

The Bulletin



New York Division, Electric Railroaders' Association

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The Bulletin

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BMT'S 80TH ANNIVERSARY

On June 15, 1923, the Brooklyn-Manhattan Transit Corporation (BMT) took over the subway and elevated lines from the Brooklyn Rapid Transit Company (BRT)'s receiver. We mentioned this anniversary in the June, 2003 *Bulletin*, but we were unable to publish the following story of the reorganization because of the lack of space.

The company, which was in receivership since December 31, 1918, was able to develop a reorganization plan and become solvent five years later.

An auction was held on May 21, 1923, because the BRT defaulted in payment of interest on the bonds. The sole bidder, the BRT reorganization committee, bought the BRT's property and franchises for \$10 million at foreclosure. Stockholders were assessed \$35 a share, which gave the new company \$26 million. The first mortgage bonds of the New York Municipal Railway, worth \$58 million, were sold at auction for \$25 million.

On May 25, 1923, the state gave the new company a charter and the BMT filed articles of information with the County Clerk. On June 4, 1923, the Transit Commission approved the reorganization plan and the merger of the New York Municipal Railway Company into the New York Consolidated Railroad Company, whose name was changed to New York Rapid Transit Corporation. The plan and agreement dated March 15, 1923 was declared operational. The stockholders were assessed \$15 a share, payable immediately, \$10 due June 22, 1923, and \$10 due July 23, 1923. The Transit Commission was required to select three representatives of the public who were not too antagonistic or too friendly to the BMT and who

would serve on the Board of Directors.

On June 14, 1923, Receiver Lindley M. Garrison was discharged, W.S. Menden became the new President and operating chief, and Gerhard M. Dahl was appointed head of the Board of Directors and financial chief. Twelve temporary Directors resigned and 17 new ones were appointed — eight from Manhattan, eight from Brooklyn, and one from Queens. The BMT assumed operation of subway and elevated trains at midnight June 14-15, 1923, but the surface lines were still under receivership.

At midnight July 14, 1923, the Nassau Electric Railroad Company became the first trolley subsidiary to emerge from receivership.

The Brooklyn, Queens County & Suburban Railroad Company became solvent at midnight December 21, 1923. At that time, the Brooklyn Heights Railroad Company and the Coney Island & Brooklyn Railroad Company were still in receivership with liabilities of nearly \$3 million.

On September 29, 1919, Judge Mayer ordered the BRT to return 26 trolley lines to the Brooklyn City Railroad Company and run them as a separate organization because the BRT could not pay \$696,000 rent. The lines were returned to their owners on October 19, 1919.

During the 1920s, the remaining trolley subsidiaries were still losing money. To put the surface lines on a paying basis, Brooklyn City and the other subsidiaries had to be merged. After protracted negotiations, a new operating company, Brooklyn & Queens Transit Corporation, took over both systems on July 1, 1929. This merger paved the way for direct

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59TH STREET CROSTOWN LINE by Bernard Linder

Owners:

STREET CARS

July 18, 1863	Central Park, North & East River Railroad Company
October 14, 1892	Metropolitan Cross-Town Railway Company
May 28, 1894	Metropolitan Street Railway Company
August 6, 1908	Central Park, North & East River Railroad Company
January 21, 1913	Belt Line Railway Corporation
August 4, 1913	Third Avenue Railway Company
July 7, 1942	Third Avenue Transit Corporation

BUSES

November 10, 1946	Surface Transportation Corporation
December 17, 1956	Surface Transit, Incorporated
March 23, 1962	Manhattan & Bronx Surface Transit Operating Authority

Route:

STREET CARS

1863	Horse cars started operating on 59 th Street
About 1865	East Belt Line cars operated from E. 59 th Street and Fifth Avenue via E. 59 th Street, First Avenue, and other streets to South Ferry. West Belt Line cars operated from W. 59 th Street and Fifth Avenue via W. 59 th Street, Tenth Avenue, and other streets to South Ferry
About 1882	East Belt Line cars extended via W. 59 th Street and Tenth Avenue to W. 54 th Street. West Belt Line cars cut back to W. 54 th Street and Tenth Avenue
March 20, 1898	Electric cars started operating on 59 th Street between Lexington and Tenth Avenues
May 21, 1898	Electrification extended to First Avenue. We do not know when service was extended to W. 54 th Street and Tenth Avenue. (This portion of the line was not electrified until January 23, 1901)
November 10, 1946	Buses replaced street cars

BUSES

November 10, 1946	M-103 buses started running on 59 th Street between York Avenue and West End Avenue
June 4, 1951	One-way operation: Westbound from York Avenue via E. 61 st Street, Second Avenue, E. 60 th Street, and Fifth Avenue to W. 59 th Street. Eastbound on E. 59 th Street from Fifth Avenue to York Avenue
September 8, 1963	Extended via West End Avenue to W. 73 rd Street and Broadway
September 10, 1989	Discontinued

INTER-COMPANY TRANSFER PRIVILEGES

Checking the transfers, we find that the 59th Street Crosstown was designated as line #15. This number was never displayed on the street cars.

When the 59th Street Crosstown was controlled by the Metropolitan, it issued transfers to intersecting Metropolitan lines. But the company discontinued transfers to other companies' lines when it became independent on August 6, 1908. Because 13 million of the 20 million 59th Street passengers were transfer passengers, the Public Service Commission ordered transfer privileges to other companies' cars restored by August 24. Transit officials believed that the Public Service Commission could not compel two independent roads to exchange transfers. This order could have been taken to the court. After transfers were discontinued, receipts dropped \$70, but the average fare increased from 3.2608 cents to

3.3456 cents.

On August 12, 1908, there were several disputes between passengers and Conductors because New York Railways did not delete 59th Street from its transfers. Four policemen were on duty at each transfer point in the rush hour.

On October 18, 1908, the company refused Third Avenue's offer to exchange transfers with its lines because it would not receive any additional revenue.

On October 30, 1908, the Public Service Commission ordered 59th Street Conductors to accept Metropolitan transfers issued to passengers boarding cars between 116th Street and 34th Street, and to allow them to re-transfer to another Metropolitan line. Metropolitan would receive 3¾ cents and Central Park would take 1¼ cent.

Nearly two years later, August 4, 1910, the Public Ser-

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59th Street Crosstown Line

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vice Commission was still trying to enforce its transfer order. On November 1, 1910, the company accepted the joint rate. A passenger paying ten cents on a Metropolitan north-south line received a transfer valid on 59th Street and another Metropolitan north-south line. If the passenger did not retransfer, the 59th Street Conductor refunded two cents. The company could not issue the new joint rate transfers immediately because the printer was slow printing the transfers. On December 6, 1910, the company announced that passengers who objected could ride free. The new inter-company joint rate finally went into effect at 5 AM December 25, 1910. This joint rate was discontinued after twelve months because it was not used to any considerable extent.

The Public Service Commission found that 151 Manhattan transfer points were discontinued and revenues decreased \$813,205 after several companies were separated from the Metropolitan in 1908. When the Commission ordered universal transfers in Manhattan, the companies asked for a rehearing because the order was unjust and unwarranted. The PSC denied a hearing on December 13, 1911. A Writ of Certiorari to prevent the PSC from enforcing this order, dated, January 1, 1912, stated that the order deprived the company of dominion over its own property by entering into an involuntary partnership with other street railways. Because there was a doubt that the courts would have upheld the Commission, it modified the order on October 31, 1912.

New transfer privileges went into effect on November 1, 1912. Passengers riding 59th Street cars could transfer to any north-south line. Passengers on north-south lines were allowed to transfer to 59th Street cars and retransfer to the same company's north-south line.

During the post-war inflation period, the company had difficulty making a profit. Because the fare was fixed at five cents, the company attempted to stay solvent by eliminating inter-company transfer privileges. The company received only 2 cents from each transfer passenger, although it cost 3.96 cents plus 1/2-cent interest on borrowed money. On November 25, 1919, a federal judge allowed the company to discontinue transfers to New York Railway's lines. But the company still had to get permission from the Public Service Commission because of the agreement on division of fares. On February 28, 1920, the PSC gave the company permission to discontinue transfers to Madison Avenue cars. On March 1, Madison Avenue Conductors refused to accept 59th Street transfers. On January 25, 1921, the federal judge signed an order restraining city officials from seeking to prevent the company from discontinuing transfers to New York Railways and Second Avenue Railroad Company lines. Inter-company transfers were finally discontinued at 5 AM January 30, 1921. 59th Street passengers were still able to transfer and retrans-

fer to Third Avenue's cars in Manhattan.

ONE-MAN CARS

Effective May 31, 1925, night cars were operated by one man. Starting June 9, 1929, passengers entered through the front door instead of the rear door and deposited their nickels in a farebox near the Motorman. The Conductor operated the rear exit door until a treadle was installed. On June 16, 1929, all cars operating on this line were equipped with treadles and the Conductor was no longer needed.

SIGNS

Walter Ench informed us that when one-man operation began, a large metal sign was hung on the dash. "FRONT ENTRANCE" in black letters on an orange background was stenciled on the upper 1/4 of the sign. "59TH CROSSTOWN" in white letters on a blue background was displayed on the remainder of the sign. These signs were eventually removed. Similar signs were hung on the dash whenever a line was converted to one-man operation.

About November, 1929, the side block route signs were removed. About two months later, the illuminated front block route signs were also removed. Early in 1930, "59TH STREET CROSSTOWN" in white letters on a black background was stenciled on the front clerestory glass.

