

# The Bulletin



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

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## **The Bulletin**

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## **IRT CITY HALL STATION CLOSED 60 YEARS AGO**

City Hall station, IRT Lexington Avenue Line, was closed on December 31, 1945. Trains still operate around the loop, but generally do not carry passengers. This station is the most unusual in the transit system. The crews on 6 trains and a few other employees (along with the occasional railfan or lost tourist) are the only ones who can see this interesting architecture as the train proceeds at eleven miles per hour around the sharp curve.

This station and all the other Contract One stations were designed by George L. Heins and Christopher Grant LaFarge, who were appointed Consulting Architects on March 7, 1901 at a fee of \$2,500 per annum plus disbursements. They were educated at the architectural school of the Massachusetts Institute of Technology, the first school of architecture in the United States, opened in 1868. Although they are remembered as ecclesiastical architects, they also designed numerous homes and secular buildings during their partnership from 1886 until Heins died in 1907.

Because the City Hall station is on a sharp curve of a single-track line, it is unique. This station, designed by Heins and LaFarge, featured two short stairways leading from the street to a vaulted control room. A wide stairway led to the platform. The floor and wainscot were finished similarly to the other subway stations. The curve of the platform was accentuated by a series of timbrel vaults furnished by the R. Guastovino Company. These vaults were constructed of thin terra cotta tiles bonded with a string mortar and added in layers to form a thin, strong structural vault. The vaults in the City Hall station are made of white matte finish tiles, empha-

sized near the edges with green and brown glazed tiles. Three of the vaults have leaded glass skylights, which opened upwards to vault lights in City Hall Park, like the skylight in the control room. Additional lighting is supplied by twelve chandeliers hung from the center of the vaults, and incandescent bulbs near the platform entrance and in the control room. There are three glazed terra cotta name plates on the platform walls.

The loop under City Hall Park was the first part of Section 1 that was excavated. This portion was a concrete arch structure, 11 feet wide and 14 feet 10 inches high. The excavation was open cut except for the portion under the vaults of the Post Office building and the ten-story New York Times building. Tunnels were dug below these buildings. The entire excavation for the loop was in soft, loamy sand, which was removed by hand-shoveling.

City Hall and several other Contracts 1 and 2 stations were located on curves. Gap fillers were eventually installed at most of the curved stations, but they were never installed at City Hall, which has one of the sharpest curves.

The doors were at the ends of the original cars. Conductors, who were on duty in every car, were able to remind the passengers that there was a gap between the cars and the platform. When center doors were installed, they were controlled by separate levers and were not opened at City Hall. We do not know how the doors were controlled when the cars were converted to MUDC in 1936.

The station was closed on December 31, 1945 after only 230,240 fares were collected for the year ending June 30, 1945.

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## EIGHTH AVENUE SUBWAY by Bernard Linder

We have finally completed our histories and track plans of the IRT and BMT lines. We will begin our IND history in this issue.

Trains were still overcrowded when construction was nearly completed on the IRT Contract 3 and the BMT Contract 4 lines. It was obvious that New York needed more subway lines.

In 1924, the State Legislature passed a home rule bill giving the city control over new routes. On July 1, 1924, the Board of Transportation started preparing plans for the network of subway lines that eventually became the present-day IND.

Construction started on August 18, 1924 under Public School 173 at W. 174<sup>th</sup> Street and Fort Washington Avenue. Work was completed on December 15, 1925.

Mayor Hylan was present at the groundbreaking ceremony, which was held March 14, 1925 at Hancock Square. W. 123<sup>rd</sup> Street and St. Nicholas Avenue. Contracts were awarded immediately for work on the first two sections, W. 111<sup>th</sup> to W. 122<sup>nd</sup> Streets and W. 122<sup>nd</sup> to W. 133<sup>rd</sup> Streets. These contracts stipulated that excavated material not required for backfilling be deposited along the banks of the Hudson River for the extension of Riverside Drive Park, where lawns, playgrounds, and walks were to be constructed.

Contracts were awarded rapidly. In August, 1925, construction was progressing from W. 68<sup>th</sup> to W. 141<sup>st</sup> Streets and from W. 151<sup>st</sup> to W. 174<sup>th</sup> Streets. In 1926, the Board was able to award contracts for construction in midtown and upper Manhattan, but encountered difficulties in the area south of W. 14<sup>th</sup> Street.

Sixth Avenue originally extended only as far south as Minetta Lane (one block south of W. 3<sup>rd</sup> Street). It was extended to Canal Street in the 1920s. The contracts for building the subway were delayed due to litigation over the property to be condemned for this extension. Contracts for the portion on Sixth Avenue and Greenwich Avenue and from W. 3<sup>rd</sup> Street to Park Place were awarded in January and February, 1927 and property owners were ordered to vacate by March, 1927. The buildings were razed after the city took title to the property.

Contracts for the Brooklyn extension—Park Place and Church Street to Jay Street and Jay Street from Nassau Street to Willoughby Street—were awarded in June and October, 1927, respectively.

When we checked the list of contractors who built the new subway, we found that five half-mile sections of the IND were built by Sam Rosoff, a famous New Yorker, who probably built more miles of subway than any man in the world. He was a practical engineer, who had no formal education or technological training, and was honored by many college graduates.

