

# The Bulletin



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

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## ***The Bulletin***

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## **PROPOSED NYC TRANSIT CONTRACTS**

While surfing the Internet, we found a list of NYC Transit contracts to be advertised and proposals to be solicited. The following are of interest to our readers:

**REHABILITATE B. 116<sup>TH</sup> STREET STATION:** At this station on the Rockaway Line, NYC Transit expects to rehabilitate the entire station and control house. Work includes providing new lighting and replacing the roof on the control house, rehabilitating the public toilets, and removing loose and peeling paint from the walls and ceiling in the control house and on the platform. The agent's booth will be refurbished and new ADA-compliant entrance doors and ramp will be built.

**REHABILITATE MOSHOLU PARKWAY STATION:** The scope of the work includes the following: The contractor will upgrade the electrical service, communications, and lighting systems as required. New fully equipped agent's booths and fare arrays will be provided as needed. Structural deficiencies throughout the station will be repaired, and architectural treatments to the customer areas will be pro-

vided. The contractor will meet the progressive accessibility requirements of the Americans with Disabilities Act.

**REHABILITATE AND EXPAND METROPOLITAN AVENUE CONTROL HOUSE—MYRTLE AVENUE LINE:** NYC Transit expects to rehabilitate and expand this control house. The 1,500 square foot area will be reconfigured and a compatible 600 square foot building will be added. Work will be scheduled so that the station will be open during reconstruction. Work includes all demolition, architectural, civil/structural, mechanical/hydraulic, electrical, and communications elements.

**REHABILITATE YARD HYDRANT SYSTEMS:** Yard hydrant systems will be rehabilitated at the following yards: Jamaica, 38<sup>th</sup> Street, E. 180<sup>th</sup> Street, Westchester, 239<sup>th</sup> Street, Coney Island, and 207<sup>th</sup> Street. At some yards, complete new systems — valves, piping, and hydrants — will be installed. At other yards, systems will be upgraded by installing new hydrants.

## **THE FORGOTTEN CENTENNIALS**

The centennial of the opening of New York's first subway, October 27, 2004, was observed with exhibits in museums and libraries, and by operating vintage subway and elevated trains.

Quietly forgotten were the centennials of three extensions that were placed in service less than a month after New York's first subway started running. Service was extended

to 157<sup>th</sup> Street-Broadway on November 12, 1904, and trains started operating to 145<sup>th</sup> Street-Lenox Avenue on November 23, 1904. Three days later, Second or Third Avenue elevated trains provided service on the Westchester Avenue elevated extension from 149<sup>th</sup> Street-Third Avenue to a temporary terminal at 181<sup>st</sup> Street-Boston Road.

## NORTH PELHAM VIA THIRD STREET LINE by Bernard Linder

*Editor's Note: We originally published this article in the September issue. However, we mistakenly displayed a map of the Fifth Avenue-Mount Vernon Line with the article. To avoid confusion, we are printing the article again, this time with the correct map.*

**Owners:**

**STREET CARS**

December 28, 1893	Westchester Electric Railroad Company
January, 1899	Third Avenue Railroad Company
April 13, 1900	Metropolitan Street Railway Company
January 18, 1908	Third Avenue Railroad Company
January 1, 1912	Third Avenue Railway Company

**BUSES**

May 3, 1931	Westchester Electric Railroad Company
November 11, 1936	Westchester Street Transportation Company
December 17, 1956	Fifth Avenue Coach Lines, Incorporated
December 12, 1969	Bus Associates, Incorporated, whose principal stockholders were Arthur and George Bernacchia and Raymond Murphy. In 1973, Liberty Coaches' principals had equal ownership in two New York City operations — Pelham Parkway and Pioneer Bus (whose name was subsequently changed to Command Bus) — and had a 25% interest in the operation of Westchester Street and West Fordham through a holding company, Bus Associates
About mid-1982	Liberty Coaches, Club Transportation, and Westchester Street were merged to form Liberty Lines Transit, Incorporated

**Route:**

**STREET CARS**

December 28, 1893	West Mount Vernon horse cars were extended via S. Fourth Avenue and E. Third Street to the Pelham line
June 1, 1894	Electric cars started operating from the crossover on W. First Street between S. Third Avenue and S. Fourth Avenue via S. Fourth Avenue and E. Third Street to the Pelham line
Unknown date	Extended via Wolfs Lane to New Haven station
June, 1899	Cars operated northbound on S. Fourth Avenue and southbound on S. Fifth Avenue between W. First Street and E. Third Street
December, 1899	Extended via Fifth Avenue to Mayflower Avenue
November, 1913	Extended on Pelhamdale Road to the middle of the Hutchinson River
July 18, 1918	Cars were operated by one man
May 3, 1931	Buses replaced street cars

**BUSES**

May 3, 1931	Route D buses started operating from Prospect and Gramatan Avenues to Pelhamdale Road and New Rochelle Road over the same route as the trolley
November 3, 1935 to December 28, 1935 And since November 1, 1938	Extended via New Rochelle Road to Parkway Plaza
About 1973	Renumbered to Route 53
1986	A few rush hour buses operated via W. First Street and White Plains Road to E. 241 <sup>st</sup> Street
June 18, 1990	Discontinued E. 241 <sup>st</sup> Street service

