both tracks in and out of Hoboken; apparently the frog had been repaired. Thanks to Alan Kramer for the report.

Acting State Transportation Commissioner Jack Lettiere has appointed seven individuals, including former State Transportation Commissioners Louis Gambaccini and John P. Sheridan, Jr., to a commission that will make an assessment of the state's transportation system and design a strategy that will guide the state over the next decade.

Metropolitan Area

A state Superior Court judge set March 10 as the date for a trial between the NY & Greenwood Lake Railway and NJ Transit, over the former providing passenger service over the lower Boonton Line. NJ Transit abandoned this section of the line when it began operating via the Montclair Connection. The Lower Boonton Coalition is leading the fight for this rail service, and has cited a general downgrading of service for passengers west of Montclair. Thanks to NJ-ARP's Hotline for the report.

A news item from the ***Newsletter of the New Jersey Transport Heritage*** reported that all excursions on the Susquehanna would end. This because Norfolk Southern and CSX, owners of 70% of the NYSW, now require $200 million liability insurance, which is cost-prohibitive.

Another track branch, the Port Morris Branch, is about to become history. A legal notice in ***The New York Times*** (February 14) announced that "New York Central Lines, LLC and CSX Transportation, Inc., intend to file an application to abandon a 1.5 mile line of railroad in the Northeast Region, known as the Albany Division, New York Terminal Subdivision, between Melrose (QVP Milepost 0.0) and the southernmost edge of the tunnel at Southern Blvd. (Milepost QVC 1.5), in Bronx County, New York, which traverses through United States Postal ZIP Codes 10454, 10455, and 10456." The Port Morris Branch, which leaves the Harlem Line at CP 106, north of the Melrose station, and ends at Port Morris Yard, has become redundant with the Oak Point Link, which has been in service since October, 1998. According to the Electric Railroader's Association Trip Announcement for its October 21, 1967 excursion to the Port Morris Branch, Putnam Division, and West Side Freight Line (which I rode), "regular passenger service has never been operated over this branch!!!" At one time it connected with the New Haven Railroad's Harlem Branch. Member Larry Kiss did some research and discovered that Port Morris had been double-tracked with electrified third rail from August, 1926 until about 1960, and was always a freight line, with several freight sidings serving local companies.

Brrrrrrr

The twelve consecutive days of temperatures failing to exceed 32^{o} was not a record, so says WCBS-880 News Chief Meteorologist Craig Allen. But for many of us, it could not end soon enough. However, the reprieve would last only one day, before a return to the deep freeze. At this time of year, temperatures should range from 26^{o}-32^{o}, but this year, the range has been 23^{o}-33^{o}, and the average daily temperature for the month of January was 4^{o} lower than last year.

On January 23, I was at the Poughkeepsie train station, which affords a view of the Hudson River. It was frozen across. When I drove over the Bear Mountain Bridge, to the north, where the Hudson is narrower, it was frozen, and to the (wider) south, the middle was generally clear. ***The New York Times*** (January 25) reported on the return to service of a fleet of icebreakers operated by the U.S. Coast Guard. After a hiatus of two "mild" winters, they went to work rescuing boats that got trapped and keeping a shipping lane open to deliver fuel oil, gas, and industrial supplies to upstate New York. These "cutters" have hulls that are thick enough to cut through ice up to 30 inches in thickness. A 10-ton air compressor on the fantail forces clouds of bubbles under the ice, to help break it up.

Starting on January 24, the various ferry services from New Jersey to New York City were suspended intermittently, joining the Haverstraw-Ossining Line, which did not run since January 15. Television news showed video of New York Waterway ferries experiencing difficulty making their trips across the lower Hudson River. Once the temperatures warmed up, the problem became the ice floats on the Hudson River. Normal service was resumed on all lines except for Haverstraw-Ossining as of 6 AM, February 3.

Amtrak

New timetable cards were issued on January 27 for

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the *Acela Express/Metroliner* and Boston-New York-Washington, D.C. services. Springfield-New York-Washington and Toronto-Buffalo-Albany-New York got "Revised" editions of the October 28, 2002 timetable cards. If you have been waiting for the opportunity to ride an *Acela Express*, but wanted to avoid paying the normal high fare, you will want to know that through April 25, Amtrak is offering a $59 Business Class fare. The hitch is that this applies only on (new) weekday Train #2118, which leaves Washington, D.C. at 9:30 PM.

On February 10, Train #45, the *Pennsylvanian*, was restored to its original daylight schedule, which has the train departing Pittsburgh at 7:30 AM (Mondays – Saturdays). The Philadelphia time is 2:50 PM, and New York is 4:00 PM. The times for the Sunday train are Pittsburgh (1:30 PM), Philadelphia (8:55 PM) and New York (10:50 PM). This means that the train will no longer operate to Chicago, because as a part of Amtrak's plan to operate more efficiently, the mail and express service that had been added to the run in 1998 has been dropped due to financial losses. Westbound, the *Pennsylvanian* replaced *Keystone* Train #641, and other *Keystone* trains had their schedules changed to what Amtrak calls "more convenient times." *The Three Rivers* still runs to Chicago via Pittsburgh.