The Rosoff Subway Construction Company built the following portions of the IND:

ROUTE	FROM	TO	DATE AWARDED	BID
St. Nicholas Avenue	W. 122 <sup>nd</sup> Street	W. 132 <sup>nd</sup> Street	March 5, 1925	\$5.2 million
Eighth Avenue	W. 28 <sup>th</sup> Street	W. 38 <sup>th</sup> Street	January 19, 1926	\$5.8 million
Church Street-Sixth Avenue	Park Place	W. 3 <sup>rd</sup> Street	January 15, 1927	\$14 million
Union Avenue	Nassau Avenue	Middleton Street	December 26, 1929	\$8.8 million
Sixth Avenue	W. 40 <sup>th</sup> Street	W. 47 <sup>th</sup> Street	February 7, 1936	\$6 million*

\*Built by Rosoff-Bader Construction Corporation

Sam Rosoff's biography was published in the September, 1982 *Bulletin*.

Contracts for equipment were awarded before construction was completed.

EQUIPMENT	CONTRACT AWARDED	WORK COMPLETED
Station Finish	June, 1928	August, 1931
Tracks and Third Rail	June, 1928	February, 1931
207 <sup>th</sup> Street Yard Buildings	January, 1927*	March, 1931
Station Lighting	August, 1930	August, 1931
Substations	June, 1929	August, 1931

\*City took title to property

By August, 1931, construction was nearly complete and all 300 R-1 cars had been delivered. The Board of Transportation was looking for a private company that would operate the new subway. Neither the IRT nor the BMT wanted this unprofitable Eighth Avenue Subway, whose fare was set at five cents, the same as all the other transit lines.

Meanwhile, the city was conducting negotiations with the IRT and BMT, which were solvent. If the city was able to buy these companies, the combined system could be operated at a profit. But the negotiators could not agree on a price.

The Board of Transportation was reluctant to open an unprofitable subway and it kept postponing the opening date, which was finally set for September 10, 1932 for the portion between Chambers Street and 207<sup>th</sup> Street after the West Side Association of Commerce put pressure on the city to take action.

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**Eighth Avenue Subway**

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**CARS**

In September, 1929, the American Car & Foundry Company was awarded a contract for 300 R-1 cars. Bid price was \$8,708,927. Westinghouse Electric & Manufacturing Company received the contract for 610 motors and controls. Bid price was \$2,659,100. Cars were delivered from August 8, 1930 to April 28, 1931. Delivery dates were as follows:

DATE	NUMBER OF CARS DELIVERED TO 207 <sup>TH</sup> STREET YARD
August, 1930	30
September, 1930	20
October, 1930	30
November, 1930	40
December, 1930	40
January, 1931	40
February, 1931	40
March, 1931	51
April, 1931	9
<b>TOTAL</b>	<b>300</b>

The R-1s were delivered more than a year before the IND was opened on September 10, 1932. Because the Board of Transportation was unable to test the cars, it arrange to have the Thomas F. Mullaney Engineering Corporation test cars 200-214, 381, 382, 384, 385, and 387 on the BMT Sea Beach Line. Before entering passenger service, they were tested on the Sea Beach middle from June 22 to July 9, 1931. One train of R-1s ran every day in Sea Beach passenger service from July 8, to November 27, 1931.

On November 20, 1931, long before the subway was opened, contracts were awarded for 500 additional cars.

CONTRACT	DESCRIPTION	COMPANY	BID PRICE
R-4	Cars	American Car & Foundry	\$10,531,500
R-5A	Motors	General Electric Company	\$2,392,500
R-5B	Controls	Westinghouse Electric & Manufacturing Company	\$1,230,000

The IND was extended several times and additional cars were placed in service to accommodate the increased ridership, as shown in the following tables:

R-4 CARS 400-899		R-6 CARS 900-1399		R-7 CARS 1400-1649	
Date	Number of Cars	Date	Number of Cars	Date	Number of Cars
February, 1933	76	December, 1935	30	September, 1937	8
March, 1933	158	January, 1936	40	October, 1937	32
April, 1933	132	February, 1936	84	November, 1937	39
May, 1933	93	March, 1936	99	December, 1937	47
June, 1933	41	April, 1936	78	January, 1938	22
		May, 1936	90	February, 1938	2
		June, 1936	45	March, 1938	35
		July, 1936	28	April, 1938	47
		September, 1936	6	May, 1938	18
<b>TOTAL</b>	<b>500</b>		<b>500</b>		<b>250</b>

R-9 CARS 1650-1802		R-10 CARS 1803-1852, 3000-3349	
Date	Number of Cars	Date	Number of Cars
March, 1940	5	November, 1948	66
April, 1940	20	December, 1948	36
May, 1940	10	January, 1949	49
June, 1940	35	February, 1949	40
July, 1940	20	March, 1949	50
August, 1940	27	April, 1949	28
September, 1940	25	May, 1949	27
October, 1940	11	June, 1949	59
		July, 1949	44
		August, 1949	1
<b>TOTAL</b>	<b>153</b>		<b>400</b>

## NEW YORK CITY SUBWAY CAR UPDATE

### by George Chiasson

Happy Holidays, Everyone!

Finally, after a long and otherwise productive hiatus, the pieces are in place to assemble another installment in our ongoing historical narrative. For all intents and purposes, the first major change of IRT equipment in more than 15 years (and possibly the last for another 15) is now complete. In fact the torch of transformation has been passed to the Subdivision "B" lines, where this process has the potential to continue over the next several years, if not even for decades. So in this Update let us mark a "jump-over" point in the long and glorious history of New York Subway rolling stock.