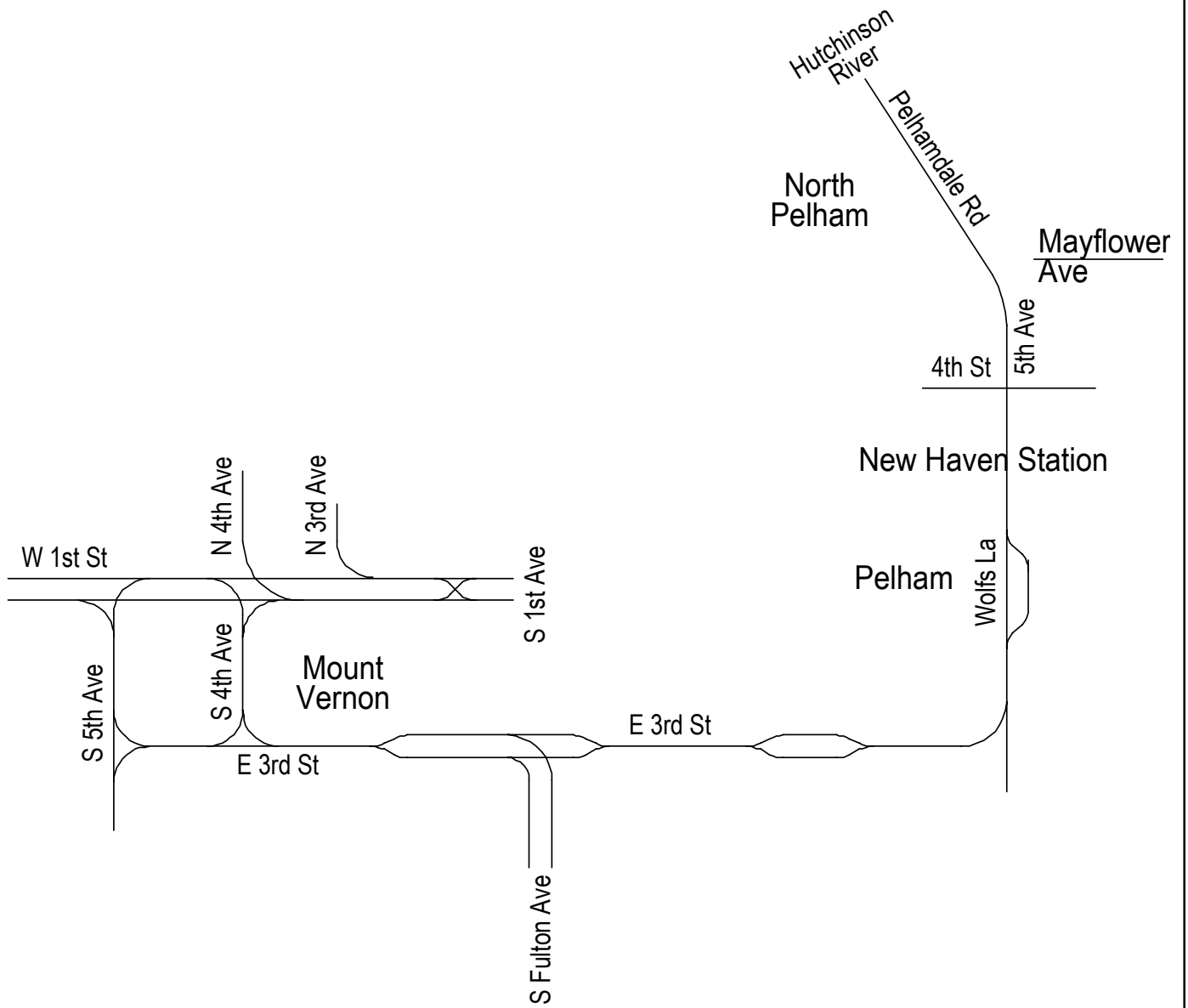
*(Continued on page 3)*

**North Pelham via Third Street Line**

*(Continued from page 2)*

North Pelham via 3rd Street

1929



Data: B. Linder  
Drawing: J. Erlitz

## 147<sup>TH</sup> STREET SHOPS by Bernard Linder

The 147<sup>th</sup> Street Shops were probably opened long before trains started operating in revenue service on Lenox Avenue.

To keep the cars in good operating condition, the IRT Company built a large repair and inspection shop just north of W. 147<sup>th</sup> Street between Lenox and Seventh Avenues. The inspection shed was at the south end of the property and was divided into three bays. The north bay was equipped with four tracks and the middle bay with five tracks, each track accommodating six cars. There was only one track extending through the south bay, which was equipped with machine tools, locker and wash rooms, and a boiler.

The fleet expanded rapidly because of increased riding and the extensions built under Contract III. To keep the cars in good operating condition, the shops were enlarged several times. The first extension, completed at an unknown date, consisted of an extension of the shops toward the Harlem River.

The second addition to the shops comprised the construction of a repair shop, a boiler room, toilets, and a circuit breaker house located in the former line of W. 148<sup>th</sup> Street between Seventh and Lenox Avenues. The contract for the construction of the shop was delivered on August 4, 1922. To provide immediate facilities for equipping of new cars, plans were prepared for construction of a temporary approach track and a temporary timber shed to provide space for such equipment in the block between W. 147<sup>th</sup> and W. 148<sup>th</sup> Streets. The single-track yard lead on Lenox Avenue between W.

146<sup>th</sup> and W. 148<sup>th</sup> Streets was double-tracked. The contract for this work was delivered on November 3, 1922.

In 1924, the company planned a third addition to the shops. When completed, an area of 26½ acres was occupied by the original and new shops, extending from W. 147<sup>th</sup> to W. 151<sup>st</sup> Streets between Seventh Avenue and the Harlem River. Additional storage space was available between Lenox Avenue and the Harlem River north of W. 145<sup>th</sup> Street. The third addition to the general repair shop, which was adjacent to W. 147<sup>th</sup> Street, was 200 feet wide and 512 feet long. A new administration building for the transportation, mechanical, electrical, and track departments, was constructed at the northeast corner of Seventh Avenue and W. 147<sup>th</sup> Street. At that time, it was one of the largest electric railway shops in the world. Heavy repairs to the IRT cars were performed at this shop for more than three decades.

When a track connection between the IRT Jerome Avenue Line and the IND Concourse Yard was placed in service in 1958, NYC Transit was able to transfer IRT cars to the IND. The 147<sup>th</sup> Street Shops were closed because the 207<sup>th</sup> Street Shop was able to overhaul the IRT cars. The shops were surrendered to the City of New York in January, 1961.

It is a testament to the quality of work done by the 147<sup>th</sup> Street Shops that the Gibbs cars and other early equipment were able to last 50 years and more.



This image of 147<sup>th</sup> Street Yard was taken on June 18, 1959.  
Bernard Linder photograph



W. 147<sup>th</sup> Street and Lenox Avenue, looking southeast.  
Bernard Linder collection

(Continued on page 5)