Amtrak, the Northern New England Rail Authority, and passengers won a major battle on January 31 with Guilford Rail System. The Surface Transportation Board ruled that trains could operate at speeds of up to 79 mph over sections of rebuilt tracks, provided that certain track standards were met. This will mean a reduction in the 2 hour 45 minute running time between Portland and Boston. All of the concerned parties will work to implement the 79 mph speeds where 60 mph was previously mandated.

For the second time in less than a year, Amtrak *Empire Service* returned to Grand Central Terminal, and the cause was the same as occurred on March 2, 2002 – a barge (the *Sea Wolf*) struck the Spuyten Duyvil Bridge. Unlike the last event, which involved a barge taking Redbirds to be reefed, this time the barge was loaded with gravel, and this time the bridge sustained some structural damage. The incident occurred at 12:47 AM. ***The New York Times*** reported that on Friday, February 7, seven trains were canceled while the remaining six were routed into Grand Central Terminal. Amtrak planned to transfer passengers to Metro-North trains at Croton-Harmon for Saturday until repairs were completed. This caused some very interesting routings. The *Lake Shore* (#48/49), *Maple Leaf* (#63/64), and *Adirondack* (#68/69) operated via the Hell Gate Bridge to New Rochelle, where they reversed direction. Trains then ran on the New Haven and Harlem Lines to Mott Haven, and, using the Mott Haven Wye, reached the Hudson Line. At CP 12, they resumed their normal routing. The extra mileage totaled 27 miles. 200-series *Empire Service* trains operated to Grand Central Terminal, and departed 30 minutes after their scheduled departure times to enable passengers to travel from Penn Station. Normal service was resumed for the morning of February 12. Oh yes, the *Sea Wolf* continued to its destination in Haverstraw. Thanks to Josh Weis for supplying the details.

According to a report on the NARP (National Association of Railroad Passengers) website, Amtrak has filed the necessary papers to discontinue operation of Trains #850/851, the *Kentucky Cardinal*, on or about July 9. This train, which has been running since December 17, 1999, was also started to handle mail and express, but as in the case of the *Pennsylvanian*, it did not pan out.

In early January, after a meeting with New York State Transportation Commissioner Michael Boardman, Amtrak agreed to put the two rebuilt Turbotrain sets into service with 90 days. Amtrak and Bombardier jointly announced that a "permanent" fix had been developed to repair the yaw dampers, which prompted the removal from service last year of the fleet of Acelas and HHPs. Thanks to *Weekly Rail Recap* for the reports.

Museums

Josh Weis reported that Metro-North FL-9 2023 (in New Haven livery) and SPV 293 were delivered to the Connecticut Eastern Railroad Museum in Willimantic, Connecticut on February 7. SPV 293 was the unit that went to CDOT (February, 2003 ***Bulletin***).

Other Transit Systems

Boston, Massachusetts

The MBTA has published its FY2003-FY2008 Capital Investment Plan on the Internet. The 145-page document (in PDF format) can be viewed at www.mbta.com/insidethet/capital.asp#. As the report is lengthy, I only checked for items concerning rail and found that there is one light rail expansion project proposal – Green Line to Somerville. Sometime in the future, a study will be made to consider extending the Green Line from Lechmere to Tufts University in Medford and constructing a connector between the Red Line at Charles/MGH and the Blue Line at Bowdoin. On commuter rail, the following projects are funded:

- New Bedford/Fall River Extension Phase I – Design and construction
- Worcester, Newburyport/Rockport and Old Colony – Various punchlist items
- Old Colony Greenbush Rehabilitation Project – 17.1 miles of track, 7 stations, layover facility. Tunnel through Hingham Square and rolling stock

Interestingly, just as this column was being finalized, I received an email reporting that MBTA General Manager Michael Mulhern suspended all construction-

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related activity on Greenbush for at least the next six months, due to escalating costs and incomplete permits. Rising costs may cause the new governor, Mitt Romney, to kill the project altogether, and the governor is opposed to the extension of the Stoughton Line to New Bedford and Fall River. So who knows where this leaves the "T"'s expansion program, but certainly the contractors who are building the line are sure to have some input and are likely to sue for damages. It is heartening to note that the MBTA is studying a rail link between North and South Stations, something that should have been built in conjunction with the Big Dig.

At its February meeting, the MBTA Board of Directors awarded a $64 million contract to build 28 additional bi-level cars for delivery beginning in 2005. When this order is fulfilled, one-third of the fleet will consist of bi-level cars, and commuters will find additional restrooms on their trains.

Loose bolts under the articulated section forced the MBTA to inspect its entire Green Line fleet of 115 Kinkis. This forced a one-day suspension of E Line service between Copley Square and Heath Street when 37 of the cars required further inspection. Service was added to the parallel #39 bus route. Ultimately, it was 14 of the cars that needed new bolts, which once installed, permitted the cars to return to service, and service to be restored to the E.

Once again, with sponsorship by Fleet Bank, the MBTA has reissued its fold-up style subway map. Thanks to member Todd Glickman for these reports and for copies of the map.