#### PART A: NYC SUBWAY UPDATE-NOVEMBER 11, 2005 (SUBDIVISION "A" LINES) R-142S Finale and End of ④

Following a two-month hiatus, delivery of the R-142S contract resumed upon the arrival of cars 7796-7805 on March 10, 2005 and concluded with the conveyance of 7806-7810 from Kawasaki Rail Car's Yonkers assembly facility on April 1, 2005. After a similar period of abeyance, the sixth train of R-142S' (7786-7795) was placed in ④ service on March 11, 2005, and the seventh (7796-7805) on May 20. The eighth and final 10-car set of R-142S equipment, which closed out the 5½-year delivery and phase-in of 1,630 New Technology Train cars for Subdivision "A," consisted of cars 7751-7755 and 7806-7810 on Friday, June 3, 2005. 7752 had been returned to NYC Transit on April 1 with cars 7806-7810 after undergoing remediation work at Yonkers, while the rest of that unit (7751-7753-7754-7755) sat at E. 180<sup>th</sup> Street Yard for several weeks. Beyond this, no other changes have occurred with the either the R-142A or R-142 fleets through November 11, 2005.

Effective with new schedules on May 29, 2005, skip-stop ①/⑨ service on the Broadway-Seventh Avenue side of Subdivision "A" was discontinued, and all ① weekday trains began making all stops for the first time since 1989. One train was added to ① operating schedules as a result, upping its maximum rush hour requirement from 320 cars to 330. There are 390 unitized R-62As assigned to ① service, based at 240<sup>th</sup> Street Shop near Van Cortlandt Park.

#### R-62 and R-62A Notes

Immediately after 7786-7795 were accepted, Kawasaki R-62s 1311-1315, 1351-1355, and 1406-1410 were shifted from Jerome to Livonia (④ to ③) on March 14, 2005. This left just one 10-car train of R-62s active on ④, plus one spare five-car unit. In addition, some of the single unit R-62As that were assigned to S-42<sup>nd</sup> Street Shuttle service (and used on ③ in their spare time), began to appear at Jerome Shop, to which their maintenance responsibility was reputedly being transferred. By

the end of March, the lone train of 1900-series R-62A single units was no longer showing up on ③, then on April 7, 2005 instead began to appear on ④, minus the blue identification tape beneath the number boards, which the cars had borne since delivery in 1986-87. As on ③, the single R-62A train was only seen on weekdays "as required" and proved to be a short-lived proposition. Their last reported observation occurred on April 22, after which the train disappeared again, and the single units designated for S-42<sup>nd</sup> Street Shuttle service reappeared at Livonia Shop.

At that time, one of the last three R-62 units from ④ (1321-1325) was shifted over to ③, leaving just ten cars for Lexington-Jerome service. This became the last non-New Technology (R-142/142A/142S) equipment on the entire East Side, and as things eventually worked out, 1316-1320 became the only R-62s on ④ not to be transferred at some point to duty on ③. These cars have (thus far) now persevered in their original assignment for over 21 years. Indeed, a check of original delivery records reveals that cars 1318, 1319, and 1320 were among the original 20 R-62s placed in ④ service (at that time as independent single units) on May 7, 1984. A second R-62 train of random nature was often used on ④ during the latter part of April and most of May, 2005, apparently drawn from reserve equipment off ③. Finally, on May 20, 2005 R-62s 1371-1375 and 1536-1540 were transferred outright from ③ to ④. These were joined by R-62 unit 1541-1545 as of July 10, which provided a spare set of equipment to support two ten-car trains. As stated in the February, 2005 Update, the current R-62 assignment split (290 on ③, 25 on ④) could linger in some variation for years to come.

With R-62 assignments more or less finalized, the "spare" train of single-unit 1900s was returned to ③ service on its nominal "as required" basis as of May 20, and remained so until it disappeared again in early July. At that time three single units (1912, 1922, and 1956) were temporarily farmed out for Revenue and Refuse Collection duties, granting air-conditioned equipment to such personnel during the hot summer weather. By mid-August single R-62A 1953 was observed in this role as well, but all four were back in the passenger fleet and ready for service once again by September 12, 2005. From that point forward the train of 1900-series R-62A single units was again used on ③ as needed, and continues as such through November 11, 2005. Again, this chain of events may be a perennial occurrence for the indefinite future. Contrary to what had been anticipated in the last Up-

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## New York City Subway Car Update

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date, single R-62As 1925 and 1935 never did enter passenger service on ⑦. In fact, both retained their 42<sup>nd</sup> Street Shuttle cabs and were back on ⑤ as of March 14, 2005. By early April, single car 1921 was there as well, complete with its 42<sup>nd</sup> Street Shuttle cab restored, and the final assignment "split" for single units 1901-2155 (less 1909) was set. The 30 cars retained on the Main Lines (now based at Livonia for ③ and ⑤) are identified as 1905, 1908, 1912, 1917-1922, 1924-1927, 1929-1931, 1933, 1935-1937, 1940, 1941, 1945, 1946, 1950-1953, 1955, and 1956. Of these, 1921, 1926, 1930, 1931, 1936, 1940, 1941, 1945, 1946, 1950, 1951, 1955, and 1956 have full-width cabs at one end. This leaves the balance of 224 cars (1901-1904, 1906, 1907, 1910, 1911, 1913-1916, 1923, 1928, 1932, 1934, 1938, 1939, 1942-1944, 1947-1949, 1954, and 1957-2155) based at Corona for long-term use on ⑦.