**147<sup>th</sup> Street Shops**

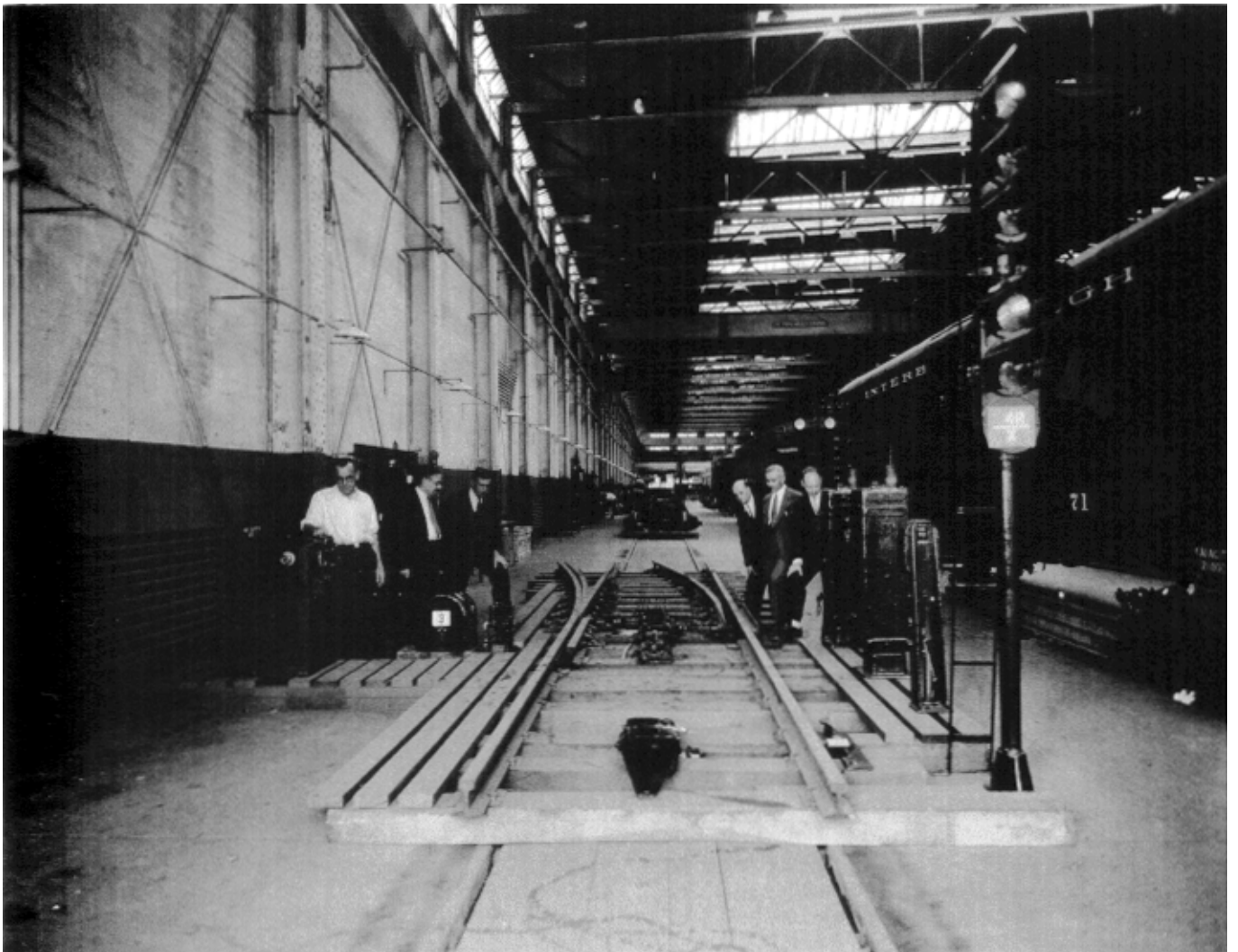
*(Continued from page 4)*



**Another view of the yard.**  
Bernard Linder collection



**The yard, as seen on December 20, 1924.**  
Bernard Linder collection



**In addition to their function as a car repair and overhaul facility, the shops also contained a signal school.**  
Bernard Linder collection

## Commuter and Transit Notes

by Randy Glucksman

### Metropolitan Transportation Authority

At the end of September, the MTA approved a \$27.8 billion five-year capital program that would cover the years 2005-2009, but *The New York Times* reported that there are questions about how it would be funded. In fact, the four members who represent the City of New York voted against it for that very reason. \$17 billion has been allocated for basic upkeep, modernizing equipment, security improvements, rehabilitating stations, and expansion projects. The balance would fund expansion projects including the Second Avenue Subway and LIRR East Side Access to Grand Central Terminal. Chairman Peter S. Kalikow told the *Times* that he would be willing to sacrifice the expansion projects to protect the funds for existing system. The present capital program was largely funded by bonds, which must be repaid with interest. In the earlier capital programs, the state kicked in some money. State Controller Alan G. Hevesi criticized Governor Pataki for reducing the state's contribution to the MTA's capital program to zero. His sentiments were echoed by Gene Russianoff, staff lawyer of a riders' advocacy group.

### MTA Metro-North Railroad (East)

Waterbury Branch riders got their midday train service back on July 12, and the April 4-October 30, 2004 timetable was revised again. (It was previously revised on May 24.) This was done due to complaints about the bus service.

The now former west-of-Hudson cars have been moved yet again. Steve Lofthouse found the following cars at Metro-North's new Highbridge Maintenance Facility during the first week of September: 5173, 5174, 5175, 5176, 5177, 5980, 5981, 5982, 5983, 5986, 5988, 5989, 5990, 5991, 5992, 5993, 6173, 6176, 6178, 6180, 6182, and 6184. As I passed the yard from the Manhattan side on the Harlem River Drive about a week later, it appeared that the entire group of 24 cars was there.

Because of a collision that occurred on September 20, in which 29 passengers were injured, one trainset of ACMUs may have gotten a temporary reprieve from the scrappers. Train #638, the 8:10 AM from Southeast (formerly Brewster North) hit a wayward truck (car carrier) that was stalled on the grade crossing. According to news reports, the driver (from Colorado) had just delivered some cars to a Mt. Kisco dealership and took a wrong turn onto the Saw Mill River Parkway, a road that prohibits commercial traffic. Upon realizing his mistake, he turned off onto Green Lane in Bedford Hills, and then tried to turn his 18-wheeler around on the railroad crossing. Because the carriage was too low for the crossing, it got stuck. The driver also did not see the signs that were posted with Metro-North's "800" num-

ber, which he should have used to notify the railroad. A passerby called 911. Police issued him four summonses, including one for failure to clear a railroad crossing. (Ed. note – member Barry Zuckerman found reports on the Internet that as of October 5, all ACMUs were to be officially out of service, but two trainsets would remain available as spares on the Harlem Line only for Trains #528-2523 or 516-573, or 522-359-2360-577. However, Barry found a report that one set operated on the Harlem Line on October 5.)

A photo in *The New York Times* showed lead car 8231, but 8345 reportedly has a sizeable hole in its side from the auto rack trailer that was spun around after being slammed back by the lead car. The following day the *Times* reported that there had been five crashes, including one that resulted in a fatality, in eight years at that same crossing. Because of the damage to all six cars, their retirement has been moved up and six ACMUs have a new, albeit temporary, lease on life. One of our members heard a report on WCBS-880 that Metro-North would sue the trucking company for over \$3 million, the cost of two totaled cars' replacements and about \$100,000 per car in damages for the other 4 cars. All 180 M-7s are expected to be on the property by the end of this winter, and those cars no doubt would have been candidates for retirement. The delivery of all of the M-7s would mean that there would be no more ACMUs, and just 96 M-1s. When the 120-car option is delivered in 2005-2006, the remaining M-1s would be gone, leaving the M-3s and M-7s.

When we turned the clocks back to Eastern Standard Time on October 31, new timetables under General Order No. 210 went into effect at 2:01 AM. In its announcement of the schedule changes, Metro-North had planned that all ACMUs would have been retired and the 16 trains that formerly used this equipment now have reduced running times of up to three minutes.

Two reverse peak trains, which were formerly non-revenue trips, are now revenue trips on the Hudson Line, and Train #409, which had been the 7:44 AM train to Tarrytown, was extended to Croton-Harmon. There is also a new upper Hudson train which departs Grand Central Terminal at 7:16 AM and arrives at Poughkeepsie at 9:04 AM. Train #805 to Poughkeepsie now departs ten minutes earlier at 6:41 AM. Several other trains had their station stopping patterns adjusted. In order to standardize the schedules of late AM peak and early inbound off-peak trains, between 9 and 10:30 AM, Tarrytown zone trains were adjusted up to 4 minutes; Yonkers/West Bronx trains, up to 5 minutes; and upper Hudson trains, up to 10 minutes earlier. Due to cus-

(Continued on page 7)

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

tomers requests, a 36-minute gap in upper Hudson service which existed between 6 and 7 PM has been reduced to 28 minutes by the rescheduling of five trains.

On the Harlem Line, the Mid-Harlem Third Track Project has been completed, and service has been restructured to take advantage of this new track, which is located between Crestwood and Fleetwood. Peak service has been standardized between Bronx stations and Manhattan, and added between mid-Harlem stations and Grand Central Terminal in both peak periods. Fleetwood customers now have AM peak express service. This was done by originating trains that formerly began their runs in Fleetwood at North White Plains. Four PM lower Harlem trains that terminated at Mt. Vernon now operate to North White Plains. Two Wassaic Branch trains, one AM and one PM, now operate express between Brewster, White Plains, Harlem-125<sup>th</sup> Street, and Grand Central Terminal.