Burlington, Vermont

Four months ahead of its planned termination date, the *Champlain Valley Flyer* was to end its short life by shutting down at the end of February. This date was selected because federal funding was about to run out, and the state decided that the ridership was too low to keep supporting the service, which cost $150,000 per month. The train ran between Charlotte and Burlington, about 13 miles. It started on June 9, 1999, using former RDC cars that originally ran for the Boston & Maine and went to the MBTA, which, after running them for a few years, had them rebuilt into non-powered coaches, which became known as "Boise Budds." Eventually, Virginia Railway Express purchased them, and upon receipt of new equipment sold them to the Vermont Agency for Transportation. There had been plans to extend the line farther south to Vergennes, but that did not happen. The impetus for starting this line was the planned reconstruction of parallel Route 7, but that work has not yet begun, and so the anticipated numbers of riders did not materialize. Several years ago, NBC News Correspondent Tom Brokaw featured this project on his Fleecing of America series prior to its opening, and did a follow-up. Another report told of a lack of $670,000 threatening the continuation of the *Vermonter* and *Ethan Allen Express*.

Philadelphia, Pennsylvania

SEPTA held a public hearing on January 31 to present proposals on its 2003 Annual Service Plan. Most of what is planned concerns buses, but there is one item concerning commuter rail. Due to low ridership, it is proposed that two stations, Lamokin (R-2/Marcus Hook Line) and Angora (R-3/Media/Elwyn), be closed. According to SEPTA, the stations board 36 and 25 daily riders respectively. Late evening outbound service on weekdays would be added to routes R-2, R-3, R-5, and R-8.

From ***Cinders***: January 8 was the date that proposals to build 104 Silverliner Vs were due. The contract comes with an option for 45 cars for the MetroRail project (Philadelphia to Reading) should that project occur. As of mid-December, 2002, 14 of the 18 PCC cars for the Girard Avenue LRT project were at Brookville's plant for rebuilding. The line is set to open next year. Nearly 47 years after the Strafford Branch was abandoned, the right-of-way will become the "P&W Trail," a k a the Radnor Multi-Use Trail. Ronald DeGraw's The ***Red Arrow Lines*** (©1972 Haverford Press) reported that patronage virtually disappeared during the early 1950s, and by 1956, Red Arrow claimed that there were only 500 daily riders between Willoburn and Strafford. The Strafford branch left the Norristown Line at Villanova Junction. Cars last ran over this 2.2-mile line on March 23, 1956.

Controversy has arisen over SEPTA's authorization of a plan to "give away" one track on the R-8 Line to Fox Chase. According to ***The Delaware Valley Rail Passenger***, published by the Delaware Valley Association of Rail Passengers, at issue is a three-mile stretch of track that begins at Newtown Junction, where R-8 trains depart from the former Reading-side system and run to Cheltenham Junction, near the Cheltenham station. These tracks are owned by CSX and are a part of its north-south main line. SEPTA holds trackage rights to use portions of these tracks for its R-8 and R-3/West Trenton trains. Since the transit agency operates the majority of the trains on these tracks, it is also responsible for dispatching. What CSX wants is to have each railroad use one of the tracks, which would virtually reduce the line to a single-tracked one, with very limited passing sidings to be installed. Track #1 would go to SEPTA, and Track #2 to CSX. Flexibility would be gone, and passenger service would suffer. It is believed that CSX would remove the catenary over the track that it would occupy, which would forever prevent EMU trains from operating over it. DVARP believes that if CSX prevails on R-8, a similar situation would take place on the longer R-3/West Trenton Line.

PATCO is considering reopening the Franklin Square station, which is located at 7th and Franklin Streets. The

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station was temporarily used during the Bicentennial celebrations, but closed shortly afterward due to low patronage. A resurrected Franklin Square station would service the National Constitution Center, a museum at Independence National Historic Park on Arch Street, which is to open this summer. Thanks to NJ-ARP's Hotline for the report from the (Camden) ***Courier-Post***.

SEPTA Broad Street Line "*Sports Express*" trains carried a record 84,500 passengers to Philadelphia Eagles home games this season. The previous record of 58,260 was set during the 2001 season. A new record for a single day was also set this year, when 12,983 passed through the turnstiles at the Pattison station for the NFC Championship game on January 19, the last to be played at Veterans Stadium, because starting next season the Eagles will play in their new stadium, which is near the old one.

Washington, D.C. area

Car shortages have been affecting the length of some MARC trains. Member Steve Erlitz reported that several trains to Brunswick, Frederick, and Martinsburg operated with one less car. In early February MARC had five bi-levels and three single-level cars out of service due to collision damage, until repairs have been completed. Although there are no new cars on order, it is expected that some additional (retired) cars would be purchased from METRA.

Virginia Railway Express emails those who subscribe to *Train Talk*, its on-line notification service. As a subscriber, I receive news about delays in service, schedules that will operate on holidays, and changes in equipment that is assigned to a particular train. On January 23, VRE advised its passengers that for one day, the equipment that normally operates on Train #309 (5:15 PM to Fredericksburg, was changed. This had the potential to cause a crowding condition, and commuters were advised that if possible, other trains should be utilized.