Starting on or about September 14, 2005, a handful of single units on ⑦ began to "cluster" in numeric groups, arranged as six-car sets to complement the five-car units in creation of the necessary eleven-car trains. Through the fall of 2005 this process continues and as of November 11, most 2100s have been so marshaled, along with some 2000s, while all three series have been at least matched into pairs to this point with few exceptions. It appears likely that single units 1958-2155 (198 cars) will be serialized into 33 six-car sets, with the remainder creating four additional groupings. Due to the nature of assignments, these would be numerically non-consecutive, with two single cars left over. This evokes the practice of a decade ago, when R-62s and R-62As on ④, ⑥, and ① (in that sequence) were gradually serialized as single units to provide for their eventual unitization as permanently-coupled five-car sets. At this stage, however, there is no evidence or indication that the single cars of ⑦ will completely follow suit. Rather, to date it has been noted that when a serialized set has been "broken," another "pair" of single R-62As has been temporarily inserted into that particular set.

### Redbird Conversions

Subway Series R-33S 9327 and former R-22 work motor 7371 were conveyed to the Seashore Trolley Museum in Kennebunkport, Maine on June 14, 2005. There they join the sole surviving 1904 "Gibbs" Hi-V motor (3352) and a pair of IND R-1/9 class cars (800 and 1440), to yield a fair representation of the overall evolution in New York Subway equipment. Of the remaining 38 ex-Flushing single units, 9307-9310 seem to have taken up residence at their original home in Corona, still in their passenger livery. Several others (9312, 9314, 9318, 9319, 9328, 9330, 9331, and 9333) have been employed in utility duties and now sport yellow-painted body ends. No Worlds Fair R-33 has as yet

been completely repainted out of its basic "Redbird" scheme.

Of the former group of "SMS" or Reserve Main Line R-33s, Rider Car conversions were continued without interruption over the summer, encompassing Redbirds which had been resting at Coney Island in February, as well as additional cars brought down from 207<sup>th</sup> Street. Through early November, 2005, the list of known conversions included: RD400-8986, RD401-8987, RD402-8957, RD403-8956, RD404-8859, RD405-8858, RD406-8868, RD407-8869, RD408-8890, RD409-8891, RD410-8954, RD411-8955, RD412-8817, RD413-8816, RD416-8964, RD417-8965, RD418-9066, and RD419-9067. The former identities of RD414, RD415, and RD420-RD423 have not as yet been established. R-33s 8996/8997 and 9000/9001 now have no windows, but instead sport screens as they reside at 38<sup>th</sup> Street Yard for refuse collection. Cars 8812/8813 are also stationed there (and elsewhere as needed) but so far have remained intact. 8834/8835 and 8888/8889 are also assigned to work service, the latter often operated with the yellow-ended R-33 Worlds Fairs.

### PART B: NYC SUBWAY UPDATE-SEPTEMBER 30, 2005 (SUBDIVISION "B" LINES)

Note: The following Subdivision "B" Update paragraphs, summarizes, and/or expands upon work included in the *Bulletin* through 2005. It covers events from January 15 through September 30, 2005.

#### And Now...The R-160

In a state of relative secrecy, the first of 260 Kawasaki-supplied R-160s, car 8713, arrived at 207<sup>th</sup> Street Shop on July 20, 2005. The remainder of the first (8714-8717) and all of the second five-car set (8718-8722) was on MTA New York City Transit property as of July 29 and marshaled one car at a time. The entire train was based at Coney Island Shops, and after preliminary static testing, was making Instructional and Clearance tests around Subdivision "B" by the end of September, 2005. "Static" tests are standard procedure for such neophyte rolling stock, and determine the functionality of electrical and pneumatic systems, both with and without power. As a satisfactory level of performance is achieved (in general), the equipment is able to test in the field, and then must measure up to its contract's performance specifications before the program is able to proceed. The R-160B Pilot Train strongly resembles the R-143s in service on ①, but has "split" storm doors through the units between operating cabs (as on an R-142), and is designed to be fully compatible with the R-143s. It is not equipped for CBTC operation, however. After a flurry of rumored troubles, lead contractor Alstom was reportedly "proceeding" with fabrication of its own pilot train, consisting of two four-car sets (designation R-160A/Dash 1), to be delivered late in 2005 and based at East New York. When the cars successfully pass

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## New York City Subway Car Update

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their trial phase (presumably sometime in 2006), fabrication and delivery of the balance of the 660 cars on order from both builders will proceed. Option I to the order, increasing from the base of 660 to 1,000 cars, was

enacted upon approval of MTA's 2005-2009 Capital Plan, while Option II, which will bring the total order to 1,700, was funded through passage of a recent New York State referendum. By 2014, the completed R-160 contract plus options is intended to assure the replacement of all Subdivision "B" rolling stock through the R-44. New specifications developed by NYCT during the past three years (reportedly in the form of a new 75-foot car) should eventually mature into the next acquisition contract to replace the R-46 fleet by 2016 or so.