In 1941, a large "X" and the route name were painted on the dash of 626-645.

ALTERATIONS TO CARS

Many years ago, Walter Ench explained to us that the cars were originally equipped with a manually-operated front door sliding into a double-panel wooden pocket and a two-leaf rear door that folded against the rear windshield. About 1925, these doors were replaced by less cumbersome air-operated four-part folding doors.

CAR ASSIGNMENT

Following is an incomplete assignment:

DATE	CARS
June 30, 1913	571-596, 751-770
December 31, 1913 June 30, 1914	751-820
December 31, 1915 June 30, 1916	721-770, 801-850
June 30, 1917 June 30, 1918 December 31, 1918	711, 712, 801-850

We were able to compile a complete assignment for the 1933-1946 period:

DATE	CARS
June, 1933-April, 1939	819-838
May, 1939-November, 1946	626-645

(Continued on page 4)

59th Street Crosstown Line

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Two new cars were in service on November 20, 1938. We observed 194 on the line in January, 1939.

BUS CONVERSION CEREMONY

At 12 noon November 9, 1946, the last full day of street car operation, a horse-drawn street car pulled up

alongside a new bus at the Hotel Plaza, W. 59th Street and Fifth Avenue. Acting Mayor Vincent R. Impelliteri, Borough President Rogers, and company officials were present when a floral wreath was placed on the horse car and a bottle of Champagne was broken against the side of the bus. After that, the officials attended a luncheon sponsored by Bloomingdale's in the Hotel Plaza.

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KINGSBRIDGE POWER HOUSE
by Thomas J. Blalock

The Kingsbridge Power House, which provided traction power for the Third Avenue Railroad, was located at W. 216th Street and Ninth Avenue in Upper Manhattan (apparently, this was the location of the very early "King's Bridge" between Manhattan and the Bronx). The planning for it began in 1898, and the power house was completed by 1904. This station replaced an earlier "Kingsbridge Road" power house, which was built on that site but never actually put into operation!

The Third Avenue Railroad was a surface line that originally used horses for motive power. Later, it was equipped with mechanical cables in underground conduits (just like the famous San Francisco street cars). When it was electrified, some of these existing conduits were used for the electrical conductors.

While Kingsbridge was being planned, a temporary power station was put into operation at W. 129th Street and Amsterdam Avenue. This contained a total of 3,000 kilowatts of d.c. generation, and it supplemented two of the early cable drive stations, which were also being used as temporary sources for d.c. power. One of these was at E. 65th Street and Third Avenue (4,000 kw), and the other was located on Bayard Street downtown (2,000 kw).

The impressive Kingsbridge Power House exterior was Romanesque in design, with large arched windows and decorative towers at the corners. It generated

three-phase, 25-cycle alternating current at 6,600 volts. This power was then distributed to substations, which converted it into lower voltage direct current for actual traction use.

The power house was equipped with Westinghouse-Corliss steam engines, which drove the 3,500-kilowatt alternators (a.c. generators). It was designed to house sixteen of these engine units, totaling 100,000 hp (maximum).

In 1912, the Kingsbridge Power House was leased from the Third Avenue Railroad Company by the New York Edison Company (which eventually became the present-day Consolidated Edison Company). In 1940, it was still in operation, apparently with some of the original engines and generators.

In 1913, New York Edison installed four high-voltage a.c. tie feeders, which connected Kingsbridge to its Waterside Generating Station, located on First Avenue between E. 38th and E. 40th Streets in Manhattan. A 1932 revision on an old system drawing found at the Waterside Station still made reference to a "Kingsbridge" feeder.

Thus, it appears that the Kingsbridge Power House continued to generate power after its original function (supplying the Third Avenue Railroad) had ceased. The building was, however, derelict by the early 1940s, and eventually was demolished.

BMT/IND CAR UPDATE
by George Chiasson

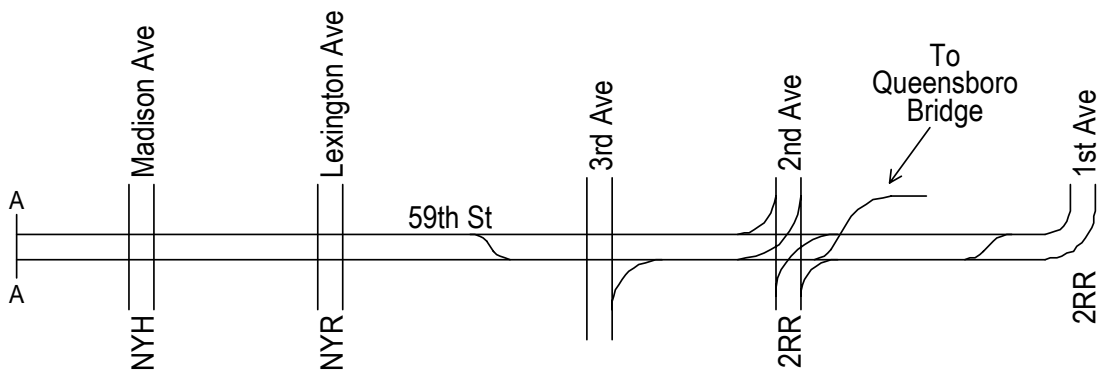
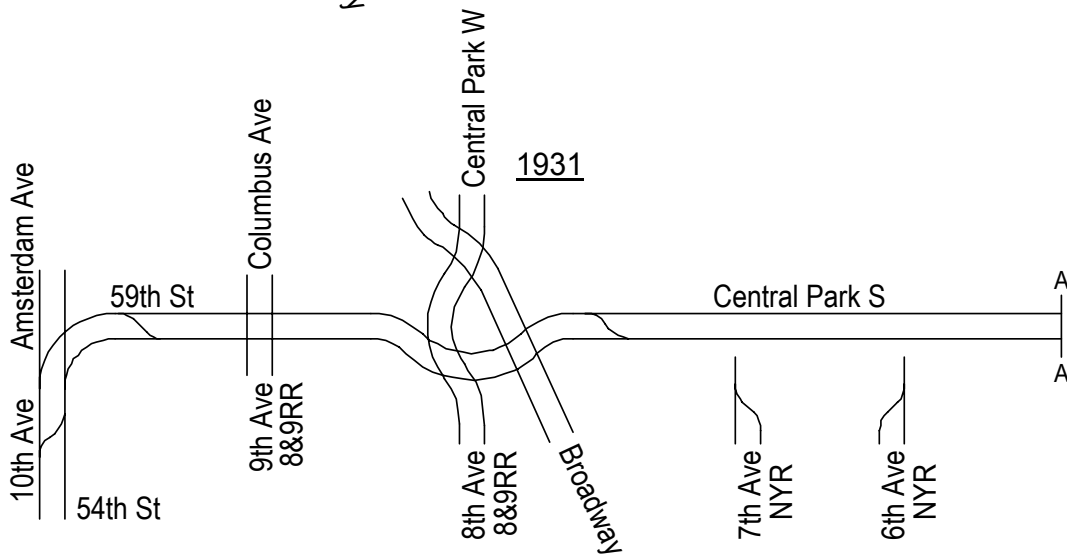
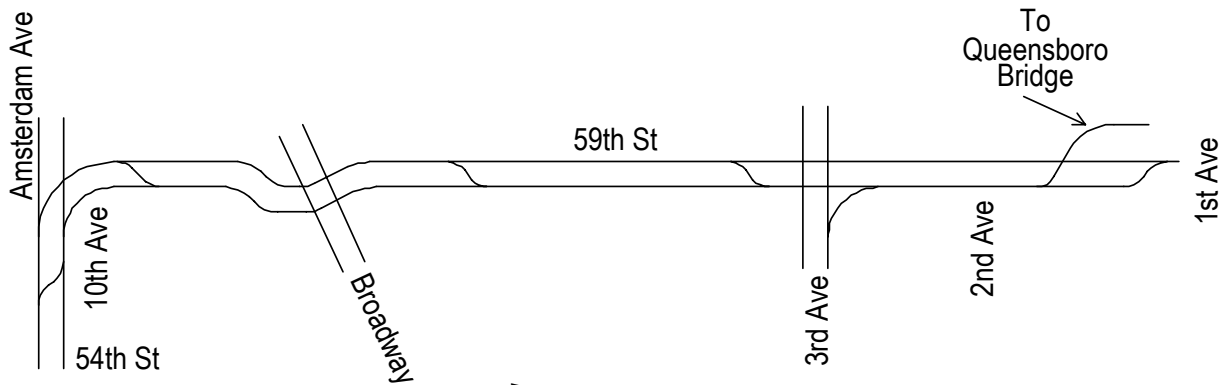
Starting on July 22, service on **L** was to be exclusively provided by the 200 R-143 cars thus far accepted. Two 8-car sets of R-40M/42s were held on stand-by at Canarsie through the following week at least, and one is reported to have made a rush hour appearance on July 29. Nevertheless, repeated observation of **L** since July 22 has yielded no variation from the 100% R-143 pattern. Through July 31, there were no other changes

to the fleet distributed at East New York, which still contained 14 R-40Ms.

On August 1, R-143s 8205-8212 entered passenger service on **L**, raising the number of accepted cars to 208 of the 212 ordered. This remains a prototype train using Siemens propulsion equipment, and it emits a distinctive array of sounds during acceleration and deceleration.

59th Street Crosstown Line
 (Continued from page 4)

59th Street Crosstown
1936-1946



Key

NYR - New York Railways Corp.
 NYH - New York & Harlem Railroad Co.
 2RR - 2nd Ave Railroad Co.
 8&9R - 8th and 9th Avenues Railway Co.