New Haven Train #1206 (6:02 AM to Harrison) has been extended to Stamford, and the departure of Train #1506 (6:17 AM to New Haven) has been changed to depart at 6:23 AM. Several other trains had their schedules adjusted to reduce headways.

Typically on the middle Saturday of October, Metro-North hosts its very popular Open House at its Croton-Harmon Shops, and this year was no exception. Because of other commitments, I was unable to attend.

Special timetables will again be issued for the Thanksgiving and Christmas/New Year's Day periods. Hudson and New Haven Line riders will have their Saturday Shoppers' Specials. To wrap up the other holidays, a modified Saturday schedule with extra train service will be in effect on January 17, Martin Luther King Day, and on February 21 for Presidents' Day. There will also be some additional service for St. Patrick's Day.

**MTA Metro-North Railroad (West)**

There were no changes on the Pascack Valley Line, but Port Jervis Line riders now have a new train that leaves from Port Jervis at 7:36 AM, making all stops to Suffern and then stopping at the new Ramsey/Route 17 Station, Secaucus, and Hoboken. It might sound repetitious but bears repeating that there is more service now than was operated when under private ownership. Late morning and early afternoon train service has been restructured to arrive in Hoboken at 11:18 AM and 2:04 and 4:03 PM. Since October 5, buses have replaced three trains between Harriman and Port Jervis between 9 AM and 5 PM so that track work can be done. As the work progresses, the bus service will be adjusted. For the early birds, the 4 AM train from Port Jervis now departs at 3:51 AM but now makes all local stops in New Jersey. For the late birds, the last train of the day departs from Hoboken at 12:05 AM every day. There were also some adjustments to weekend service.

As of September, all 65 Comet V cars have been delivered.

**Connecticut Department of Transportation**

Placement of the Virginia Railway Express Mafersa-built cars into service has been delayed for a number of reasons. It was learned that some of these cars might need more refurbishment than was initially anticipated. Also, VRE is having second thoughts about selling the entire 38 cars (10 cabs and 28 trailers). Five cars are being retained for an unspecified "special project," and seven others are being leased back until July, 2006. Deliveries, which were to start in July, were delayed until October. *Weekly Rail Review* reported that on October 11, Gov. Jodi Rell unveiled the first cars to the public. They are being placed into service with their VRE markings. A contractor will replace seats, create more emergency window exits, and repaint the exteriors of the cars.

**MTA Long Island Rail Road**

A fire in a transformer nine stories below street level wrecked the homebound commute for LIRR riders out of Penn Station on September 27. The fire, which began at 12:50 PM, affected NJ Transit and Amtrak trains as well. My first thought was to check the NJ Transit website, which reported that trains were being turned at Newark and passengers were being directed to use PATH service to reach New York. When I checked back a little later, I was unable to bring up NJT's website. Although service was reported to have "resumed" on NJ Transit at 4 PM, when I arrived at Penn Station at about 4:40 PM police and National Guardsmen were questioning each person as to the rail line to which each was headed. If one answered "Long Island" he or she was not permitted to enter, as there was no service. Their tickets were being honored on NYCT subways to either Flatbush Avenue or Jamaica. As no trains were listed with a track assignment on the departure board – the word DELAYED was prominent — after a few minutes I headed for the 33<sup>rd</sup> Street PATH station and followed a long line of NJ Transit ticket holders through an open turnstile that was attended by a young lady with a counter who clicked off each passenger.

The following day, it was determined that the main signal power feed to NY Penn broke and fell into the catenary near F Tower. In the process, the transformers in the East River Tunnels were burned from the 12.5 Kv jolt. Until the signal system could be sectionalized, the whole terminal was knocked out. Replacement of the main feed and transformers will take a while due to Amtrak's fiscal situation. LIRR service resumed later in the evening.

Several special timetables were recently issued, including one for the Fall Meet at Belmont Park, which was in effect from September 10 through October 24. Due to a Sperry Rail Test, special timetables were issued for the Montauk Branch (September 29 and Octo-

*(Continued on page 8)*

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

ber 1) and West Hempstead Branch (October 13). On the Montauk Branch, two trains, one in each direction, were replaced by buses between Patchogue and Montauk, while on West Hempstead buses were used for two midday trips. One additional special timetable was issued for the 21<sup>st</sup> Annual Oyster Festival, which was held in Oyster Bay. The additional train service was similar to last year's.

The LIRR has awarded a \$4 million design contract to construct a third track on the Main Line between Bellerose and Hicksville. Adding this track, a distance of 10.5 miles, would allow more service to operate on the Port Jefferson and Ronkonkoma Branches.

**NJ Transit**

With Amtrak's decision not to use the proposed Farley-Penn Station, NJ Transit has expressed an interest in the site. A Port Authority grant of \$10 million will study the feasibility of this venture. Farley-Penn is on the site of the Main Post Office.

Tuesday, August 24 was a "red letter" day, because it was the first time since some time in 1989 that all 680 NJ Transit trains ran on-time! I checked my Commuter Notes columns for that period, but at that time this was not something that I reported.

On many of NJ Transit's trains you will find cab cars located at locations other than at the ends of the trains. One morning, as my New York-bound train arrived at Secaucus Junction, the Conductor was inside one of the cabs waiting to open the doors when the train stopped. This bore a similarity to an NYCT subway train.

The maximum speed limit for Arrow III cars, singles and married pairs, has been raised from 80 to 90 mph.

One of our members sent some jpg files showing 4000, the first of NJ Transit's new PL-42AC locomotives, being delivered at the end of September.

Less than a month after the beginning of service on HBLRT's North Line, an SUV was involved in an accident with an LRV during the evening of September 23. Neither the LRV operator nor any of the five passengers who were aboard the car were injured, but the SUV driver was injured, and the impact knocked his vehicle on its side. Bus service between Weehawken and Hoboken was used for about a half-hour while rail service was suspended.

Another set of timetables was issued on October 31, when we turned back the clocks – details next issue.

The press has not been kind to NJ Transit. Recently there have been articles in the newspapers about the lack of patronage at Secaucus Junction, ridership on the River Line, and the underutilization of the garage at the new Ramsey/Route 17 station. I asked a friend who rides the Main/Bergen Line from Suffern if there are a lot of boardings at this station, and he told me that few

riders board his train there. In an effort to increase the usage of this station, NJ Transit has reduced the cost of parking by offering an annual pass for \$550, if purchased by next April 1.

After six months of service, there is more good news about River Line ridership. With 5,900 one-way rides each day, the line is close to meeting the modest average daily ridership goal that NJ Transit had set for the end of its first year. In August, the line had an average of more than 5,600. On Saturdays there were 4,626 trips and on Sundays there were 3,601 trips. On October 15, a Haddonfield resident was selected as the one millionth River Line passenger. Thanks to member Lee Winson for this report.

A notice was issued that there would be a change to door operation on the River Line. Effective September 29, the doors of LRVs would no longer open automatically at each station. Passengers were advised that they would need to push the green "OPEN DOORS" buttons on the inside or outside of the cars.