**Early 2005: Last of the R-143s; The Eighth Ave. Fire**  
As the installation of CBTC equipment accelerated early in the year, 8117-8120, the 53<sup>rd</sup> and final set of R-143s, was in passenger service on **L** (and **M** weekends) as of January 17, 2005. On January 23, a serious fire in an Eighth Avenue Subway relay room near Chambers Street led to the suspension of Rockaway Park **A** and **C** service. **V** trains were extended from Second Avenue to Euclid Avenue via Jay Street-Borough Hall and the Fulton Street local tracks. In this form, **V** saw R-32 trains from Jamaica and Pitkin, and R-38s from 20<sup>th</sup> Street, along with R-46s from Jamaica. This included a few trains of the mixed R-32/38s nominally assigned to **A** and **C**. **C** was resumed on a reduced schedule starting February 1 (while **A** returned to its natural state as an uptown express train), and **V** again operated to Second Avenue with strictly R-46s. **C** service was stepped up and the Rockaway Park **A** returned on February 14, at which time two R-32 trains were temporarily imported from Jamaica (**EFR**) to Pitkin for **A** and **C**, owing to the extended operating time required. These included Phase Is 3432/3433, 3664/3665 and 3694/3695 along with Phase IIs 3466/3467, 3604/3605, 3640/3641, 3712/3713, 3724/3725, 3762/3763, and 3930/3931. Two days later, another ten-car train of Phase II R-32s was brought over to **A** and **C** from Coney Island (3420/3645, 3478/3479, 3546/3547, 3564/3565, and 3692/3693), and all remained until approximately March 7, by which time the Eighth Avenue routes were gradually being restored to a relative state of normalcy.

### Mid-2005: The Continuing Story of Coney Island's R-32s

Meanwhile, the Phase II R-32s based out of Coney Island continued to see regular use on **O** through early 2005, but as time went on tended to wander about. As early as January 31 they were sometimes being seen

on **N**, where they had been stationed prior to their total dismissal in March, 2003. This then became their regular assignment by February 21, after which time they were no longer seen on **O**. Coney Island R-32s then started showing up in part-time **W** service about a week or so ahead of the Spring Pick (approximately May 20, 2005). With the new schedules in effect on May 29, **N** trains were re-extended from 86<sup>th</sup> Street (to which they had been curtailed in 2001) to the reconstructed terminal at Stillwell Avenue-Coney Island. To provide equipment for the added train required for operations, Phase II R-32s 3422/3423, 3462/3463, 3540/3541, 3790/3791, and 3858/3859 were transferred from Jamaica (**EFR**) to Coney Island (**N**, sometimes **W**), bringing this segment of the Subdivision "B" fleet up to 50 cars. Things remained static through the balance of the summer, though after about September 23, 2005 the Coney Island R-32s seemed to become more frequently seen on **W**, while also still appearing regularly on **N**.

### And As For the R-68s...

Coney Island-assigned R-68s have not been regularly seen on **D** (especially weekends) since December, 2004, when 2776-2795 were transferred to Concourse. Starting with late January and on various dates through September of 2005, R-68s and/or R-68As have been observed in service on **B** and **W**, with one train even lasting on **B** for the entire week of June 6-10. An actual transfer, though, occurred in kind with the Spring Pick of May 29, at which time R-68 (Dash 1s) 2796-2803 were shifted from Coney Island (**NO**) to Concourse (**D**). Their removal was compensated through the addition of Coney Island R-42s 4922-4933, which were transferred from East New York (**JZLM**) to Coney Island and mixed into R-40M/42 consists on **B**, **N**, and **W**. As long-term SMS work on the older R-68s wound down, equipment needs for **D** returned to normal levels, and on about September 19 cars 2784-2803 were returned from Concourse to Coney Island, where the class remains in base service on **N** and **O**. Finally, in a comparatively minor move to lower their inspection mileage window, Phase I R-32s 3383/3890, 3834-3837, 3856/3857, 3864/3865, 3868/3869, 3872/3873, 3894-3897, 3912/3913, 3928/3929, and 3932/3933 (the highest-numbered 24 cars) were moved from Pitkin to 207<sup>th</sup> Street on September 26, 2005. Since that time, these have been pooled with all 60-foot equipment based out of 207<sup>th</sup> Street and thus are commonly mixed in trains with R-38s on **A** and **C**.

### Conclusion

We will keep working to identify those new rider cars as they appear and whatever else comes along. Meanwhile, bid a fond farewell to the placidity of 2005, for 2006 promises to usher in a whole new round of change.

## HUDSON-BERGEN LRT UPDATE

by John Pappas  
(Photographs by the author)

Hudson-Bergen's tunnel under the Palisades, to be known as the Light Rail Tunnel to avoid confusion with the other rail tunnels, is nearing completion. Service through the 4,096-foot bore is scheduled to begin on December 31, but for non-revenue trips initially. Passengers will be carried as far north as Port Imperial

Ferry, with trains continuing without riders to Tonnelle Avenue. This is a common way of breaking in a new line segment. Revenue service through the tunnel will start as soon as the Bergenline station work is finished and the safety equipment is certified by the State of New Jersey



River Portal, immediately north of the Port Imperial Ferry station.



Tunnel section inside the River Portal, showing shotcreted section of the roof (formerly brick lined).



Bergenline station showing northbound (toward Tonnelle Avenue) platform.



The North Bergen end of the tunnel, with new concrete portal.



The Tonnelle station, looking northwest from Tonnelle Avenue.

# Commuter and Transit Notes

by Randy Glucksman

## MTA Metro-North Railroad (East)

While driving on the Harlem River Drive on October 13, I noticed a train of out-of-service M-1s with an ACMU on the north end, in High Bridge Yard.

A mystery may have been solved. En route to the Croton-Harmon Open House, member Bob Underwood wrote, he noticed a string of 10 Bombardier cars (possibly some of the ex-west-of-Hudson cars) in a siding near Tarrytown, and 12 similar cars in CSX Croton North Yard. As was previously reported, the contract with Bt<sup>2</sup> was canceled and so the location of at least some of those cars is now known. The contract was to be re-advertised on October 21.