Data: B. Linder
 Drawing: J. Erlitz

TECH TALK by Jeffrey Erlitz

A lot has been going on around the railroad since my last column. The West End Line signal job, S-32344, has now reached beneficial use with the completion of all remaining work. Between April 12 and May 2, new signals were placed in service on Tracks D1 and D2 between Bay 50th Street Interlocking and Stillwell Avenue. Between May 12 and May 23, Train Operator push buttons and automatic route selections were placed in service at Ninth Avenue (West End Line), 36th Street and 59th Street (Fourth Avenue Line), and Sixth Avenue (Sea Beach Line) Interlockings. On June 6, Bay Parkway and Bay 50th Street Interlockings were finally placed under remote control from the Stillwell Avenue Master Control Panel in Coney Island Yard Tower. All that remains to be done on this project are the old equipment removals and perhaps punch list work.

Over on the Flushing Line, the new Main Street Interlocking was placed in service between May 17 and May 27. The "old" auxiliary control panel at Main Street, a US&S Style C mini-lever control panel, was removed from service. This was the first interlocking machine from contract S-60 of the mid-1950s to be removed from service. A new Dispatcher's indication panel was also placed in service inside the Main Street Dispatcher's Office.

Bids were opened back on June 5 for contract S-32716, the design and furnish contract for Flushing Interlockings-Phase II. This contract was supposed to include all interlockings from Times Square to 74th Street but Times Square and First Avenue are being deferred to a later contract. As this is being written, I do not know the name of the winning contractor.

Has anyone noticed the latest Arts for Transit installation in the newest R-142 and R-142As? Artist John Blackford has done a nearly perfect rendition of an R-17 subway car depicted as a hot air balloon carrying a gondola beneath it. Take a close look at it the next time you are riding on one of these newest subway cars.

Four stations on the IRT Broadway Line are currently undergoing rehabilitation by Citnalta Construction Corporation. The stations, each under a separate contract, are as follows:

CONTRACT	STATION
A-35967	103 rd Street
A-35968	Cathedral Parkway
A-35969	116 th Street
A-35970	125 th Street

These stations are not having elevators installed as part of this work. In a fashion similar to the work that was done on the BMT Broadway Line two years ago (or

so), northbound trains bypassed the 103rd and 116th Street stations for seven weeks from June 2 to July 19. Starting on July 21, southbound trains started bypassing these two stations for a scheduled six weeks. Construction on these stations started back on December 30 of last year and should wrap up by the end of next April.

Schiavone Construction Corporation is still plugging away on the reconstruction of the Atlantic Avenue complex on the Eastern Parkway, Fourth Avenue, and Brighton Lines (contract A-35695). The project is now about 86% complete and should be finished by the end of next January. The original Contract 2 IRT control house was reinstalled in its final location back on April 12 with new underpinning. Removal of the temporary structural underpinning piles and girders continues, as well as the new track inverts for the IRT.

Over in Jackson Heights, the joint venture of Slattery Skanska/Gottlieb Skanska is busy on contract A-35794, the rehab of the 74th Street/Roosevelt Avenue complex. The temporary booth and reconfigured fare array on the Flushing Line mezzanine have been in service for several weeks now. Much of the new structural steel for the expanded Flushing Line mezzanine has now been installed. The mezzanine floor slab was poured in the new Victor Moore Arcade and new steel was installed near the corner of Roosevelt Avenue and 74th Street.

CAB Associates is now around three-quarters done with the rehabilitation of the Delancey Street/Essex Street station complex. In the past few weeks, the new platform lighting was finally turned on at Delancey Street, which really lit the place up. Much of the new tile work covering the concrete-enclosed platform columns has now been installed. Most of the new wall tiles have already been installed and although it is all nice and shiny, the small "Delancey" name tablets do not even come close to matching the original Board of Transportation font style. Then again, perhaps they were not intended to match.

Arena Construction Company has been busy over at Queens Plaza with that station rehabilitation. Contract A-35826 is now a little more than one-quarter complete. The new staircases from the platforms to the mezzanine at the north end of the station are just about complete. Wall and floor tiling in the mezzanine is underway. The new platform edge rubbing boards are installed on Tracks D2, D3, and D4 and the new yellow safety tiles are installed along Track D4. Installation of new lighting fixtures in the mezzanine and on the platforms is continuing. As part of this project, three elevators will be installed, making this station ADA accessible. A third part to this contract involves the construction of consolidated employee facilities in the mezzanine. Infrastruc-

(Continued on page 7)

RESUMPTION OF SUBWAY SERVICE AFTER THE BLACKOUT OF 2003

The following is the timeline of the resumption of power on the subway and Staten Island Railway on Friday, August 15, 2003 after the power failed around 4:08 PM on Thursday, August 14 over much of the eastern United States and parts of Canada:

TIME	ACTION
6:20 AM	Staten Island Railway service restored
8:00 AM	Power restored at 370 Jay Street
8:01 AM	Two trains as rail polisher from Rockaway Park to Far Rockaway
8:50 AM	Power requested on Astoria Line from Ditmars Boulevard to Lexington Avenue
8:55 AM	Power restored from Ditmars Boulevard to Lexington Avenue
9:17 AM	System Operator reports power can be restored from 95 th Street-Fourth Avenue to south of DeKalb Avenue on all tracks and from DeKalb Avenue to the Nassau Cut through the Montague Street Tunnel
9:36 AM	System Operator reports it would try to restore power on the Pelham Line from south of Elder Avenue to Pelham Bay Park, including Westchester Yard
9:39 AM	Maintenance of Way reports that the Public Safety Commissioner declared an Energy Alert (low tension power)
9:58 AM	It is reported that tracks are okay and power can be restored from south of Elder Avenue to Pelham Bay Park, including Westchester Yard
10:03 AM	Con Edison has rolling blackouts affecting all of Staten Island
10:33 AM	Staten Island Railway losses a.c. signal power and station lighting from Great Kills to Tottenville
10:32 AM	Power restored on Pelham Line from south of Elder Avenue to Pelham Bay Park, including Westchester Yard

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Tech Talk

(Continued from page 6)

ture/Iron North, Rapid Transit Operations, Signals, Station Operations, Station Lighting, and the Track Division will all have new space in this station.

Another group of stations is undergoing rehabilitation at the same time on the Jerome Avenue Line. These stations, each also under a separate contract, are as follows:

CONTRACT	STATION
A-35841	167 th Street
A-35842	170 th Street
A-35843	Mount Eden Avenue
A-35844	176 th Street

In each of these stations, demolition work is proceeding with the removals of platform canopies, asbestos and lead paint. Some windscreen panels and platform slabs have also been removed.

Citnalta Construction is also busy on contract A-35956, the rehabilitation of the Eastern Parkway station on the line of the same name. This station will also be bypassed by trains in one direction for several weeks at a time, beginning with the northbound platform.

The work that is being done on the Flushing Line between Times Square and Queensboro Plaza is actually under four separate contracts, as follows:

CONTRACT	WORK
C-33223	Elevated structure rehabilitation, Hunters Point Avenue to Queensboro Plaza
C-33224	Lead paint removal and repainting of structure, same limits as above
C-34810	Replace fire standpipe in Steinway Tubes
E-33800	New tunnel lighting, Times Square to Hunters Point Avenue

Kiska Construction Corporation is the contractor for this fairly sizable project, which should finish up by the end of this year.

Meanwhile, over at Atlantic Avenue on the Canarsie Line, the project that never ends will hopefully reach fruition by the time you read this. Over the Labor Day weekend, the new alignment for northbound Track Q2 (formerly Track P2) should have been placed in service. For those of you who were counting, the previously scheduled weekends were: December 12-15, March 28-31, April 4-7, May 23-27, June 6-8, June 13-16, June 20-23, and August 22-25. The first weekend was on account of the possible transit strike. The next six weekends were cancelled due to inclement weather. The last

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Resumption of Subway Service After the Blackout of 2003

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10:58 AM Original 4:07 PM (August 14) ⑥ Pelham Bay Park/Brooklyn Bridge shopped to Westchester Yard for car equipment inspection

11:22 AM Original 3:26 PM (August 14) ⑥ Brooklyn Bridge/Pelham Bay Park moved from E. 177th Street-Parkchester to Westchester Yard

11:25 AM Original 4:04 PM (August 14) ⑥ Pelham Bay Park/Brooklyn Bridge wrong-railed from Zerega Avenue to Westchester Yard

11:49 AM Two trains removed from Pelham Bay Park to Westchester Yard

12:28 PM Water rising on the Pelham Line at Longwood Avenue above the third rail protection board; two trains in the area on Tracks 2 and 3

1:02 PM All trains between Elder Avenue and Pelham Bay Park removed to Westchester Yard; two trains ready for service at Pelham Bay Park

1:30 PM All weekend General Orders are cancelled

1:34 PM Three buses at Jamaica Center available for temporary crew quarters

2:54 PM Con Edison restores feeder cables on the Eighth Avenue Line from W. 36th Street (north of 34th Street) to 207th Street including 207th Street Yard and Church Avenue to York Street on the Prospect Park and Sixth Avenue Lines

3:10 PM System Operator reports power can be restored to third rail in three sections: Lexington Avenue Line from Borough Hall to north of Brooklyn Bridge, Clark Street Line from Borough Hall to Chambers Street, and Eastern Parkway Line from Borough Hall to Pennsylvania Avenue