Tampa, Florida

Member Dennis Zaccardi sent a copy of one of the free tourist guides and maps that many communities produce, and featured on the cover, and multiple times inside are the TECO Line streetcars. Cash (exact) fares are $1.25 and $.60 (Senior). A one-day unlimited ticket (streetcar and bus) costs $3.00 or $1.50 (Senior), and there are also three-day unlimited tickets for $9.00. Service operates 11 AM-10 PM Monday-Wednesday, 11 AM-11 PM Thursday, 11 AM-2 AM Friday, 9 AM-2 AM Saturday, and noon-8 PM Sunday.

South Florida

Tri-Rail ridership continued to increase in the fiscal year that began last July 1. Since October 7, on 11 separate occasions, the railroad carried more than 10,000 passengers on a single day. Some examples where the growth took place include West Palm Beach (+25%), Ft. Lauderdale/Hollywood (+32%), and Miami International Airport (+11%). Work continues on the double-tracking project, and the final phase of Segment 5 began with the New Year. On the last page of Tri-Rail's schedule is a map which shows these segments, but Segment 5 is comprised of three parts. Thanks to member Karl Groh for the report.

Chicago, Illinois

METRA announced its plans to build a new 55-mile-long rail line to be known as the STAR Line. Details next issue.

St. Louis, Missouri

As of February 1, the Bi-State Development Agency is operating its business in St. Louis as Metro. When light rail service began in 1993, it was named Metrolink, and in the intervening years, "M" logos have appeared on all of the transit agency's rolling stock. Its new website address is www.metrostlouis.org.

Toronto, Ontario, Canada

GO Transit ordered 20 new bi-levels to add to its growing fleet of similar cars.

London, United Kingdom

On January 26, the last three cars of a Central Line train operating on the Underground crashed against a tunnel wall and then mounted the platform at the Chancery Lane station. 32 passengers were injured and taken to hospitals. Doors were torn from the train and a lot of glass was broken. While there was no immediate cause as to why the accident occurred, Britain's largest rail union speculated that bolts that held the motors failed. Service was suspended on the Central Line as all cars were withdrawn from service for safety checks. Thanks to member Glenn Rowe for the report.

When my son Marc visited London last November, he brought home lots of brochures and maps. One of the brochures dealt with the "Central London Congestion Charge", which went into effect on February 17. What this is all about is that London suffers the worst traffic congestion in the United Kingdom, and in an attempt to reduce the number of vehicles entering the heart of London, a daily charge of £5 (about $8) will be assessed to most vehicles. This fee is in effect weekdays, excluding public holidays, between 7 AM and 6:30 PM within the area bounded by what is called the "Inner Ring Road," which is a route round the zone. That road is Euston Road, Pentonville Road, Tower Bridge, Elephant & Castle, Vauxhall Bridge Road, Park Lane, and Marylebone Road. There is no charge to drive on that road. No tollbooths have been erected, but cameras will read license plates of cars entering the charging zone, which will be checked against a database. Once the license plate has been matched, showing that the fee has been paid, or the vehicle is exempt, the photographic image of the plate is erased. Exemptions are granted for those with mobility impairments, those, who

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perform critical public services or help to contribute towards the delivery of other transport improvement objectives, and a variety of others. Some examples of vehicles that are exempt are taxis, motorbikes, mopeds and bicycles, buses (with 9 or more seats), emergency service vehicles, and those used in the transport of the mobility impaired. Residents who live within the charging zone are permitted to register one vehicle at a 90% discount. Once the fee is paid, the vehicle can make an unlimited number of trips on that day. The £5 fee can be paid by mail, telephone, at some retail outlets, or on the Internet, in advance or until midnight of the day that the travel takes place. Those who pay between 10 PM and midnight must also pay an additional £5, and if the fee is not paid by midnight, the registered owner is sent a penalty notice of £80. If paid within a fortnight (two weeks), that fee is reduced to £40. There are even more severe penalties for those who still do not pay. All of this is to encourage use of public transport. For details, you can log on to www.cclondon.com.

From the History Files

50 Years Ago: On March 31, 1953, Staten Island Rapid Transit ended service on two of its three lines. Abandoned were the North Shore and South Beach Lines, the latter famous for its single-car trains and the high-level platform at the Wentworth Avenue station that could only accommodate a single train door. Although there has been sporadic talk about restoring service on the North Shore, there are no firm plans to do this. With this reduction in service, there were surplus cars, and the NYC Transit Authority purchased thirty, in two batches, of which most were scrapped by 1961. The remaining line to Tottenville still operates.

30 Years Ago: On March 30, 1973, Toronto's Yonge Street Subway was extended three stations northward, from Eglinton to York Mills. One year later, on March 29, 1974, with another three-station addition, the line was extended to Finch, its present terminus.