As of September 30, 214 M-7 cars were in service. The latest cars are from the first option of 120 cars.

Member Bill Zucker wrote of a recent trip to Peekskill, where he saw many out-of-service M-1s on various sidings all along the line, "as well as an occasional ACMU (I think there was even a long-out-of-service 1000-series - not 1037, I'm pretty sure). They had 'FICX' markings. (*Editor's Note: FICX stands for the Frontier Salvage Company, which is located in Ohio. Reportedly it has an atmospherically sealed facility that meets OSHA and EPA standards to contain asbestos and lead paint as well as any other contaminants that are set free as the cars are cut up for scrap, and it possible that the derelict FL-9s and SPVs may also be headed there.*) I also noted that while 8227 was in one of these lines of O/S cars, 8226 was mixed into a train of M-3s. The New Haven Line has numerous mis-mated units; it happens occasionally with the Harlem/Hudson cars. Hopefully, some of the better M-1s, which really should not be retired, will be used to replace some of the poorer M-3s, which might go instead."

## MTA Metro-North Railroad (West)

New timetables were issued effective October 30. Per a request from NJ Transit, a Ramsey/Route 17 stop has been added to one AM and one PM Port Jervis Line peak-hour train. "Getaway Service" operated on the eve of Thanksgiving Day, and there was additional train service on Thanksgiving Day, post-New Years Eve, and Presidents Day (February 20). On the Pascack Valley Line, several trains were adjusted by a few minutes to reflect actual performance. On this line there will also be getaway service with the usual cancellations of later trains because the trains cannot be returned to Hoboken on this still single-track line. On three Mondays, December 26, 2005 and January 2 and February 20, 2006, a special schedule of three inbound and four outbound trains, providing approximately hourly service, will operate in the AM and PM, respectively.

## Connecticut Department of Transportation

Shore Line East timetables were changed as of October 30. There were a few minor timing adjustments. Thanks to member David A. Cohen for sending copies.

Bob Underwood also wrote that the article which appeared in *The New Haven Register*, and which I quoted in last month's *Bulletin*, was not totally correct. The Guilford station was not completed, as passengers are still using the wooden platforms, and as far as Bob knows, no construction of any kind has taken place at Madison or Westbrook.

*The New Haven Register* reported that Governor Jodi Rell, angered by a 7-month delay in the state's efforts to renovate the 26 ex-Virginia Railway Express rail cars, sent a letter to CDOT ordering it to swiftly seek new bids and to submit weekly progress reports to her office. When the first of these cars arrived in October, 2004, Governor Rell told the assembled crowd that she did not care that the cars still had their VRE markings, just as long as the cars were placed into service as quickly as possible. A DOT spokesman told the *Register* that when bids came back in April, the bidders were all rejected as being unqualified to do the work. To determine why this occurred, a consultant was hired to re-inspect the cars and determine if the specifications were correct. In the meantime, 12 of the cars are in service on Shore Line East, allowing an equal number of Bombardier coaches to be transferred to Metro-North. As presently configured, the ex-VRE cars cannot operate west of New Haven. New bids were being requested for early next year. Thanks again to Bob, for the news.

## MTA Long Island Rail Road

Special weekend construction timetables were issued for the Port Washington Branch (October 22-23) to perform drainage culvert work east of Great Neck, the Port Jefferson Branch (October 29-30, November 5-6 and 12-13) for switch replacement east of Huntington, and for the Ronkonkoma Branch on October 8 and October 20 for Sperry Rail Testing.

The new schedules which went into effect under General Order 203 on November 14 include midday busing on the Montauk Branch. Schedules were changed due to mark completion of the weekend concrete tie replacement work on the Main Line between Jamaica and New York Penn, track work between Queens Village and Jamaica, and the Merritts Road Crossing work. Customers on three eastbound trains AM and early PM trains boarded buses at Babylon for stations between Bay Shore and Speonk. Customers on the 10:30 AM train from Patchogue and the 2:02 PM westbound train from

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**Commuter and Transit Notes**

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Speonk boarded buses at these stations and then transferred to trains at Babylon to complete their trips. These timetables were to be replaced on December 11.

**NJ Transit**

KNOW YOUR TIMETABLES, was the headline on the October edition of *FYI*, and first thing that came to mind was David Letterman's occasional feature, "Know Your Current Events," wherein members of the studio audience can win prizes for answering current events questions correctly. The highlights mostly involved Northeast Corridor service adjustments, many of which were reported in the November *Bulletin*. There were minor timing changes on some of the other rail lines. A much-reduced schedule will operate on the Montclair-Boonton Line on December 26, 2005 and January 2 and February 20, 2006. There will be 3 trains from Lake Hopatcong to Hoboken and 3 from Montclair State University to New York Penn in the AM and PM. There were also some changes to the schedules of other lines due to "Getaway Service."

According to NJ-ARP, since late last year, NJ Transit has been "quietly" drafting design and engineering plans and seeking funding sources to link its Atlantic City Line with the RiverLine. A transfer station linking these two rail services had been in the initial plans for RiverLine construction, but dropped as fiscal cost-cutting ensued, generated in part by continuing naysayers who questioned spending any money for the RiverLine at all.

HBLRT service was suspended for about two hours during the afternoon of October 18, after a Conrail crew reported that its members were injured by what was determined to be shots fired by a BB gun. The incident took place on the Chemical Coast Line (former Central Railroad of New Jersey Main Line), which parallels HBLRT's Bayonne Branch. Two people were arrested; one had a gas-powered BB gun, the other a long rifle. Buses temporarily replaced the trolleys during the investigation.