3:15 PM Feeder cable 9B restored, covering all tracks at Hammels Wye

3:16 PM Power able to be restored on the Broadway-Jamaica Line from Jamaica Center to Marcy Avenue and on the Canarsie Line from Rockaway Parkway to Bedford Avenue

3:18 PM Dispatcher at Flatbush Avenue reports water condition on both tracks up to the protection board

3:56 PM A.C. signal power restored on Seventh Avenue Line

4:15 PM System Operator reports power can be restored from 95th Street-Fourth Avenue to south of DeKalb Avenue on all tracks

4:46 PM Power restored from 95th Street-Fourth Avenue to south of DeKalb Avenue on all tracks

5:04 PM Full service resumed on Staten Island Railway

5:25 PM System Operator reports power can be restored from E. 180th Street to Dyre Avenue

5:31 PM Power restored from E. 180th Street to Dyre Avenue

5:41 PM Power restored from High Street to Hammels Wye

5:50 PM Power restored from DeKalb Avenue to Union Street on all tracks

5:59 PM Power restored from Nassau Cut to DeKalb Avenue through the Montague Street Tunnel

6:00 PM Power restored from W. 97th Street (north of 96th Street) to 241st Street on all tracks, including Lenox Avenue Yard, Unionport Yard, and 239th Street Yard

6:09 PM Water condition at Newkirk Avenue (Nostrand Avenue Line), four feet deep

6:20 PM Power restored on Canarsie Line from Rockaway Parkway to Bedford Avenue, including Canarsie Yard

6:30 PM Power restored on 42nd Street Shuttle from Grand Central to Times Square on all tracks

6:37 PM Power restored on Seventh Avenue and (IRT) Broadway Lines from Chambers Street to 242nd Street

6:40 PM Power restored from Metropolitan Avenue to Broadway-Myrtle Ave on both tracks, including Fresh Pond Yard

7:28 PM Power restored on the Flushing Line from Main Street to Times Square, including Corona Yard

7:31 PM System Operator reports power can be restored on the Concourse Line from 145th Street to 205th Street, including Concourse Yard

7:35 PM Power restored on the Concourse Line from 145th Street to 205th Street, including Concourse Yard

7:46 PM System Operator reports power can be restored on the Sea Beach Line from 59th Street to 86th Street on all tracks

7:46 PM System Operator reports a.c. power for signals can be restored on the Lexington Avenue Line from Grand Central to 96th Street on all tracks

7:50 PM System Operator reports power can be restored on the Lexington Avenue Line from E. 40th Street (south of Grand Central) to E. 126th Street (north of 125th Street) on all tracks

Commuter and Transit Notes

by Randy Glucksman

Metropolitan Transportation Authority

Editor-In-Chief Bernie Linder saw an article in *The New York Post* reporting that beginning in January, the "City Ticket Plan" that was approved as part of the May fare hikes would be implemented. Under this plan, for a six-month trial period, riders would be able to use Long Island and Metro-North trains on weekends at a cost of \$2.50 each way. Initially it had been proposed that this fare also be available during weekdays off-peak hours, but transit officials decided to eliminate that option after they realized that it "would conflict with rush hour scheduling."

MTA Metro-North Railroad (East)

In order to increase size of the fleet and accommodate ridership growth, the following rolling stock plan has been proposed.

EQUIPMENT CLASS	2003	2004	2005	2006	2007	2008	2009	2010
M-7 ¹	0	150	180	220	336	336	336	336
M-3	142	142	142	142	142	142	142	142
M-1	176	106	96	96	48	48	48	48
ACMU	61	0	0	0	0	0	0	0
Total Hudson/Harlem EMU (total of above)	379	398	418	458	526	526	526	526
Total New Haven EMU	343	342	342	342	342	342	342	342
Total EMU Fleet	722	740	760	800	820	820	820	820
Total Coaches ²	245	248	272	287	287	317	317	317
Total Locomotives ²	58	51	51	55	55	71	71	71

Notes:

1. Assumes 156 additional cars; funding required in 2005-2009 Capital Program. Final split and delivery schedule of option 4 needs to be determined with LIRR.

2. Includes (soon to be former) West of Hudson rolling stock

Specifications are being developed for the remanufacture of 24 Comet-IIs (note 2 above) that are west-of-Hudson but will be transferred to east-of-Hudson once the Comet Vs are operating.

For the future, Metro-North is considering the use of bi-level coaches instead of single-level coaches for both east- and west-of-Hudson lines. A clearance study has been completed, and the conclusion is that the Park Avenue Tunnel can accommodate such cars with minor modifications.

Just as Metro-North did for its Hudson and Harlem Lines riders, a "Tickets and Fares" brochure was produced for the New Haven Line. Connecticut fares were

raised as of July 1, 2003.

On Sunday August 3, the pantograph of Train #6526 (12:07 PM Grand Central Terminal/New Haven) got tangled in the catenary on Track 4, east of Woodmont, which is four miles east of Devon, also causing damage to the wires on adjacent Track 2. With Track 1 out of service for track/catenary work, the railroad was shut down. Amtrak 464 was sent to rescue the passengers. Metro-North later placed a Shore Line East train into service as a shuttle between New Haven and Milford, even the "Waterbury Bomb" was deadheaded to New Haven and put into shuttle service. Meanwhile, Amtrak trains began piling up in New Haven, with all station tracks eventually filled. Train #147 was put on top of #163, and both were towed west at 6 PM. Needless to say, many had passengers had their weekend plans delayed. Everything was cleared up by Tuesday. Thanks to member Bob Underwood for sending this report.

MTA Metro-North Railroad (West)

Beginning August 9, weekend service on the Port Jervis Line was increased from 8 to 14 trains. With this additional service, the numbering pattern has been altered. Previously, Saturday trains were in the 70-series, and Sunday trains carried 80-series numbers, now Trains #70/82 go to Hoboken and #71/83 go to Port Jervis. Meanwhile, on the Pascack Valley Line, the expresses have raised the total number of trains operated on the line to the highest level in many years (8 inbound, 11 outbound), certainly since the days prior to World War II.

Metro-North's August 4 combined Port Jervis and Pascack Valley Lines timetable had a box on the cover informing customers of the Pascack Valley Line express and the additional weekend service on the Port Jervis Line.

The first 30 of 65 Comet Vs are now scheduled for delivery during the last quarter of this year. Because Buckeye, the truck manufacturer, went out of business, time was lost in getting another vendor to fabricate the trucks, and the project suffered a 14-month delay. Remaining cars are set to arrive next spring, with all cars in service by June, 2004. Two reconditioned F-40s were to be delivered last month.

Some infrastructure improvements are being funded by Metro-North (with NJ Transit) on the Main/Bergen and Pascack Valley Lines. In June, the final design for the Pascack Valley Passing Sidings project was completed, and construction is expected to begin this December, with completion by December, 2004. At Waldwick (WC), there will be a new track connection and at

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Ridgewood Junction (WJ), two additional crossovers will be installed that will enable parallel train moves. During April, ATC (Automatic Train Control) was placed into service on the Main Line, and design of the PTS (Positive Train Stop) portion is almost completed. Construction completion is set for the end of 2004. On the Pascack Valley Line, PTS installation was completed in November, 2001, and ATC installation will commence in the second quarter of 2004, with completion by the fourth quarter of 2006.

Connecticut Department of Transportation

In a poll made by a New Haven research firm, nearly half of the 700 who responded said that they would drive to work more often instead of paying the higher Metro-North fares that went into effect on July 1. Forty-nine per cent would use their cars more frequently, while 51% would use the trains less often. Thanks to member David A. Cohen for sending the article from the

New Haven Register.**MTA Long Island Rail Road**

One month before the start of the U.S. Open (August 23-September 7), timetables were available. Also issued well in advance of the August 11 schedule changes were the Shea Stadium/Mets timetables, which will remain in effect until September 26.

General Order No. 302 went into effect at 12:01 AM, August 11, and new timetables were issued. They will remain in effect until September 26, except the Port Washington, which will change two days later. Changes include a new morning peak train (#799) at 6:21 AM on the Hempstead Branch, which eliminates a 35-minute gap in service. Bayside riders now have the 7:10 AM train (from Great Neck) calling there in order to eliminate a 28-minute service gap at that station. Two additional cars were added to this train to increase seating, and the train will leave Great Neck two minutes earlier at 7:08 AM. On the Montauk Branch, with the conclusion of a study on running times east of Babylon, it has been determined that sixty-seven trains will have running time reduced from one to 12 minutes. Fifteen trains will have increased running time of two to five minutes and ten trains will be unchanged in running time. A midday track program between Rockville Centre and Wantagh requires that Babylon Branch midday service be continued as hourly. Work was completed between Freeport and Amityville. Also, five midday eastbound and six midday westbound Babylon trains, which had terminated at Freeport, were canceled. Other minor schedule adjustments on other trains were made.

Other schedule changes - four westbound morning express trains that operate through Jamaica without stopping will have had their running times extended from one to three minutes. These changes will more accurately represent the speed restrictions required to

travel through Jamaica Station's network of tracks and switches. Midday schedule adjustments were also made to allow replacement of 23,000 feet of third rail on the Main Line between Queens Village and the Merillon Avenue station. With the completion of crossing renewal and track replacement work on the Oyster Bay Branch, normal service has been resumed. There were also a number of adjustments made to the running times of other trains, and a few cancellations.