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

BLIZZARD OF '03

by Randy Glucksman (NYC Subway portion by Lexington Park)

Meteorologists were forecasting the storm for a few days, and they were certainly right, as our region was blanketed with between one and two feet of the white stuff. Some localities received more. The total in Central Park, was 19.8 inches, but three of those inches fell on Sunday. Had that total been all in one day, it would have been the fourth highest amount on a single day.

Although snow began falling from southwest to northeast on Sunday (February 16), the brunt of the storm was felt on Monday, which coincided with the President's Day holiday. Fortunately traffic was lighter than had it been a workday. States of Emergency were declared in New Jersey and Connecticut, and for most of metropolitan New York. Rail services were already operating on Saturday or Holiday schedules. Amtrak suspended service between Richmond and Washington, D.C. Corridor trains between Boston, New York and Washington, D.C. were running with delays.

Monday (afternoon), February 17

Metro-North spokesman Dan Brucker told WCBS-880 that there were few riders, and only diesel trains would operate every two hours after 4 PM. He also said that 80% of their trains are electric and they are more susceptible to damage than diesel equipment. Bus service was cancelled by NJ Transit (statewide), Bee Line in Westchester, and the private bus lines in New York City. Some NYC Transit surface lines also did not operate.

Tuesday, February 18

Metro-North reported that it would be operating a Sunday schedule, but there were delays

The Long Island Rail Road planned to operate a normal weekday schedule with shorter trains, but reported that there could be delays of between 30 and 60 minutes. Just as the rush hour was beginning, there were reports that many trains were already running over one hour late, and in fact the railroad did report that trains were operating with up to 90-minute delays. Service was suspended for a while on the Hempstead Branch due to a stalled train and later temporarily suspended on the Port Jefferson Branch. Ronkonkoma/Greenport service was bus-operated and there was also bus service between Hollis, Queens Village, and Jamaica. Long Island City service did not operate. For part of the day no stops being made at Woodside, Kew Gardens, or Forest Hills on eastbound Main Line trains from New York. Eastbound Port Washington Branch trains did stop at Woodside.

Service delivery was so substandard that the Long Island issued an apology to its commuters, some who complained about commuting times of several hours. ***The New York Times*** reported that Train #2703 (5:35 AM Montauk) "pulled into Penn Station four hours late." (The train actually terminates at Jamaica, where passengers change for trains into New York.)

Staten Island Railway did not operate on Tuesday.

NJ Transit operated an "enhanced Saturday schedule", which translated into the following:

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Blizzard of '03

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Montclair-Boonton – service from Lake Hopatcong and Montclair Heights at 5:37, 6:37, and 7:37 AM, and departures from Hoboken hourly from 4 to 6 PM, making all stops to Lake Hopatcong

Pascack Valley – 6:08, 7:04, and 8:00 AM from Spring Valley. Return service from Hoboken at 2:50, 4:50, 5:50, and 6:50 PM

Port Jervis – an additional train at 5:29 AM, otherwise the first train would have been at 6:47 AM. Outbound, a 5:25 PM departure was added

Midtown Direct Service — Was rerouted to Hoboken due to Amtrak "mainlining switches"

Northeast Corridor — No service from Jersey Avenue. NJ Transit weekly and monthly tickets were honored on Amtrak Trains #170, 172, 190, 193 and 655 (did not operate, see below)

Bus, rail and light rail tickets were cross-honored.

PATH – although PATH indicated that it would operate a normal schedule, one of my co-workers reported that he had to wait about 15 minutes, even after a public address announcement that trains were operating every 13 minutes

Amtrak - modified schedules were in effect between Boston and Washington, D.C. on all trains, including *Acela Express*, *Acela Regional,* and *Keystone Services*. *Metroliner*s and the *Clocker*s did not operate. *Silver Service* trains and the *Auto Train* were cancelled for Tuesday, except for *Silver Service* trains within Florida.

It was not only the metropolitan area that was affected. Member Todd Glickman reported that the MBTA, despite a record 27½ snowfall, operated on Tuesday, although there were delays on many lines. D/Riverside service terminated at Government Center, and shuttles were being operated to Lechmere. Most commuter lines also had some delays.

PATCO trains operated on six-minute headways during peak hours, 20 minutes off-peak. SEPTA operated a Saturday schedule on Tuesday, with extra service added. R-6/Cynwyd trains did not run due to weather conditions. There were cutbacks on R-2/Marcus Hook/Wilmington, which only ran to Marcus Hook and R-5/Thorndale/Paoli to Malvern, except for two trips in each direction from Thorndale. Route 100, the Norristown High-Speed Line, did not operate. All other light rail lines were expected to operate on weekday schedules, except for Route #36, which ran shuttles between Island & Elmwood and Eastwick Loop. Skip-stop (A/B) service was suspended on the Market-Frankford Elevated, and the Broad Street Subway only operated with local and Ridge service.

Member Steve Erlitz reported that MARC and Virginia Railway Express canceled service for Tuesday, and did not operate on Monday either. Baltimore's Central Light Rail Line and bus service was suspended on Sunday, with LRVs only operating to keep the line open. In Washington, D.C., Metro service started up at 8 AM (it was supposed to open at 5:30 AM) and operated on 30 minute headways, with all trains being 6 cars long. Only underground stations were being served.