On October 29, Hudson-Bergen Light Rail service was extended to Port Imperial, weekends only. The trip times in the inbound direction were adjusted slightly, for minimum layover at Hoboken. Additional two car trains are being operated on weekdays during the peaks. All three *Bayonne Flyer* trains operate as two cars. One afternoon Bayonne local train operates as a two-car unit until around 7 PM. These assist with the continuing increases in ridership, including reverse peak from Essex St. to Hoboken for train connections, no doubt helped out by the free use of the train passes now on H-B. Inbound evening *Bayonne Flyers*, which had been turning at the tail track east of Newport Center, now operate to

Hoboken. Some of the new cars have been tested during the afternoons on weekends.

The big stumbling block to revenue service to Tonnel Avenue, which was to have started this year, is approval of the complex system of fans and dampers to handle smoke emergencies. All of this requires testing, training personnel on their use, and getting the public safety officials in about half a dozen cities to buy in, plus the state safety sign-off, all of which means it is still too early to predict a starting date for the full operation. This could possibly occur sometime in January, but non-revenue cars are scheduled to operate there beginning December 31. When revenue service does begin to Tonnel Avenue, there are to be three routes: Hoboken to Bayonne, Hoboken to Tonnel Avenue, and Tonnel Avenue to West Side Avenue, bypassing Hoboken. Headways will be as they are at present, 10 minutes peak, 15 base, and 10/20 nights.

**Port Authority Trans-Hudson Corporation**

On October 27, the PA released the design for its PA-5 car, which will be built by Kawasaki under a \$499 million contract. Like its predecessor the PA-4, there will be three sets of doors per side. The PA-5s will add on-board video, closed-circuit television recording capability, improved lighting, air conditioning, and heating, pre-recorded station announcements, better signs, and the capability for passengers to communicate with the crew. The cars are based on NYCT's most recent car deliveries, but are designed for one-person operation. Some color will be added—the cars will have a blue PATH logo and trim. Delivery of this 340-car order is set to begin in 2008, with completion in 2011. By that time, the existing fleet will have an average age of 33 years, with some cars being 40 years old.

Very quietly, without any of the ceremonies that marked other events at the World Trade Center site, workers began construction of a 168-foot-long wooden trough in the shape of a gentle S curve on November 3. *The New York Times* reported that this trough will eventually become the footing of a seven-foot high retaining wall, which will hold four feet of fill, on top of which ballast will be laid for a temporary Track 6 alongside the future Platform D. The existing configuration is five tracks and three platforms. Doing this is controversial, because the area that this will occupy is a portion of what is known as the "footprint" of the World Trade Center. Plans call for placing Track D and this new platform into service in early 2007, at which time some of the other tracks would be removed from service to enable construction of the new station in the Fulton Street Transportation Center. Coincidentally, it was exactly 39 years earlier that the first concrete was poured into the first trench for the first telephone vault at the original World Trade Center.

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

A news item in last month's **Bulletin** prompted member Dennis Zaccardi to "Google" the word "zoetrope," and he found that is an optical gadget that uses the persistence of vision to create the illusion of motion. It's basically a cylinder with slits around the circumference and a set of pictures glued to the inside. When it is rotated and viewed through the slits, it gives the illusion of motion of the pictures inside. Obviously, PATH riders are not in a cylinder, but the premise is the same. To learn more, you can visit <http://courses.ncssm.edu/gallery/collections/toys/html/exhibit10.htm>.

**Metropolitan Area**

During the second week of November, the Partnership for New York City, the city's major business association, suggested that cars entering Manhattan south of 60<sup>th</sup> Street be forced to pay a congestion price, similar to what has been in effect in parts of London since February 17, 2003. For details, please see the March, 2003 **Bulletin**. Each work day, 840,000 enter this area south of 60<sup>th</sup> Street, and the Partnership's recommendation would subject each vehicle (with some exceptions) to a \$7 charge. Vehicles that are already in this "zone" would pay \$4, and the West Side Highway and FDR would remain free. Promoters of this idea cite the success of London, where traffic congestion has been reduced by one-third, and some bus lines are moving twice as fast as before. A spokesman for Mayor Bloomberg said that this plan was not on the mayor's agenda.

**Amtrak**

This paragraph has been deliberately placed out of chronological sequence because of its importance. On November 9, in what can best be described as coming totally out of the blue, the Amtrak Board of Directors fired the railroad's president, David Gunn. The reason cited was that the members want a leader "with vision and experience." My opinion and probably that of many others is that one could not find a person with his level of experience and track record. Rep. John Mica (R-FL) said Gunn was fired because of a clash over the Board's vote in September to authorize splitting off the Northeast Corridor, an idea backed by the anti-Amtrak Bush Administration. The corridor accounts for the largest share of the railroad's ridership. In a letter to Amtrak employees, Board Chairman David M. Laney told them that the Board has named Chief Engineer David Hughes as Acting President and CEO to run the railroad while a national search is conducted for Amtrak's next leader. Continuing, Mr. Laney praised Gunn's efforts in improving the railroad over the past three years.