A public hearing was held during June in East Northport to introduce proposals for a 16-track storage yard that is needed to expand service on the Port Jefferson Branch. Although a specific location has not been identified, two sites in Huntington and four in Smithtown are under consideration. About three years ago residents in Greenlawn opposed construction of such a facility in their community. The LIRR has started the environmental review process (DEIS), which will lead to issuance of an impact statement. Three trains are currently stored on a siding east of Huntington. Additional trains are deadheaded from other locations including West Side Yard in Manhattan. With M-7s coming on line, the Long Island expects to increase service to the area, which is growing in population. It was also mentioned that there could be an extension of the electrification. Thanks to member Joe Gagne for the article from ***New York Newsday***, which supported the project in an editorial.

As I passed by Metro-North's new Highbridge Yard, I saw a CP freight train with six Long Island M-1s atop freight cars headed for Mexico.

NJ Transit

The month of July turned out to be a terrible month for NJ Transit and its riders. Thirteen of nearly 1,200 passengers were injured when two cars of Train #3920 (6:45 AM Trenton) derailed east of the Portal Draw Bridge. The incident occurred at approximately 7:50 AM July 14, about 20 miles after the train crew was ordered to investigate a hot box detector report of overheated wheels on car 1368. The 12-car train of Arrow IIIs made an unscheduled stop at Edison so that the crew could investigate. NJ Transit procedures call for a crewmember to place a 200-degree Tempilstick (special crayon) to the outside of the roller bearing, and if a liquid smear results, the temperature is in excess of the allowable limit. Initially it was believed that a piece of debris punctured the bearing seal, which allowed lubricant to escape and the bearings to heat up. Later the reason given was that a wheel apparently overheated and fell off because of an electrical surge. The surge protector protects the train's axles and wheels from power surges. All Arrow III cars were subsequently checked, and 91 were pulled from service for repairs, resulting in some Northeast Corridor trains temporarily running with fewer cars. NJ Transit management investigated how the crew performed the test, and the next day an-

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

nounced that all crews would receive training to be able to detect overheating. Because of the remote location where the derailment occurred, it took several minutes for ambulances to reach the site, and a rescue train from New York Penn Station did not reach the train until after 10 AM. There were major delays to all Northeast Corridor service and Midtown Direct services were rerouted to Hoboken. Normal service was resumed Wednesday morning. One of my coworkers who rode through the area reported that he was able to see grooves in some of the concrete ties from north of Swift Interlocking to the derailment site.

The week before, commuters on the Northeast Corridor and North Jersey Coast Lines were delayed on July 8 and July 11, when trespassers were struck and killed by NJ Transit Train #3204 and Amtrak Train #2150. On the in-between days, Montclair-Boonton Line riders endured a breakdown of Train #1052. And the troubles seem to never end. At about 6:30 PM on July 29, an Amtrak train's pantograph caught and dragged down wires south of the Metropark station, disrupting the homeward-bound commute for many. Although the exact cause of the incident was not known, President Warrington believed that it was "obviously Amtrak's decades-old backlog of deferred maintenance." Repair crews worked through the night, and while I was preparing to leave for work the next morning, WCBS-880 reported that passengers were shuttling back and forth between platforms at Metropark hoping for a train to New York. When the first NJ Transit train arrived, it was reported as being over an hour and a half late. Some passengers complained that there was a lack of information being provided to them. Later that day, in response to this and other complaints over the dismal service that many riders experienced in July, NJ Transit announced that it would be equipping its train crews with bullhorns and to those who do not have them, radios, in an effort to improve communications. Crew size standards have also been established, under which there will be one train crewmember for every three cars on 8-, 10-, and 12-car trains. These recommendations were assembled by a 22-member task force, which was made up of both union and management personnel, who were asked to investigate ways to improve NJ Transit's response to emergencies. Emergency drill training will be provided to train crews and ticket agents will receive advanced customer service training. There will also be "Go Teams," consisting of 6-8 employees, preferably with emergency response experience, who will be dispatched to the sites of emergencies to help passengers at the scene. These teams will have wireless phones to be reachable at any time. Some time later this year, there will be an emergency simulation. Metro-North and other transit agencies regularly sched-

ule these drills. Thanks to Alan Kramer for sending copies of the Customer Notices.

In connection with the aforementioned, on July 23 NJ Transit President George D. Warrington announced that due to these inconveniences those who purchased monthly July commutation tickets could apply for (mail in) and receive a 15% reimbursement. NJ Transit anticipates that if all 59,000 customers take advantage of this offer, it will cost the agency \$1.5 million. Forms were available during the last week of August.

An article in the *Star-Ledger* reported that since October, 2002, NJ Transit has missed its goal of a 95% OTP for its trains in every month except for March. At the same time, the OTP was lower in nine of ten months when compared to the previous year.

To correct an error in the Morris & Essex Lines June 23 timetables, a pink card was added to the timetables advising that Train #615 should be Train #311 (8:49 AM Hoboken/Summit). New timetables were issued as of August 4 for the Main/Bergen and Pascack Valley Lines. As was done in the cases of the North Jersey Coast and M&E, the colors were reversed so that the covers are white. The effective date in a color band of the usual timetable colors –yellow for the Main/Bergen Lines and purple for the Pascack Valley Line. I rode the Pascack Valley (Metro-North) Express on its first day of operation. As both tracks were not "swung over", the train continued along its regular route after crossing HX Draw, passing through the now-abandoned Harmon Cove station, which closed the day before. Ridership was 158 inbound and 151 for the return trip, not bad considering that August is generally considered a vacation month and there was little advance publicity. The consist of this train was (Comet I) 5107-5721-5725 and GP40PH-2 4109.

As of September 6, Secaucus Transfer is open on weekends. Weekday service will begin once PATH service is resumed to lower Manhattan. Weekdays, 16 inbound and 15 outbound Bergen County Line trains stop there. On weekends, there is almost hourly service, as follows: To Hoboken, Main Line trains stop at Secaucus at seven minutes after the hour, and Bergen County Line trains stop at 12 minutes after the hour. For passengers traveling into New York, there are three trains: Morris & Essex (:20 past the hour), Northeast Corridor (:24), and North Jersey Coast (:29). Westbound from New York, again there are three trains: NJCL (:17), M&E (:20) and NEC (:29). They connect with Bergen County Line (:31) and Main Line (:36).

With the Board's approval of a \$1.3 billion operating budget, fares, which last went up on April 1, 2002, will remain unchanged for FY2004.

On its website (njarp.org) NJ-ARP reported that Monroe County in Pennsylvania had received a \$3.15 million grant from the State of Pennsylvania to pay off the purchase price of 28 miles of the Lackawanna Cutoff.

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Now according to the report, which appeared in the **Pocono Record**, for the first time in 20 years, the railroad right-of-way from Monroe County to New York City (actually Hoboken) is controlled by railroad groups. With this acquisition, the States of New Jersey and Pennsylvania (Lackawanna and Monroe Counties) can work to restore passenger and freight service between Hoboken and Scranton. Pennsylvania officials are targeting 2007 as a startup date, but there is still no operating agreement between the states, and there is a need to secure some additional millions of dollars.

A brochure was issued on how to use the new ticket vending machines that were recently installed along the Main/Bergen and Pascack Valley Lines. On the back page is a warning that effective October 1, passengers who board without tickets will be charged a \$5 surcharge if the TVM is available or a ticket office is open.

The New York & Greenwood Lake Railway was denied a summary judgment on July 25, that it had sought against NJ Transit over its claim that NJ Transit had abandoned the Lower Boonton Line. In his decision, Superior Court Judge Thomas Olivieri, sitting in Hudson County, decided that NJ Transit did not abandon its service, since it did not give up rights to operate service on the 56-mile stretch of railroad it leases from Norfolk Southern. N-S dismantled one of the two tracks within the past three months but said it would restore the rail if needed. The ruling leaves the company with the task of proving the rail line closing qualifies as a substantial curtailment of service, which it plans to prove with testimony from commuters affected by the closing and a railroad transportation expert. This report appeared in the **Star-Ledger**. As I rode through the area, I observed that the track connection to the Boonton Line had been severed, and a bumper block had been placed to mark the end of the track. On the embankment where Main/Bergen/Pascack Valley Line trains continue to operate, the site where the interlocking had been now contains concrete ties on tangent track.

Port Authority Trans-Hudson Corporation

Alan Kramer reported that some PA-4s, including 838 and 847, now have red electronic dot signs on the ends of the cars, which are very bright and can be seen at a considerable distance. It is expected that the PA-4s will receive them.

All trains are seven cars due the switch arrangement at Exchange Place. Hoboken trains arrive on the eastbound track and go to Newark, while Newark trains arrive on the westbound track and depart for Hoboken. When service resumes to lower Manhattan in November, you can expect to see a return to 8-car Newark trains.

Metropolitan Area

June 26 marked the 25th anniversary of the date that

the Landmarks Law took effect. This law was inspired by the demolition of Pennsylvania Station, and was held up in the courts by Penn Central over its plans to build a skyscraper atop Grand Central Terminal. The article in **The New York Times** reported that the U.S. Supreme Court decision was 6-3 in favor of the Law, and that two of the dissenting judges, William H. Rehnquist and John Paul Stevens, are still sitting Justices. "This was the first time that the High Court had ratified landmarks as an exercise of the police power analogous to zoning", according to Leonard J. Koerner, now New York City's chief assistant corporation counsel, who argued the City's case 25 years ago.

Amtrak

In the December, 2001 **Bulletin**, we reported that NJ Transit would take over operation of the *Clockers*. Apparently one of the first steps has been taken, as a co-worker reported that he has been seeing ALP-46s as the motive power of those trains.