While I have not heard any news about a bill that was filed in the New Jersey Assembly to ban the use of creosote-treated wood, including railroad ties (July, 2004 *Bulletin*), New York's Governor, George Pataki, vetoed a similar bill, even though the bill was loaded with exemptions. *Progressive Railroading* reported that the Railway Tie Association labeled the bill as an "unwarranted piece of legislation."

**Port Authority Trans-Hudson Corporation**

On September 8, Steve Lofthouse was commuting to work via his normal route, Pascack Valley Line and PATH. Fortunately, as you will read in his report, this was an atypical commute. "It was not raining in Rockland County but was raining heavily (leftovers of Hurricane Frances) from Hackensack to Hoboken. We arrived on time (8:15 AM) and I went down to the PATH station where I did not hear any announcements about service disruptions. The first inkling I had of a problem was an announcement that passengers should not board the train arriving on Track 3 (the usual World Trade Center track) since it was a re-routed (?) train. When it arrived, the destination sign said 'NWK,' but the doors did not open, even though there were passengers on board! This was the first time I had ever seen such a thing in over 25 years of riding PATH. Meanwhile, the World Trade Center train came in on the middle track and I boarded and got a seat. The re-routed train left for wherever and we departed about 8:30 AM, and it was very slow going. There were no announcements from our Conductor (at least in my car). After the stop at Pavonia/Newport, we pulled into Grove Street, much to everyone's shock and surprise! By now it was close to 9 AM and there were still no announcements in my car. The platform was packed and while we were stopped, a train marked 'NWK' came in on the other track, but going in the same direction! Now I was sure I had seen it

*(Continued on page 9)*



**Commuter and Transit Notes***(Continued from page 8)*

all! Since I had a seat, I stayed put and rode the train to Journal Square, Harrison, and Newark. I noted packed platforms at Journal Square and Harrison. I also saw several full NJT trains stopped outside of Newark. It appeared that nothing was moving towards New York. Upon arrival at Newark, lots of irate riders (including me) descended on the Conductor, who claimed to have been making announcements all along. Many people got off, but some of us got back on and were allowed to ride out to the turn track, where the train changed ends. We started back towards New York, bypassing the inbound platform in Newark, but picked up riders at Harrison. The rest of the ride to the World Trade Center was uneventful." Needless to say, Steve was very late for work.

Beginning next May 1, NYCT *MetroCards* will work at PATH turnstiles that have equipped with "smart card" technology. PATH QuickCards will not work in NYCT turnstiles. Then, on June 1, the Port Authority will begin issuing "smart cards" which will be used for fare payment on PATH and NYCT. Many years ago when I worked at NYCT, one of my co-workers told me of a project that he was involved in to develop such a joint-use card.

**Amtrak**

The rebuilt Turboliners, which have been out of service (October *Bulletin*) are involved in a new controversy. According to the *Albany Times Union*, under the orders of Amtrak President David Gunn, the three active TurboTrain sets were towed to Delaware for storage on September 21. Two days later, the railroad went into federal court asking that the contract between it and NYSDOT over the operation of high-speed trains be declared "legally dead." NYS Transportation Commissioner Joseph Boardman, who was quoted as saying, "Somebody stole my trains and I want them back," has enlisted the aid of Attorney General Eliot Spitzer. Both sides are blaming each other for the failure of the project. Thanks to member Bob Kingman for the report.

Amtrak's System Timetable (Form T-1) was issued for the period November 1, 2004 – April, 2005. On page one there is a letter from President David L. Gunn announcing that mail and express services are being eliminated for several reasons, including their slowing down trains while those cars were added or removed. Some trains have different schedules because they are no longer tied to contractual mail times.

Ever since the *Acela* trainsets entered service in December, 2000, the *Metroliner* has become an endangered species. However, nearly four years later, you can find them, albeit they have become fewer in number, in this Fall, 2004/Winter, 2005 edition. For the record, the *Metroliner* runs are #101, 102, and 105 (daily), 203, 210, 214, 220, and 223 (Saturday), and 205, 208,

213, 220, 221, 222, and 224 (Sunday).

**Museums**

Branford's next two installments of member recognition cover those who have been members for 35-40 years and 30-35 years. The following Division members were listed in the 35-40 year group: Rev. Robert P. Arce, Howard P. Benn, Raymond Crapo, James E. East, Arthur F. Ferguson, Robert S. Gambling, Louis Iasillo, Julian L. Kerbel, Joseph D. Korman, Frank S. Miklos, and Harold M. Tepper.

The latter group (30-35 years) includes Division members William J. Armstrong, David A. Cohen, Randolph Glucksman, William D. Joyce Jr., Thomas J. Liscoe, Olaf S. Olsen, Norman Olsen, Kenneth E. Rosen, James F. Steiner, and William Wall.

In the July-August, 2004 Seashore Trolley Museum's edition of *Dispatch*, there was an article describing all of the light rail projects to which the museum has lent some type of assistance. They are: San Pedro Trolley (provided the ex-Boston Taylor trucks and motors for the two Pacific Electric 500-series cars and MCB trucks for car 1058), SF Muni F Line (Backup controllers and other maintenance parts), Tampa's TECO Line (former East Boston truck is under Birney 163), and Los Angeles Farmers' Market (a gas-powered double-decker trolley uses PCC trucks from Seashore).

**Other Transit Systems  
Boston, Massachusetts**

Over the weekend of September 18-19, demolition crews removed most of the old Green Line North Station. In a photo essay, which you can find at <http://p217.ezboard.com/fskyscraperguyfrm7.showMessage?topicID=104.topic>, you will find a photo of how this was done. On Monday, Todd spent a little time in the area after work and reported that "the el is down completely from just south of Science Park, down to and then around Causeway Street. The only piece left standing is the corner section that goes from Causeway Street parallel to Canal Street and descends into the old subway portal. The monster equipment from TESTA is stored just yards away, awaiting the call to finish the job. I must say that it is a striking difference! I really love 'L's, but storefronts I never 'knew' existed are now visible. And a bit further down the I-93 alignment, one can now not only see, but walk to/from and drive to/from, the North End, Haymarket, Faneuil Hall, and City Hall. Neighborhoods that have been separate for 50 years are now connected."

On Halloween, the "T" operated extra service on the Newburyport/Rockport Line to Salem. This year, because Halloween occurred on a Sunday, this service also ran on Saturday. Thanks to Todd for the report.

The Ashmont station on the Red Line, which was built in 1927, is being renovated under a \$44 million project. With work already completed at Savin Hill, Fields Corner, and Shawmut, this is the fourth and final Red Line

*(Continued on page 10)*

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

Station to be done.

*Lindenwold, New Jersey*

PATCO modified its Owl (overnight) service as of October 1, by retiming some trains five minutes, but there were also a few 1-to 8-minute changes.

*Philadelphia, Pennsylvania*

SEPTA is once again facing a serious budget crisis. Although its press release did not use the word "draconian," which was described in the September **Bulletin** (LIRR), it did specify that drastic measures would have to be taken unless sufficient funding was provided. Some of the proposals include: an average 25% fare increase, "across the board" 20% system-wide service reduction affecting trips after 8 PM and mid-days; elimination of weekend service, and a loss of 1,400 management and union jobs. Certain peak trains would be combined, resulting in loss of express service. The current \$2 cash fare would go to \$2.50, and the cost of tokens, monthly passes, etc. would also go up. On June 24, SEPTA's board adopted a \$919.7 million budget, with a \$70 million contingency (deficit based on state funding patterns). In early July, the State Legislature awarded SEPTA a local subsidy of \$7.8 million, leaving a shortfall of \$62.2 million. Fares were raised 6.5% (1990), 7% (1995), and 12% (2002). In its supporting documentation, SEPTA reported that since 1990, inflation has been 43.25%.