Wednesday, February 19

Metro-North canceled 8 of 126 PM trains: Hudson #459 and 771, Harlem #659, 669, and 577, and New Haven #1260, 1464, and 1372. This was done due so that cars and infrastructure that were damaged during the storm could be repaired, and the changes would remain in effect until further notice.

VRE had to run a modified schedule, without "turnback" trains due to large amounts of snow and ice on the CSX tracks. MARC ran a holiday schedule on the Penn Line, only two trains on Camden, #845 and 849 and 848 and 852. 849 and 852 made all stops. The Brunswick Line operated Brunswick trains only. Frederick trains and Martinsburg trains originated and terminated in Brunswick. Martinsburg riders were bused to Shady Grove Metro and Frederick riders were told to take the #991 bus to Shady Grove. Metrorail, because Government workers were given the day off, operated on a 15-minute headway. Steve wrote that the last time that was done, in 1996, police had to be called out for crowd control. In Baltimore, light rail service ran between North Avenue and Hunt Valley. Howard Street was still full of snow. Metro Subway service only operated in the underground section, Mondawmin to Johns Hopkins.

Thursday, February 20

VRE returned to its normal schedules. MARC ran its regular schedule on the Penn Line, but on the Brunswick/Frederick and Camden Lines, an "S" schedule was in effect. To alleviate any overcrowding conditions at Savage and Laurel, three buses were sent to each station. Normal Central Light Rail service resumed.

Friday, February 21

Normal service was resumed on all MARC lines, and Metro Subway service was extended to the Old Court station, one shy of the Owings Mills terminus. By 6 PM, subway service had returned to normal.

New York City Subway

As for New York City's subway system, it came through the blizzard rather well, though there were trouble spots on lines that have significant open cut, at-grade, and/or embankment sections. Among these are: Dyre Avenue, Brighton, Sea Beach, Smith Street, and Rockaway — service on all of these lines was out for several hours, and, in the Rockaways, well over a day. Service into and out of Stillwell Avenue was also out for some time, as the only line currently serving it is the West End, which reaches it via a section of at-grade running.

REDBIRD UPDATE
By George Chiasson

It's a bit past Valentine's Day, and just as video clips from the first days of Spring Training offer hope this seemingly endless winter will soon be over, pieces of the puzzle continue to develop which will carry MTA New York City Transit's equipment changeover into, and probably through, the summer of 2003. Similar to last April, there is a new waiting game on 4 for the R-142s to start service, and for the resulting secondary moves to begin that will complete the replacement of equipment on the Flushing Line. Sufficient R-142s are now on NYCT property to completely re-equip 5, supplemented by 58 "SMS" or rehabilitated R-33s. These will unite with the single R-33s off 7 in future Work Service, while the balance of Mainline R-33s are concentrated on 4 where they see use in rush hours . There has also been more attrition on 7, while R-62As steadily hold down about half the service.

R-142s

Through February 14, 2003, Primary R-142s 6886-6890, 6901-6905, and 6941-6945, along with Option R-142s 7141-7155, 7161-7165, and 7176-7180 were delivered. By the same date, Primary R-142s 6896-6900 and 6906-6910, along with Option R-142s 7041-7045, 7106-7110, 7116-7130, and 7136-7140 were in service on 5. This raised the number of R-142s on 5 to 350 cars (35 trains) with a total allocation of 370 (37 trains) ultimately planned. At least 10 of the 55 unaccepted R-142s (7161-7165 and 7176-7180) contain interior strip maps for 4, supporting previous information that enough R-142s to equip 5 are on the property. As was the case with 2 and 5 earlier, it also appears certain that R-142 assignments between 4 and 5 will be numerically mixed, if only temporarily until all 1,030 arrive late in 2003. 2 and 5 equipment continue to appear on each other's lines with regularity, often as a result of on-the-spot dispatching but also due to shop needs. The arrival of 7176-7180 also signals that Bombardier's Plattsburgh facility is now producing Option R-142s in the revised 1101-1250 number sequence.

R-62/R-62A Notes

If only for general interest, all former Broadway (1/9) R-62A units on 7 (1651-1665) have had their number board striping changed to purple. Likewise most of the former Pelham and Livonia units, with the notable exception of 1711-1715 which continue to show blue 3 striping. The single R-62As are a mixed bag of blue and purple stripes; most have been changed but some cars have both types. A question recently arose about the presence of R-62As from 3 on the upper part of the IRT Broadway Line. Since 3 trains were extended to 10 cars in September, 2001, at least three 3 trains are being laid up at 137th Street Yard. Common practice dictates that these operate light to and from 96th Street, but occasional operational circumstances may also force them run in service. In at least one known instance, a train was fully signed for 1 and ran local to New Lots Avenue, where it changed back to a Manhattan-bound 3. These were instituted in response to undersized lay-up tracks at 148th Street Yard that are incapable of supporting 10-car trains. During the previous IRT schedule (prior to September 15, 2002) several 3 trains were also laid up at Unionport/E. 180th Street Yard on a daily basis, which at times fostered the use of R-62As on 2 and 5. This was discontinued entirely with the normalization of service and R-62As since that time have only been found on 1/9, 3, 7, and S.