During a July visit to NY Penn, I noticed a handout that was wrapped around the *Empire Service* timetable, which reported on some train changes that went into effect as of May 19. What the notice said was that "Amtrak and the CSXT Railroad have been unable to reach an agreement regarding the schedule for Train #281 due to issues regarding possible interference with freight trains." So, effective May 19, the schedules of (weekday) trains #251 and #281 were changed so that each operates one hour later.

Once again, Amtrak operated trains to the New York State Fair in Syracuse between August 21 and September 1. With the purchase of each adult fare, two children under the age of 15 could ride for free. Discounted admissions were available to Amtrak passengers.

Miscellaneous

Member Todd Glickman added another footnote to the "commuting expense" table that was published in the August **Bulletin**. "An important point about MBTA missed by NJ-ARP, and it is correctly noted that one receives up to a \$75 per year rebate on auto insurance when passes are turned in – that amounts to about \$6/month. But MBTA commuter rail passes include unlimited access to all MBTA-operated subway, bus, streetcar, and trackless lines as well. If this were not the case, a separately purchased 'Combo' pass would cost an additional \$57 per month! Is there any other major commuter rail operation that includes urban mass transit in its monthly pass fare structure? But wait! There's more! MBTA pass-holders may take a guest for free on Sundays. What a deal!"

Other Transit Systems**Boston, Massachusetts**

The transition from Amtrak to Massachusetts Bay Commuter Railroad on July 1 seems to have gone smoothly, at least from the passengers' perspective. Other than new logos on their hats and name badges,

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there is no visible change on the MBTA Commuter Rail since the new contractor took over. Employees report that there are a few new "suits" walking around, but other than that, status quo. At North Station, South Station, and Back Bay, separate ticket windows were set up for Commuter Rail ticket purchases. Previously, Amtrak employees handled both CR and long distance ticketing. MBCR union employees who are former Amtrak employees will soon receive their first paycheck, which includes a \$1,000 signing bonus, and a 5% pay increase.

A few other operational details: MBTA trains are no longer washed at the Amtrak car wash; Readville trains no longer stop at the "Top of the Hill" to let employees on/off (a shuttle bus runs hourly from South Station to Southampton Street Yard); and Amtrak passes are no longer valid on MBTA trains (and MBCR passes are not valid on Amtrak trains). So far, Amtrak's dispatching of MBTA trains on the NEC seems to be business-as-usual. Thanks to Todd for this report.

Lowell, Massachusetts

Todd, who is an active member of the Seashore Trolley Museum, sent the following report about the Museum's project in the City of Lowell. STM and the National Park Service have opened the National Streetcar Museum in Lowell. Located at 25 Shattuck Street, it is initially open Thursday through Sunday from 11 AM to 5 PM. This small pilot project will continue until October, 2004 thanks to a \$25,000 grant from the Theodore Edson Parker Foundation. Currently, static interpretive displays have been installed at this Museum, which is staffed by Seashore and other volunteers. In addition, Seashore's New Orleans 1924 Perley Thomas "Streetcar Named Desire" 966 is on loan from the Kennebunkport site and provides limited service on Lowell's existing heritage system managed by NPS, which operates three replica trolleys serving the Lowell National Historic Park during the tourist season. Together, Seashore, Lowell, and the NPS hope to expand the system into Lowell Center, and serve key destinations such as the MBTA Commuter Rail Terminal and the Tsongas Arena. This, as well as development of an expanded, permanent museum site, will require significant additional funding for which grant applications are being developed.

Philadelphia, Pennsylvania

Member Glenn Rowe forwarded a report that on August 24 15 LRVs were test-operated on the Route 15/Girard Avenue Line. This was done to ensure that there would be sufficient power to run the rebuilt PCCs and also to check out the track work. Brookville Corporation is rebuilding 18 PCCs, and there is an option for eight more. Service is to begin some time next year.

Baltimore, Maryland

Members Bob and Judy Matten attended the NRHS National Convention in Baltimore. Bob sent a package containing a number of items, including the latest MTA MD timetables. Apparently, things don't change frequently because the current Metro timetable is dated June 30, 2002, and the Light Rail Line was dated January 28, 2001 (replaced on August 31 – see below). A brochure was published that details all MTA-MD service to Camden Yards for Oriole games. All-day passes now sell for \$3.50.

As part of the Convention, they were given tours of the Metro and Light Rail repair shops. Metro operates four-car trains, and the cars are similar to Miami's, but Bob wrote that Baltimore's cars are clean and have no graffiti, so they look brand new. A visit was made to the Baltimore Streetcar Museum. There were also rail excursions using MARC equipment over the "Dutch Line" of the Western Maryland Railway via CSX to New Oxford, Pennsylvania, and a ride on the Stewartstown Railroad to New Freedom, Pennsylvania.

MTA-MD held a series of hearings during July to discuss its plans for the next phase of the double-tracking project. This will involve some bus replacements in the fall and some partial single-tracking. As of August 31, there is a new route configuration, with trains operating as follows: Hunt Valley/Camden Yards, Cromwell/North Avenue, and Penn Station/BWI Airport. Headways are 20 minutes or less. Member Steve Erlitz, who sent this report, added that although there will be somewhat less service below Camden Yards and more service above North Avenue, at least the schedule will be a "memory" one.

Washington, D.C. area

MARC issued new timetables on July 14, with the last two Round trips on Camden and last two Brunswick trips combined. These trains were eliminated due to the State's budget deficit. Public hearings were held during May. Thanks again Steve for sending copies.

When MARC's six HHP locomotives enter service, these 8,500-hp locomotives will enable shorter trip times on the Penn Line. From end to end, look for up to a five-minute reduction in running time. These electrics can also pull longer trains.

The transit agency also produced a brochure (in a folded map style) entitled **A Plan for MARC Riders in a Civil Defense Emergency**. Information is provided describing these procedures should it be necessary. Two maps give details on how to get to stations other than Union Station.

Mount Dora, Florida

Member Dennis Zaccardi reported that the Mount Dora Doodlebug would be restarted by the former owners. The operation shut down about six months ago. There are also plans to operate a Cannonball steam train with an upscale dining car that will go on a 2-1/2

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hour trip, while the other will take hour-long journeys along an eight-mile loop. The "Doodlebug" is actually a former PSTC Red Arrow "Strafford" 160-series car that saw service in Keokuk, Iowa before arriving in Florida.

South Florida

While I was visiting my father-in-law, the ***Sun-Sentinel*** reported that Tri-Rail officials are considering a suspension of weekend train service between Lake Worth and Mangonia Park (11 miles), and running buses. This would allow the contractor more working time on the double-tracking project, which is presently scheduled for completion by March, 2005. With on-time performance down to 70% in June, Tri-Rail is seeking ways to improve the OTP. Despite the latter, ridership was up 9.1% in June, when compared to June, 2002.

Driving across several of the grade crossings in Delray Beach, I noted that the second track had been installed. What was unusual is that at one crossing the new track is to the east of the existing track, while at the other, it is to the west. This will require that the tracks be realigned. Work was also evident at the Delray Beach station, where the towers that would contain the elevators and also the walkways were being constructed. When Tri-Rail began operations, they were using the former SCL station about a mile or so north, but after a dispute with the owner, a new station was built at the current location. Well, that station and the area adjoining it are up for sale, but it is unlikely, given the amount of work that has already been done on building a northbound platform, etc., that a move will be made. Friday, July 25 was the final meeting for the Tri-Rail Board. This month, the new South Florida Regional Transportation Authority will hold its first meeting.

Plans for a \$3 million expansion of Tri-Rail's northernmost stop, Mangonia Park, may have come to an end due to a lack of an agreement with boxing promoter Don King over a long-term lease of some property that he owns. Tri-Rail requires use of 800 square feet of property in order to construct an additional track, a pedestrian bridge, and elevator and stairs. The present lease ends in 2005, and in order to justify the expenditure of such an amount of money, a long-term lease has been sought. King had planned to convert the Jai Alai Fronton into a sports arena and entertainment complex, but now those plans are on hold. Mangonia Park, because of its location, attracts riders from communities that are further north, and is the second busiest station in Palm Beach County. Thanks to member Karl Groh for sending the article from ***The Palm Beach Post***.

New Orleans, Louisiana

An article in ***The Times-Picayune*** reported that work is continuing to restore streetcar service to Canal Street. The section through Greenwood Cemetery was supposed to open in June, but RTA officials are now

anticipating a fall opening. The most recent delays have been attributed to the heavy rains caused by Tropical Storm Bill, which hit the area in July. Thanks to Dennis Zaccardi for the report.

Denver, Colorado

Transit fares will rise in the "Mile High City" this January 1, following RTD Board approval on July 8. Regular cash fares go up a dime to \$1.25 (local) and by a quarter to \$2.75 (express and regional).

Thanks to member Karl Stricker, who sent copies of RTD's light rail schedule dated May 11, 2003.

Salt Lake City, Utah

The University Medical Center extension was scheduled to open this month. Until the elevators are completed in about two years, a bus shuttle service to the medical center will be provided.

Las Vegas, Nevada

The Mattens also traveled to Las Vegas, where Bob noted that the monorail that links the MGM Grand Hotel and Bally's has been closed for refurbishing. This section will become part of the system that will connect with many of the major hotels.