From **Cinders**: During September, SEPTA began a major effort to upgrade the R6/Norristown Line between 16<sup>th</sup> Street Junction in North Philadelphia and Miquon. 22,000 wood ties will be replaced. Other work to be performed includes brush cutting and resurfacing of the entire 15-mile line over the next 15 months. New timetables that were issued on September 12 provided longer running times during midday hours due to single-tracking. A future phase of this project will upgrade the section between Miquon and Norristown. The RFP for the Silverliner Vs has been delayed again.

New crossing gates are being installed at 36 grade crossings on the R102/Sharon Hill Line, and on the Broad Street Subway in-house renovations (new escalators, new fare booths, etc.) are progressing at various stations. Member David W. Safford, who sent this report, wrote that he was reminded of this work as he recently passed through the Walnut/Locust Station, where the very decent tile work is complete.

Timetables for former Red Arrow Routes 101/Media and 102/Sharon Hill were replaced as of August 30. All Subway-Surface Lines, the Market-Frankford "L," and the Broad Street Subway got new timetables on September 5. And when this was written in mid-October, there was no date for when the PCCs would begin running on Girard Avenue. However, member David W. Safford reported that on October 16, SEPTA offered

free rides on three of the newly renovated PCC-IIs between 10 AM and 6 PM on a route from 38th & Filbert to 61st & Baltimore, with two generous loops en route. Two Regional Rail Lines, R3/Media/Elwyn and R6/Norristown, got new timetables on September 12. Thanks to members Greg Campolo and David W. Safford for sending copies of the timetables.

Last month, in the **Electric Railroads/New York Division Bulletin**, Electric MU rosters were published for several transit operators, including SEPTA. Gathering information for SEPTA was a bit more difficult due to questions surrounding the 400-series rebuilding. What appeared was the best information that I had at press time. David W. Safford did some research and learned that all but ten of the original car order were shipped with transformers containing PCBs. Here is his report. "The last ten were manufactured with silicon-filled transformers, for the good and sufficient reason that by then PCBs had been banned. However a condition of the permitting for the construction of Frazer Shops, which were opened in 1990, was that no PCBs be brought onto the site in any form or containment. (Paoli Shops remains an abandoned wasteland because of the contamination from the electrical work over the years.) In response, SEPTA began in 1991 to rebuild the cars. And now the history becomes murky. My contact assured me that they were rebuilt at the rate of six per year through 1998, with additional rebuilds irregularly after that (presumably as quickly as funds would allow). As they were rebuilt, they were renumbered into the 400-series. Unfortunately, only the numbers from 400 through 460 were available, so even though the cars originally built with silicon transformers were never renumbered, they ran out of numbers before they were done. (Now at this point the astute observer will note that 6 cars per year for eight years is 48 cars, but they rebuilt over 61 cars, so over 12 cars have been rebuilt since 1998, but who knows when? Further, once they ran out of 400-series numbers, they arbitrarily renumbered the rest into vacant slots in other series. They did the same with the entire 9000-series. The result is that many an ex-Pennsy car is numbered in a Reading series.)" There is doubtless a record of all this somewhere, but he was unable to uncover anything further. Reader assistance is requested.

In the August **Bulletin**, it was reported that Route 53 was one of the first routes to get PCCs. Member Bob Wright wrote to tell us that when the first group, 2001-2020, were delivered, they were assigned to Route 53, so it was the first route to operate PCCs. This route was also home to the Brilliners (2021-2023) which were ordered in 1938-39.

*Pittsburgh, Pennsylvania*

Pittsburgh's trolley lines, 42S (South Hills Village via Beechview) and 47L (Library via Overbrook), as well as 46K (Beltzhoover-Knoxville) and 52 (Allentown), got

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

new timetables as of September 5. These timetables were corrected because 42S short trips were not shown on the original September 5 edition, and for 46K, service to Bon Air was discontinued. A few trip times were adjusted on 46K and 52. Thanks to member Mel Rosenberg for sending them.

**Washington, D.C. area**

Over the Labor Day weekend, Metro cut in the west side (Shady Grove-bound) track at the new New York Avenue station on the Red Line. Member Steve Erlitz provided some additional details: This station is being constructed slightly west of the present line, which is west of the Amtrak Main Line into Union Station. The slight angle of the station will put the outbound track to Silver Spring/Glenmont into where the inbound track for Shady Grove presently is. On Labor Day weekend (from 8 PM Friday until opening Tuesday the 7<sup>th</sup>), Red Line trains from Shady Grove terminated at Union Station (using absolute block from Judiciary Square since the crossing is west of that station) and Glenmont trains terminated at Fort Totten. Shuttle bus service was provided between the two stations to Rhode Island Avenue and Catholic University. Passengers were encouraged to change to the Green Line at Fort Totten. The inbound (Shady Grove) track was removed from service and now runs through the yet-to-be-completed station. The old track will be torn up so it can be re-graded (slightly higher) and the outbound Glenmont track will be relocated there over the next few weeks. The New York Avenue station is actually well south of the New York Avenue overpass that goes over it and Amtrak. It is in front of the old Woodward & Lothrop warehouse, just north of the Bus Terminal.

Steve also reported that effective Monday, September 26, Metrorail started running at 5 AM instead of 5:30 AM. Also there are two openings to report: New York Avenue – November 20 and the Blue Line extension on December 18.

**Nashville, Tennessee**

Members Bob and Judy Matten, on a recent visit to Nashville, expected that there would be no rail news to report. However, Bob wrote that as they waited an hour for the bus to take them from downtown to the Opryland Hotel, he studied the bus map and found that work is underway on a commuter rail line between Nashville and Lebanon, Tennessee, a distance of 31 miles. Three of the six stations, Riverfront, Donelson, and Chandler Road, are shown on the map as being under construction. Existing trackage that is owned by the Nashville & Eastern Railroad (a freight carrier) will be used. I checked the RTA website, <http://www.rta-ride.org/services/rail/index.html>, and when service begins in late 2005 it will be marketed as "Music City Star." In the future, the system will comprise these lines.

- Northwest (Briley Parkway, Hendersonville, and Gallatin)
- East (Hermitage, Mt. Juliet, and Lebanon)
- Southeast (Hickory Hollow, LaVergne, Smyrna, and Murfreesboro)
- South (Brentwood, Cool Springs, and Franklin)
- West (Belle Meade, Bellevue, and Kingston Springs)

In search of information concerning the rolling stock that will be used, I emailed RTA and got a next-day response that RTA purchased 11 former METRA gallery cars, which will be powered by a pair of ex-Amtrak F-40s.

**South Florida**

In preparation for Hurricane Jeanne, the fourth hurricane to strike the Sunshine State this year, Tri-Rail service was shut down on Saturday, September 25 after the departures of the 10:40 AM from Mangonia Park and 1:40 PM from Miami. Service was resumed on September 27, eventually reaching Mangonia Park on September 30. However, member Joe Gagne reported that where electricity had not been restored, those grade crossings would be closed until such time as the electricity was restored.