Redbird Notes, Transfers, and Status

As of January 29, 2003 all 58 "SMS" Redbirds were completed and in use on 5. For simplicity and the sake of accuracy, they are identified as:

R-33: 8812/8813, 8816/8817, 8820/8821, 8834/8835, 8858/8859, 8862/8863, 8868/8869, 8878/8879, 8888-8893, 8914/8915, 8936/8937, 8954-8957, 8964/8965, 8996/8997, 9000/9001, 9010/9011, 9016/9017, 9020/9021, 9032/9033, 9038/9039, 9066-9071, 9074/9075, 9138/9139, 9206/9207

These have received program overhaul work at 207th Street and will remain available for passenger service, where needed, for as long as is necessary to meet scheduled requirements. When retired, they will remain as candidates for conversion to specialized utility duties or used in Work Service, along with the single-unit R-33s slowly being modified at 207th Street.

The 34 other Mainline R-33s which were on 5 in the last Update have been gradually removed from service, and most have migrated to 207th Street. We have been unable to determine exactly when the last complete 10-car train of "non-SMS" R-33s operated on 5, though it was at least mid-January. Mixed consists remained common through February 7, when all but one non-SMS pair were removed from service. This was 9026/9027, which made its final trip during the PM rush of February 10 as part of the following consist: N-9011/9010-9000/9001-9021/9020-9027/9026-8863/8862-S. On February 11, all remaining non-SMS R-33s were gathered at E. 180th Street and three days later were awaiting their fate. With all the off-peak Gen-

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Redbird Update

eral Orders in effect on 5 it has been tough to tell, but the last weekend use of R-33s to date was one train on Sunday, February 2, 2003. On February 10, R 33s 9090/9091 and 9160/9161, which had earlier been removed from service on 5, turned up on 4, mixed with Jerome-assigned, orange-stickered R-33s. These were joined by 8930/8931 on February 14, and more ex-5 pairs were likely to follow suit. This can be expected to result in further attrition among the surviving Mainline R-33 fleet.

Upgraded single R-33s 9329 and 9343 re-entered 7 service during the week of January 20, and 9317 returned as well. Single cars 9308 and 9318 were sidelined at Corona as of January 31 and remained there three weeks later. Despite continuing need for the overall fleet on 7, six more R-36s were removed from service as of February 8 due to structural deterioration. All have been forwarded to 207th Street and will be reefed. Since March, 2002, R-26s 7848/7849 had been retained at the block of Track 10 at E. 180th Street, variously known as "Office" or "School" cars. They were towed to 207th Street on January 14 and prepared for reefing, but have been replaced by retired R-33s 9082/9083. These were initially positioned at the block of Track 9, but moved over to Track 10 when 7848/7849 were taken away. Finally, R-33s 8986 and 8987 are inside Coney Island Shops, by all appearances receiving extensive modifications for work service.

Redbird Retirements and Restorations

Taken out of service through February 14, 2003 were:
R-33: 8826/8827, 8924/8925, 8930/8931, 8948/8949, 9026/9027, 9050/9051, 9090/9091, 9094/9095, 9104/9105, 9108/9109, 9122/9123, 9136/9137, 9160/9161, 9170/9171, 9172/9173, 9182/9183, 9184/9185 off 5
R-33S: 9308, 9318 off 7
R-36: 9562/9563, 9600/9601, 9626/9627 off 7

Restored to service through February 14, 2003 were:
R-33: 8930/8931, 9090/9091, 9160/9161 on 4
R-33S: 9317 (second time), 9329, 9343 on 7

Redbird Reefing

On January 25, 2003 a barge loaded with the following 50 Redbird bodies departed for the coast of South Carolina. This time it was reportedly destined for a point off Charleston:
R-26: 7848, 7849
R-33: 8828, 8829, 8838, 8839, 8856, 8857, 8864, 8865, 9058, 9059, 9078, 9079, 9115, 9212, 9118, 9119, 9132, 9133, 9142, 9143, 9146, 9147, 9168, 9169, 9176, 9177, 9194, 9195, 9196, 9197, 9198, 9199, 9208, 9209, 9250, 9251, 9256, 9257, 9262, 9263, 9270, 9271, 9290, 9291
R-36: 9346, 9347, 9442, 9443