Switzerland

In July, I accompanied my wife to Switzerland on a business trip. We spent the first five days in Geneva (Genève), and the next four days in Zermatt, Luzerne, and Zürich. During the time of our visit, Europe was enduring a heat wave (which we were told had not been experienced in 136 years) where temperatures were consistently in the 90s (F). Switzerland's population is composed of people who speak German, French, and Italian – many also speak English. So, respectively, the government owned railroad is referred to as SBB – Schweizerische Bundesbahnen/CFF – Chemins de Fer Fédéraux/FFS – Ferrovie Federali Svizzera. We used trains to travel between the airports and city centers of Geneva and Zürich, and in all cases, the rides were aboard electrically powered trains of various types, ranging from sleek inter-city trains to inter-regional and bi-level commuter cars. Just one trip was on a set of non-air-conditioned cars. The fares charged were quite reasonable. \$1 (US) was equal to 1.32 CHF (Swiss francs). In Geneva the one-way fare from Gare (Station) Cornivan was CHF 2.20 and a round-trip was CHF 3, and the ride takes just six minutes! At the Zürich (ZRH) Airport, the ticket agent, in answer to our questions about the best value for a round-trip fare, told us that it would be the same as purchasing a *Tagescarte* (one-day fare card) which would also include local transportation in Zürich for CHF 10.80. This ticket is good for a full 24 hours. There were optional add-ons, which would permit visits to museums, etc., which we did not require. A schedule card showed that during most hours, ZRH Airport is served by up to eight trains per hour.

Smoking regulations in Europe are not as they are in the U.S., and so there are cars that cater to both smok-

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ers and non-smokers. In some cases sections are separated by level (bi-levels) or with a partition in the car which may be floor-to-ceiling or just to the top of the door. An honor system is employed, and our tickets were only checked once, on our final trip to Zürich Airport. This is something that you would probably not see in our country - the inspector held the ice cream pop of a passenger while the passenger searched through her purse for her ticket. This same inspector also allowed us to remain in the vestibule of the first class car for the approximate ten-minute ride to the airport so we would not have to drag our luggage through the cars.

Although they were not built that way, Genève's streetcar lines for the most part use articulated cars as the majority have had an additional center section added. *Transports publics genevois* is the operator of the public transit system. There was some new track construction evident in different parts of the city.

We traveled by motor coach to Täsch, where we left the coach and transferred to an electrically powered cogwheel BVZ Zermatt-Bahn for the ten-minute ride to Zermatt. After checking in at our hotel, we returned to the railway station, but this time boarded a Gornergratbahn cogwheel (also electrically powered) train at a terminal across the street for the 42-minute ride to the Gornergrat, where the elevation is 3089 meters, or 10,132 feet. Enroute, spectacular views of the Matterhorn (4477 meters or 14,688 ft) were to be had. There are parts of the line that are single-tracked, and trains operate on a minimum 24-minute headway. Four intermediate stops are made.

Until 1930, when the BVZ Zermatt-Bahn, was electrified, steam engines ruled. There were eight such locomotives, and one that was built in 1906 was used for "Nostalgia" trips several times this summer. Just in case you are interested, in English, the service was described as "Oldtimer Ride", while in French - "Voyages nostalgiques", and in German - "Nostalgiefahrten."

The next morning we retraced our steps to Täsch, where our motor coaches were awaiting us for the ride to Luzerne. Luzerne, not an operator of streetcars, does operate trolley buses, standard-sized and articulated. Some of the non-artics have a trailer attached. We spent one afternoon and evening here, and then rode the motor coaches to Zürich.

In Zürich, service is still provided by the same fleet of streetcars that were operating when I last visited in 1996. The system now goes under the name of Züri-Tram. However, this time I saw a new streetcar (3006), which is composed of five sections (similar to the Line 14 Météor Line in Paris). Later in the day I got to ride in car 3003, and I asked the driver about the car. He told me that there were six. The next day as we were checking out of the hotel, my wife handed me a copy of the *Tagblatt der Stadt Zürich*, which had a front page article about this new trolley, which is known as the "Cobra." Since I really wanted to know what was written I asked my mother, who is fluent in German, to translate it. Although many of the words were unfamiliar to her, it turns out that after a few years of trials, the *Cobra* has overcome its teething pains, and next August six will be delivered, followed by one per month until all 69 are delivered. There is also an option for eight. While riding in the other cars, I noticed that there was a plaque in each, which gave the month and year that the car entered service and below that was the same information for when (mechanical) changes were made. Genève and Zürich also operate trolley buses, and many are articulated.

From the History Files

40 Years Ago: On September 30, 1963, the South-eastern Pennsylvania Transportation Authority (SEPTA) assumed responsibility for operations of the Philadelphia Transportation Company.

25 Years Ago: On September 3, 1978, 25 years ago, Montréal's Green (#1) Line was extended from Atwater to Angrignon Park, adding eight stations.

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

Tech Talk*(Continued from page 7)*

weekend was cancelled due to complications at the last minute.

M.A. Angeliades, Incorporated has just started work on contract C-33238, tunnel rehabilitation and installation of new tunnel lighting from Metropolitan Avenue to Bedford-Nostrand Avenue on the Crosstown Line. So far, tunnel lighting brackets and conduits are being installed along southbound Track E1.

New station lighting is being installed at 45th Street, 59th Street, and 95th Street on the Fourth Avenue Line and at York Street on the Sixth Avenue Line under con-

tract C-34728. These stations, like those on the Queens Boulevard and Concourse Lines recently upgraded, never received full fluorescent lighting in their mezzanines and station entrances, only on their platforms. The work at 59th Street has been completed while 95th Street and York Street stations are underway now. D&K Construction is the contractor for this \$5.5 million project and should be finished by the end of next April.

Another station lighting upgrade is being done at Ralph Avenue and Hoyt-Schermerhorn Streets on the Fulton Street Line. Volmar Services is doing this work, which started last September and should also be complete by next April.

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IRT CAR UPDATE

By George Chiasson

R-142s

With deliveries of Primary R-142s 6301-6980 completed through the arrival of 6966-6970 on July 1, Option II cars 1236-1250 were all on hand by July 21. Deliveries of all R-142s were completed after a 3½-year period when Option I cars 6986-6990 became the very last trainset to be surrendered from Bombardier on July 22, 2003. Through August 7, 2003 Primary R-142s 6891-6895, 6921-6925 and 6931-6935 were introduced on ⑤. As of the same date, Option II R-142s 1181-1185 and 1196-1215 were placed in service on ④. In turn, Option I R-142s 7111-7120 were relocated from ⑤ to ④ on July 17, joined by 7106-7110 off ⑤ on July 30. These moves maintained a quantity of 390 cars on ⑤, and brought the total number of R-142s on ④ up to 190 cars or 19 trains. As the number of cars waiting to start service is reduced, it has become commonplace to see 6900s destined for ⑤ mixed with 1200s for ④ during burn-in runs. By August 7, there were 35 cars (7 5-car sets) proceeding through the acceptance process for ④ and 25, or 5 sets, for ⑤.

R-62/R-62A Transfers

Through August 7, R-62s 1431-1434, 1438, 1511-1515, 1566-1570, 1576-1580, and 1591-1595 were transferred from ④ to ③, for a total of 130. The first is actually set up as unitized set 1431/1432/1433/1434/1438 in the aftermath of the 1991 accident near Union Square that led to the retirement of R-62s 1435-1437, 1439, and 1440. Reflective of their great reputation for reliability, the 185 R-62s remaining at Jerome still seemed to be providing at least half of the service on ④ into early August, but only about half of their assigned number was consistently appearing on ③. The parade of single units moving from ③ to ⑦ resumed on July 23 when 2031-2035 were reassigned, followed by 2026-2030 on August 4. By contrast, only unitized set 1866-1870 was relocated to Corona on July 29. Since early July, Corona-based single R-62As 2036, 2037, 2039, and 2041-2044 have been fitted with 2 off-side trip devices for transfer moves over Subdivision "B" to Coney Island, as denoted by a purple diamond near their number boards. With 255 R-62As at Corona and operating reliably as of August 7, there is sufficient equipment on hand to operate some forms of off-peak service if required.

Redbird Notes

The retirement of GE World's Fair R-36s continued unabated during the summer, and with the emergence of 4-trip R-62As the single unit R-33s were seen with less frequency moving equipment between Corona and Coney Island. With the sole exception of 9307, all single units remaining at Corona were back in regular Flushing

Line service through August 7. As of the same date, there were 16 R-33S cars and 116 World's Fair R-36s remaining. This total of 132 cars could yield up to 11 11-car trains, but in actual practice, the quantity of Redbirds in ⑦ road service has been decreasing noticeably, and most days they maintain little more than a token presence outside of rush hours.

The conversion of single-unit R-33s to GOH-II was suspended after the completion of 9318* in late July, subject to later continuation based on need. Other recently-converted R-33S are 9334* and 9344*, which remain at 207th Street, and 9339*, which is now assigned to the 207th Street Signal Dolly along with 9315*, 9323*, and 9336*. These have relieved the eight Main Line R-33s in use as far back as 2001 (8958/8959, 9018/9019, 9130/9225, 9214/9215), which are being prepared for reefing. Thanks to member Ray Mercado, we now have some technical details on World's Fair R-33 single 9337, which for years was a "hybrid" car on the Flushing Line. About 1981, 9337 was outfitted as the propulsion test car for the R-62 and (World's Fair) GOH contracts. It received a GE SCM I (17KG192AA1) control group, resistors, and GE master controllers. GE 1257 traction motors also replaced the original WH 1447s, but the original WH gear units were retained. Again, this throws all previous (detailed) rosters into disarray, for the common assumption had been that 9337 received GE controllers and grids, which were fairly obvious by outward appearance, but still had its original WH Cam control system. As a prototype, 9337* also differs from its sister R-33S cars recently converted to GE, which have had a modified or improved version of GE SCM I control installed (model 17K192AC2 or AE2). This equipment, as well as the GE grid resistors, was salvaged from reefed Redbirds and reconditioned for extended use. The single cars converted to GE control in 2002-03 also retain the GE 1257E1 traction motors and WH gear units that were mounted in the early 1990s to replace the original, tired WH1447C traction motors. Their Master Controllers have become a hash of sorts, with both converted GE and unconverted WH cars also receiving GE controllers from reefed Redbirds, while others still have their own XM579 installations.