Miami-Dade Transit will replace the 12 original Metro-mover cars, rather than rebuild them. Westinghouse, the manufacturer, is no longer in that business; however, the technology is now owned by Bombardier. What drove the decision is to purchase new, rather than rebuild, is that it would take more than four years to rehabilitate the cars at a cost of \$18.7 million, while building new ones could be done in 22 months at a cost of \$20.7 million. Miami-Dade Transit is also preparing specifications to rehab its 136 Metrorail cars, a project that could cost about \$211 million.

Florida's Department of Transportation has issued a Request for Proposals looking for a consultant to study a 16-mile extension of Tri-Rail service to Jupiter. The South Florida RTA, which manages Tri-Rail, is a partner in this study, which will look at several options, including heavy rail, light rail, and bus rapid transit. Plans call for the selection to be made by next month and the study to require up to three years to complete. Thanks to **Railway Age** for these reports.

To celebrate the past and its second year of successful operation, the cost of riding a TECO streetcar on October 16 was just five cents – exactly what the ride cost in 1946, when the streetcars were retired. In-Town Guide & Map sponsored the celebration, which allowed service to operate from 7 AM-2 AM. Birney car 163 was also available for rides for a \$5 donation.

**Chicago, Illinois**

The Schaumburg station on the Milwaukee District/West (Elgin) Line is being replaced by a new and larger (3,600 square foot) station. Ground was broken during

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

August on this \$3 million project, which is expected to take 18 months. There will be the usual upgraded facilities, platforms will be resurfaced, tactile warning strips will be added, new platform lighting, etc. With 1,600 boardings each weekday, it ranks as the 16<sup>th</sup> busiest of Metra's 225 stations outside of downtown Chicago.

The Chicago Transit Authority's Red Line, a portion of which runs in the middle of the Dan Ryan Expressway, is being rehabilitated. Motorists will be enduring some (generally left) lane closures, but for CTA riders, trains used bypass tracks between 92<sup>nd</sup> and 96<sup>th</sup> Streets for northbound service for a short time in September, and the bypass tracks between 52<sup>nd</sup> and 56<sup>th</sup> Streets through November. This project is expected to be completed during the winter of 2006, and Dan Ryan will have improved signal, track, communications, and power substation systems. Seven of the nine stations, from Sox-35<sup>th</sup> to 87<sup>th</sup> Street, will be rehabilitated. Thanks to Bob Hansen for the news.

**Chesterton, Indiana**

Beginning next spring, buses will replace rail service between Michigan City and Gary so that the nearly 100-year-old catenary can be replaced. This project, part of a \$100 million system upgrade, is set to last 26 weeks.

**Minneapolis, Minnesota**

The second phase of the Hiawatha Line, a 3.6-mile extension from Ft. Snelling to the Mall of America and Minneapolis-St. Paul Airport, is scheduled to begin revenue service on December 4. For the time being, this completes the system at 12 miles and 17 stations. Phase I, from downtown to Ft. Snelling, opened on June 26.

**Dallas, Texas**

DART was set to open a 1.5-mile light rail line to the Victory station at the American Airlines Center on November 13. Located west of Union Station, this spur will branch off from the West End station, but will only be used when special events take place at the AAC. Trinity Railway Express also has a station on this site. With this addition, the DART system comprises 34 stations within a 44-mile system, and there is more to come.

**Las Vegas, Nevada**

The Las Vegas Monorail, a private venture, which opened six months late when service began on July 15, was shut down on September 8, after another driveshaft fell off one of the cars. Prior to going into service, **Engineering News Record** reported that a driveshaft had fallen off a train during a test run. Officials have put a hold on all future extensions until this matter is resolved. During its short run, 40,000 passengers were carried each day. The operators estimate that the financial losses are about \$100,000 per day. **Mass Transit Magazine** for September-October had a feature article on the now-closed system.

**Seattle, Washington**

Sounder announced that it moved a step closer to extending commuter rail service to Lakewood with the purchase of a section of the Lakeview Subdivision. This is the second of three purchase and sales agreements between Sound Transit and Burlington Northern Santa Fe regarding the right-of-way from Tacoma south to the county line. The deal was made last December, and the closing on the final phase of the agreement, extending Sound Transit's ownership of the right-of-way to Nisqually and the Thurston County Line, will be signed in September, 2005. Under the agreement, BNSF will retain a freight easement. Service to Lakewood is set to begin in 2007.

Seattle's Waterfront Trolley, which has been in operation since May 29, 1982, has been threatened with closure due to a proposed Sculpture Garden, which could be built on the property on which the maintenance barn is situated. An article in the **Seattle Post-Intelligencer**, which was sent by Karl Groh, reported that Seattle's Art Museum requires this property so that it can construct additional exhibit space. And, there is not a lot of time to act, as the Art Museum would like to have barn removed by mid-2005. Known as the George Benson Waterfront Streetcar Service, it was named for a former Seattle City Councilman who served from 1974 to 1993 and is known as "the father of the Waterfront Car Line." King County Metro officials, the operators, would like to continue operating and even extend the line. 350,000 passengers are carried annually on its five former Melbourne streetcars, and the line has an operating budget of \$1.3 million.

**Portland, Oregon**

In the September **Bulletin**, I reported that several transit agencies had plans to increase fares. Bob Wright wrote to clarify that TriMet raised its base fare by 5 cents (!) as of September 1. "Fares went from \$1.30 to \$1.35 for a Zone 1-2 ticket and \$1.60 to \$1.65 for a Zone 3 ticket. While this is not so bad, what is remarkable is that the price of an All-day Pass has actually decreased, from \$4 to \$3.50. Also, keep in mind that all transit in the downtown 'Fareless Square' was recently extended to the Lloyd District just northeast of downtown, and is free at all times. TriMet remains a bargain!"

**San Francisco, California**

Over the weekend of October 2-4, Todd Glickman went to San Francisco to visit friends and sent this report. "As a long-time member of the Market Street Railway (Ed. note: Todd is also an active member of the Seashore Trolley Museum), I was delighted to learn that their annual Open House would be on Sunday, October 3 from 10 AM-noon. They offered a members-only session, and then it was open to the general public from noon-5 PM. The featured event was charter rides on the open-air Boat Tram and NOPSI 952. Since MUNI Operators must run the cars over the public streets, MSR

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## CAR ASSIGNMENTS AND DEVIATIONS THEREFROM

### by Bill Zucker

On Saturday, August 14, a train composed of R-40Ms and slant R-40s was laid up at Neck Road. It was in service on **B** on August 16.

On August 20, a train of R-68As was operated on **B** during the morning rush and midday. It was laid up before the evening rush.

#### Around New York's Transit System

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installed. Their reliability increased appreciably. Micro-processors were also installed on R-44, R-62A, and R-68A cars.

#### Flushing Line Consists Turned Around

Starting Tuesday, October 5, 2004, Corona Yard marshaled the entire R-62A fleet on **7** and reversed all of the consists. The five-car unitized set is now on the west (railroad south) end of the consist and the "railfan window" is now on the east (railroad north) end of the consist. Gone is the Manhattan skyline from the "railfan window." By turning the consists, the Conductor's position board now aligns with a full-width cab, eliminating the need for the Conductor to move between cars to change door control positions whenever the platforms appear on opposite sides of the train. Thanks to member Ronald Yee for this report.