R-143 UPDATE
by George Chiasson

R-143s 8301-8305 were delivered through January 25, 2003, with the last 4-car unit (8309-8312) following on February 7. This completed delivery phase of the R-143 order, as well as Kawasaki's part of the present New Technology Train acquisition. Between January 10 and February 10, 2003 R-143s 8261-8272 and 8277-8280 entered L service, for a total of 160 cars. R 143s 8121-8124, one-half of the CBTC Test Train, began a 1-year Revenue Service Test on February 11 for the CBTC speed measurement device, known as the OSMES Unit. These are mixed with other R-143s, but must have the CBTC1 and CBTC2 circuit breakers on at all times to properly record speed data. Companion CBTC Test unit 8117-8120 was out of service at East New York as of February 14, which may be a prelude to its preparation for passenger service. On the same date, R-143s 8289-8296 were based at Canarsie and making burn-in runs, with 8273-8276 and 8297-8300 waiting their turn at East New York. 8281-8288 were at East New York undergoing vendor modification and 8301-8312 were having function tests performed. Siemens prototypes 8205-8212 remain at Pitkin Yard undergoing engineering analysis. As things stand, it may actually be some time before all 212 R-143s are ready for service, depending on the progress of Canarsie Line CBTC development and implementation. Installation of CBTC infrastructure (cables, conduits, equipment boxes) continues and as noted above, it will be at least a year before on-board apparatus is ready for fleet-wide placement. This would put completion of the Canarsie Line CBTC program well into 2004.

With the resumption of R-143 acceptance, R-40Ms 4510/4511 and 4518/4519 were transferred from East New York to Coney Island on January 26, followed by 4512-4517 on January 31. With so few R-40Ms left at East New York, it has again become common for them to mix in consists with both types of R-42s, as had been the case prior to August, 2002. Revising last month's text, Bill Zucker points out that at least one train of R-40Ms was on ◈ each weekday from November 8 to December 27, 2002. They returned to the Brighton Express on February 4, 2003 and have been seen ever since with increasing regularity. It seems that the R-40s and R-40Ms are being grouped together, as both types are also being used on W during weekends when equipment from ◈ is laid up at Coney Island. As noted

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Around New York's Transit System

Reconstruction of Times Square Station

In September, 2002, NYC Transit completed Phase One of the reconstruction of Times Square, the largest and busiest subway station. This complicated $90 million rebuilding was completed with only slight disruption to the 500,000 daily riders.

Work included rehabilitation of the Seventh Avenue Subway platforms, construction of two elevators for ADA access to the BMT platforms, rebuilt stairways, renovated fare control areas, new lighting and communications equipment, granite floors, and shiny white tile with ornamental mosaics.

One of the most difficult jobs was turning a 15-foot-wide passageway under Seventh Avenue and W. 41st Street into a 60-foot mezzanine. The space required for expansion was walled off with a maze of water mains and utility conduits. To gain access to this space, a slightly raised roadway decking system was installed to support traffic in the street. The area under the decking was excavated and the subway roof was demolished and replaced by a composite steel beam structure that lowered the top of the mezzanine floor by 18 inches, creating space above for utilities. The utility companies and the Department of Environmental Protection helped identify and relocate the conduits and water mains. In December, 2002, ***New York Construction News*** named Times Square Phase One its 2002 Transit Project of the Year.

In December, 2002, a $90.7 million, 42-month contract for Phase Two was awarded. Work will include the Flushing Line and Broadway Line platforms, the remaining mezzanines under W. 41st Street, and the passageway to the Eighth Avenue Subway. Also included are two elevators for access from each level to the Flushing Line and renovating the three escalators between the Flushing Line and the upper mezzanine.

Phase Three, the final phase, will include the reconstruction of the 42nd Street Shuttle.

Rehabilitation of the Stillwell Avenue Terminal

The Stillwell Avenue station, an eight-track terminal with four platforms, is in poor condition after 80 years of exposure to the salt air. More damage was caused by water infiltrating the structure. Therefore, NYCT decided to rebuild the terminal completely.

The $250 million, 42-month contract includes track and platforms, fare control areas, crew rooms, and retail space on the street level. Of course, the facilities will comply with ADA.

The most impressive feature is a multi-arched roof canopy with 72,000 square feet of laminated glass, photovoltaic panels. This Building Integrated Photovoltaic System will convert sunlight into 145 kilowatts of power. This system should supply most of the terminal's electrical energy, especially in the summer when the demand is the greatest. This huge canopy will also protect passengers from the weather.

At the present time, the West End Line is the only line serving this terminal. Normal service on all lines should be resumed in 2004.

Controller in Switching Position

If the Train Operator keeps the master controller in switching position (the first of three power positions) too long, more than 30 seconds, there will be excessively high power or brake currents on E-Cam propulsion systems (which are used on R-62A, R-68, and R-68A cars) and the train will lose power. Recently, southbound R-68 and R-68A trains operating in the 60th Street Tunnel have been losing power when operating in switching too long. Therefore, Train Operators running trains of R-32 through R-68A cars in both Subdivision "A" and Subdivision "B" (IRT and BMT/IND) have been advised not to keep the master controller in the switching position for more than 30 seconds.

Penalty for Overrunning Red Signals

Because overrunning a red signal can cause an accident, Train Operators are cautioned that it is a serious safety infraction. They may be demoted or dismissed.

R-143 Update

(Continued from page 17)

in December, the use of R-68As on (N) decreased relative to introduction of the R-40Ms. Since the R-40M transfers of late January, R-68s have also become less frequent on (N), but both types still do appear on occasion. With up to three trains of R-143s waiting in the wings, it is generally expected that all R-40Ms will soon depart East New York. In turn it is expected that the last R-32s will leave Coney Island, where they have been continuously assigned since 1964.