Redbird Retirements & Restorations

Taken out of service through August 7, 2003 were:
R-36: 9672/9673, 9682/9683, 9702/9703, 9708/9709, 9746/9747, 9752/9753, 9764/9765, 9768/9769 off ⑦
Restored to service through August 7, 2003 were:
R-33S: 9311, 9320, 9325* on ⑦

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IRT Car Update*(Continued from page 16)***Redbird Reefing**

Reefing activity has been brisk during this interval, highlighted by the disposition of some Redbirds previously delayed for various reasons, as well as the very last ex-Jerome (4) R 33s on July 15. After withdrawal of the last R-26/28s in October, 2002, the final eight cars of that group were held at Concourse Yard for evaluation and potential acquisition by outside museums. In late June R-26s 7818/7819 and 7846/7847 along with 7938/7939 were finally moved to 207th Street for reef preparation, leaving only R-28s 7862/7863 at Concourse, presumably for later preservation. Similarly, since their removal from (5) service back in February a small number of Main Line R-33s rested at E. 180th Street until July 24, when 9026/9027 and 9182/9183 were sent to 207th Street for final disposition.

Recent barges departed for Deep Water Reef, off the New Jersey coast near Wildwood, and Atlantic City Reef, 8 miles off Absecon Inlet. Two more shipments of

Redbird bodies are projected for New Jersey DEP by late 2003, but as of August 7 there were just a dozen Main Line R-33s awaiting disposition, with the balance exclusively consisting of World's Fair R-36s from the Flushing Line.

Departing on the barge of July 15, 2003 were:

R-33: 8930, 8931, 9104, 9105, 9160, 9161, 9172, 9173, 9234, 9235, 9248, 9249, 9260, 9261, 9266, 9267, 9278, 9279, 9292, 9293

R-36: 9362, 9363, 9398, 9399, 9440, 9441, 9468, 9469, 9526, 9527, 9528, 9529, 9562, 9563, 9580, 9581, 9600, 9601, 9626, 9627, 9664, 9665, 9698, 9699, 9724, 9725, 9728, 9729, 9740, 9741 (50)

Departing on the barge of July 23, 2003 were:

R-26: 7818, 7819, 7846, 7847

R-28: 7938, 7939

R-36: 9394, 9395, 9396, 9397, 9422, 9423, 9432, 9433, 9434, 9435, 9472, 9473, 9606, 9607, 9628, 9629, 9636, 9637, 9640, 9641, 9660, 9661, 9680, 9681, 9690, 9691, 9692, 9693, 9700, 9701, 9726, 9727, 9730, 9731, 9736, 9737, 9750, 9751, 9758, 9759, 9760, 9761, 9766, 9767 (50)

FORMER NEW YORK DIVISION CHAIRMAN "CAP" FIELD PASSES AWAY by Charles A. Akins

We regret to inform you that longtime New York Division Chairman Albert "Cap" Field died recently in New York City at age 86. "Cap" was Chairman for two periods, a long stretch in the 1960s followed by a shorter period in the 1970s. After finishing his second period as Chairman, "Cap" no longer was active in the ERA.

Without question Cap was a true Renaissance man, intensely involved in a wide range of hobbies and other activities. His nickname "Cap" came about from his long association with the Civil Air Patrol. He was an inveterate hiker, active in the New York-New Jersey Trail Conference, including a period as its Executive Director. "Cap" assembled a collection of playing cards, and taught me that the design on the side of the card with the suit designation and card number made a playing card special, not the design on the back of the card. His collection of playing cards is world class; he donated it years ago to the Metropolitan Museum of Art in New York.

"Cap" was also a dedicated nudist, and above all was devoted to the prints created by the world famous, now deceased, Spanish artist Salvador Dali.

"Cap" was interested in the works of no other artist, and was really only interested in Dali's numbered hand-drawn prints, not his oil paintings or sculptures.

"Cap" was a world class expert in telling a Dali print from a forgery. It was said "Cap" knew a Dali original better than Dali. I remember waiting in the lobby of the

Saint Regis Hotel in New York with "Cap" for Dali's arrival from Europe — out of a roomful of people waiting for Dali, "Cap" was the first person Dali greeted with an embrace.

"Cap" traveled the world authenticating Dali's works; Dali was an artist subject to many forgeries on the world art market. "Cap"'s involvement with the works of Dali only grew after Dali's death.

Professionally, "Cap" was a schoolteacher for many years, and his schoolteacher techniques showed as New York Division Chairman. His authoritative method of running a meeting was much more in tune with pre-Vietnam War America than the rebellious periods of the late 1960s and later. You knew who was in charge when "Cap" ran a meeting — silence by others was maintained, announcements and participation by others was kept brief. The style would not work now but was impressive (to me at least) then.

Some people found "Cap" remote and aloof; however, a review of his life shows he was constantly in the service of other people, either professionally as a teacher or as a volunteer for the many organizations he participated in. I always found him to be a man of integrity and honesty, fiercely loyal to his friends and people he admired above all Salvador Dali.

The New York Division and the ERA were fortunate to have had the benefit of his leadership and service. May he rest in peace.

Around New York's Transit System

Last Vestiges of Queensboro Bridge Trolley Terminal

The terminal of the Queensboro Bridge trolley cars that ceased operating on April 7, 1957 was located underground on the east side of Second Avenue between E. 59th and E. 60th Streets. The stairways leading to this underground terminal were covered with kiosks.

There were originally five kiosks above this terminal, but there is only one left. Because this kiosk was involved in three accidents during the last five years, transportation officials would like to dismantle this kiosk and assemble it somewhere else.

The 16-foot-by-16-foot kiosk is a white terra-cotta structure with green ornamental trim. A terra-cotta bay with an angular shield topped by a leafy garland, a pilaster decorated with a Greek key motif, and brackets wrapped in ornamental scrollwork are under an "Entrance" sign behind a wire screen. Another kiosk was moved in the 1970s to the entrance of the Brooklyn Children's Museum at Brooklyn and St. Marks Avenues. The remaining three kiosks vanished.

Ventilation of Subway Stations

To reduce the heat and humidity on the following subway station platforms, fans will be activated by local supervision at their discretion between 6 AM and 10 PM from July 1 to September 30, 2003:

- Sutphin Boulevard-Archer Avenue
- Jamaica-Van Wyck
- Parsons Boulevard-Archer Avenue
- 21st Street-Queensbridge
- Roosevelt Island
- Lexington Avenue-63rd Street
- 168th Street-Broadway (Broadway-Seventh Avenue Line)
- 181st Street-Broadway

CCTV Failure at OPTO Stations

If the Closed Circuit TV fails at an OPTO station, Train Operators must adhere to the following procedure until platform personnel are on duty or the system is repaired:

The Train Operator must open the doors and notify the Control Center that the TV is defective. He/she must make the required announcements and close the doors after the passengers are clear of the train. The Train Operator must set the brake valve in full service position, remove the reverser, and lock the cab. He/she

must open the crew door, stand on the platform, check the train, re-enter, and check again from the cab window.

Reflective Insulated Joint Markers

The new reflective insulated joint markers provide better visibility and are similar to the existing ones. These markers will be installed on Tracks B1 and B2 from north of Broadway-Lafayette Street to the south end of the Second Avenue station. This test will determine whether steel dust and other airborne dust particles affect the markers' ability to be seen by Train Operators.

Astoria Line Extension to LaGuardia Airport

Many cities have direct rail connection between the downtown area and the airport. In New York City, there are no direct rail connections to the three major airports, and there are no plans for extending the Astoria Line to LaGuardia Airport.

After spending \$17 million planning this link, the MTA decided that it was not as important as the construction of a downtown Manhattan major hub for commuter lines and a connection to Kennedy Airport. Other important projects are the extension of the Long Island Rail Road to Grand Central, the extension of the Flushing Line to Manhattan's far West Side, and the Second Avenue Subway, all of which have a higher priority than the LaGuardia Airport extension. Among the plans for this extension are an elevated structure on 31st Street and 19th Avenue or the Grand Central Parkway, a subway, a guided busway from the Queensboro Bridge, or the extension of the Flushing Line from Willets Point Boulevard. Queens Community Board #1 is opposed to this project.

Single-Ride MetroCards

The two-dollar single-ride cardboard *MetroCards* valid for only two hours are not sold in station booths and can be bought only at vending machines. In response to complaints about these flimsy time-limited tickets, NYC Transit promised to correct this condition, but still has not solved this problem. Transit officials explained that these cardboard *MetroCards* are not designed for long-term use because they are easily damaged and are not valid if they are creased or folded.

The plastic cards are expensive; single-ride cards cost only a fraction of a cent, but plastic *MetroCards* cost 8 cents.

Will New York City Transit solve this problem? We will keep our readers informed of the latest developments.

BMT's 80th Anniversary

(Continued from page 1)

negotiations for a bus franchise that was awarded on

June 4, 1931. With a unified trolley and bus system, the company remained solvent during the Depression.