#### Pageant of Trains

From 10 AM to 4 PM on Saturday and Sunday, Octo-

ber 23-24, 2004, several trains of preserved subway cars operated on the Brighton Line between Brighton Beach and Kings Highway on behalf of the Transit Museum, in honor of the subway's centennial. Only Transit Museum members were permitted to ride the cars, but the general public was able to observe the trains in operation by standing on the platforms at the Brighton Beach, Sheepshead Bay, Neck Road, Avenue U, and Kings Highway stations or in the street near overpasses along the right-of-way.

R-7A 1575 (R-10 prototype) leads the way as a southbound museum train of R-1 through R-9 cars enters the Sheepshead Bay station on October 23, 2004.  
David Ross  
photograph



#### Commuter and Transit Notes

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volunteers were docents and Conductors. The Boat Tram ran from Duboce Yard over the N line (running through the tunnel in an open car was waaaay cool), and 952 ran on the J route. Peter Ehrlich, running 952, was superb. His controlling and braking were 'top notch.' Going up the hill on the J line, poor 952 could accelerate all the way up to the last resistance notch of parallel. But when Peter tried to ease it into full parallel, it would cut out. He gracefully shut off and brought it back to full series. Coming back down the hill, Peter's braking was smooth, and there was no hint of brake fade nor burning shoes. Duboce Yard is full of restoration activities, and I was told that they have space at Geneva Yard for a building that will protect up to 40 cars! I was also told by the MSR officers at the end of the day, that the event was very successful -- both in terms of sales, and rides to the general public. They expect to have a similar program at the same time next year. The F line was chock full of PCCs and Milan cars, and SRO as usual."

#### From the History Files

15 Years Ago: On November 10, 1989, the MBTA re-

tired the last of its RDCs. The transit agency inherited a large fleet of these cars, but many were rebuilt into diesel-hauled coaches, acquiring a new name -- "Boise Budds." Virginia Railway Express purchased many to help it start its commuter service, and some also ran for MARC, Metro-North, and the no-longer-operating Vermont Agency for Transportation line between Charlotte and Burlington.

25 Years Ago: In November, 1979, AEM-7 900 was delivered and began several months of testing. This design was selected after a very successful demonstration of a Swedish-designed FC-4 electric locomotive. Forty-six production units began arriving in April 1980 to replace the aging GG-1s and the newer E-60s. Unfortunately, 900, along with 903, was destroyed in a wreck at Gunpow Interlocking in Chase, Maryland, on January 4, 1987. This accident, which also claimed the lives of sixteen passengers, occurred when the Engineer of a Conrail train ran through a red signal. The Engineer was later charged and convicted of being under the influence of drugs. A subsequent order for seven additional AEM-7s included replacements for these units, bringing the active fleet up to 54.

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

## Around New York's Transit System

### ATO Testing

In or about September, 2004, NYC Transit started performing ATO (Automatic Train Operation) testing on Track J3/4 between Broadway Junction and Myrtle Avenue for the purpose of CBTC (Communication-Based Train Control) testing. When this General Order is in effect, employees must be alert and expect train traffic in both directions at any time. Therefore, they may access this track only in an emergency. The Train Operator must comply with all posted speed limits. If the train exceeds the posted speed limit when it is in ATO mode, the Train Operator must select Automatic Train Protection Manual Mode. During ATO testing, the brakes must be placed in emergency when the cab is left unattended or employees board and alight.

### Announcements Regarding Stations with Elevators

When a train is removed from service, the Control Center must inform the train crew of the nearest station that is equipped with elevators. The crew must forward this information to the passengers. Following is a list of ADA-accessible stations:

125<sup>th</sup> Street (4 5 6)  
 Grand Central (4 5 6 7 S)  
 Brooklyn Bridge (4 5 6)  
 Borough Hall (2 3; 4 5 northbound only)  
 Atlantic Avenue/Pacific Street (2 3 4 5 B D M N Q R)  
 Simpson Street (2 5)  
 Third Avenue-149<sup>th</sup> Street (2 5)  
 Flatbush Avenue (2 5)  
 Church Avenue (2 5)  
 61<sup>st</sup> Street-Woodside (7)  
 66<sup>th</sup> Street-Lincoln Center (1 9)  
 Main Street-Flushing (7)  
 34<sup>th</sup> Street-Penn Station (1 2 3 9)  
 51<sup>st</sup> Street (6; 4 late nights)  
 Pelham Bay Park (6)  
 161<sup>st</sup> Street-Yankee Stadium (4 B D)  
 Canal Street (6)  
 72<sup>nd</sup> Street (1 2 3 9)  
 207<sup>th</sup> Street (A)  
 175<sup>th</sup> Street (A)  
 42<sup>nd</sup> Street (A C E)  
 Rockaway Park (A S)  
 Howard Beach (A)  
 Roosevelt Island (F)  
 Lexington Avenue (F)  
 21<sup>st</sup> Street-Queensbridge (F)  
 Jamaica-Van Wyck (E)  
 Union Square (L N Q R W)  
 Rockaway Parkway (L)  
 Metropolitan Avenue (M)

Jamaica Center (E J Z)  
 Sutphin Boulevard (E J Z)  
 50<sup>th</sup> Street (C E southbound only)  
 49<sup>th</sup> Street (N R W northbound only)  
 34<sup>th</sup> Street-Herald Square (B D F N Q R V W)  
 34<sup>th</sup> Street-Penn Station (A C E)  
 14<sup>th</sup> Street/Eighth Avenue (A C E L)  
 Franklin Avenue (C S)  
 Park Place (S)  
 Stillwell Avenue (D F Q)  
 Flushing Avenue (J M)  
 Cortlandt Street (R W southbound only)  
 World Trade Center (E)  
 Prospect Park (B Q S)

### R-68/68A Coupler Centering Device

When R-68/68A cars are electrically isolated between units, the Coupler Centering Device activates and locks the couplers between the cars in the centered position. If they are centered, there may be coupler damage or a derailment when the train is moved. If the R-68/68A units must be isolated electrically, the Coupler Centering Device must be deactivated by utilizing the cut-out angles on both cars. These angles are located under the car body near the coupler.

### Correcting Side Door Malfunctions

The door control circuitry on all passengers cars has been modified to eliminate the push button relays' ability to store a "doors open" command when the opening buttons are depressed and the doors fail to open. At a station stop, if the doors open or close without pressing the opening/closing button, the Conductor must check all door circuit breakers in the cab. If the condition cannot be corrected, the Conductor may change operating positions only in cars with transverse cabs. The train must be taken out of service if the cars do not have transverse cabs.

### MDBF is Getting Better All the Time

NYC Transit's *At Your Service* newsletter states that the subway cars set a new record in April, May, and June, 2004, traveling more than a million miles in revenue service between failures. The best performance, 1,368,005 miles, was recorded by the R-142s on 5. The R-68s on N and C were second, with 1,187,000 miles. The 38-year-old R-38s performed very well at 1,113,654 miles.

When the R-68s were new, their MDBF (Mean Distance Between Failures) was only 20,000 miles. When the cars received their SMS (Scheduled Maintenance System) work in 2000, many problem components were changed and a microprocessor form of propulsion was

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