The fallout from Gunn's firing came immediately, first from Senator Charles Schumer (D-NY) who said that his staff was investigating whether, since only one of the

Amtrak board members had been confirmed by the Senate and the others had not, the firing was technically legal. All Aboard Ohio, a non-profit organization, called for the immediate rehiring of David Gunn and the firing of U.S. Transportation Secretary Norman Mineta, on the grounds that Gunn's firing "was a direct threat to Ohio's passenger trains and the future of the proposed Ohio hub system." Bill Hutchison, President of All Aboard Ohio, noted this act of desperation by Mineta came only days after the United States Senate overwhelmingly passed Amtrak reform legislation, 93-6. In addition to structurally reforming Amtrak and requiring it to compete with other railroads to operate publicly funded trains, the legislation would also permit an increase in capital funding to modernize Amtrak's trains, tracks, and stations while reducing its debt burden and lowering its annual operating subsidy by 40 percent. Also, Congress recently turned down Mineta's request to eliminate dining and sleeping car services on trains – essentially reducing them to steel-wheeled buses that would have eroded ridership. The editorial column in the November 10 **New York Times** contained a section that was entitled "Amtrak Derailed," which strongly supported David Gunn and criticized his firing.

I was forwarded an email that was written by Ross Rowland, who is a former Amtrak board member. This is what he wrote: "During my 4-year tenure on the Amtrak BOD (1982-86) we were able to get a whole lot done in terms of Congressional support by leveraging our strong Congressional friends whom the Administration needed from time to time when a vote was down to a handful of votes needed to pass to get others on board (such as (the following) week's vote in the House on the budget resolution). Don't be too surprised if...all this angst caused by Mr. Gunn's 'release' results in not only the long-distance trains staying—but in a strong bipartisan statement of support with a biggest ever multi-year funding commitment. Although it's clearly a huge long shot I would submit that it's possible that Mr. Gunn might be brought back to lead the effort! Remember where you heard it first!" Stay tuned.

(Then-) Amtrak President David Gunn continued his tradition of including a letter in the Amtrak System Timetable (Form T-1), which will be in effect from October 31, 2005 through April 2006. He wrote that the railroad is now operating a full *Acela* schedule. In addition, reservations are now required for all *Empire* service trains between New York, Albany, and Niagara Falls, as well as on Springfield-New Haven trains. Amtrak's backshop continues to rebuild and overhaul passenger cars and locomotives, and by the end of this year, over 700 cars/diesels will have been returned to service.

The *Metroliner* name, which was removed from the April timetables, and then restored when the *Acelas* were taken out of service, is still alive in the October 31

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

editions, although there are only two of them. They operate on weekdays as Train #2300 (10 AM Washington, D.C./New York) and #2301 (6 PM New York/Washington, D.C.), and were formerly numbered #102 and #105.

The special Thanksgiving schedules were issued for the period November 22-28.

Rail service returned to New Orleans on November 4, with the arrival/departure of Trains #1/2, the tri-weekly *Sunset Limited*. Service had been cancelled east of San Antonio since August 27, just before the arrival of Hurricane Katrina. At press time, there was no word on the *Crescent* (#19/20) nor the *City of New Orleans* (#58/59), still terminating at Meridien and Hammond, Mississippi, respectively. Greyhound started running buses into New Orleans on October 31.

**Rosa Parks**

Rosa Parks, who died on October 24, at the age of 92, had a dramatic effect on the transportation industry in the southern United States. Until that fateful day 50 years ago, when she refused to give up her seat to a white man and move to the back of the bus in Montgomery, Alabama, the Jim Crow Laws ruled in that part of the country. Ms. Parks was arrested, convicted of violating segregation laws, and fined \$10 plus \$4 court costs, quite a bit of money in those days. A nearly 13-month black boycott of that city's buses plus a successful court challenge was the beginning of the end of such laws. The Civil Rights Act of 1964 finally did them in. As a pre-teen in 1959, my family flew to Miami for a vacation, but my father believed that we should see the country rather than fly over it. So, we returned to New York via Greyhound, stopping in various cities along the way. I can remember all of us being shocked when we saw the separate waiting rooms and water fountains that were encountered along the way. Later, when I studied the Civil War and the aftereffects in school, and the discussion of Jim Crow came up, I knew exactly what the teacher was talking about. This came back to me during our summer trip, which I wrote about in the October *Bulletin*, while riding the ex-New Orleans trolley at the Chattanooga Choo Choo Hotel. Some of the seat frames were the original ones which had the holes into which the signs which separated blacks and whites were inserted. At the end of the ride, I asked the operator, "Edward the Conductor," a black man, why he did not mention this during his talk. He told me that when he did speak about this, some people complained or became uncomfortable. However, he did tell me that when he had black groups aboard, he did talk about this issue. Ms. Parks' legacy lives on in many cities, including Los Angeles, where the Blue and Green Lines station at Imperial and Wilmington has been renamed in her honor. Several years ago a General Motors bus,

2857, which is believed to be the exact bus in which she refused to yield her seat, was completely restored and can be seen at the Henry Ford Museum in Dearborn, Michigan.

**Museums**

Member Dennis Cavagnaro sent a copy of the September edition of *The Review*, published by the Bay Area Electric Railroad Association in Rio Vista Junction, California. One of the columns is entitled *Museum News*, and there is a section which lists the equipment that was used during the month, this time August. Members will find of interest that Shipyard Railway 561 was included. This car was built in 1887 by the Gilbert Car Company for the Manhattan Railways as a steam engine-hauled coach on its "L" lines. In 1897, it was converted to electric operation and in 1942 was one of 90 cars that were purchased by the United States Maritime Commission and sent to the shipyard in Richmond, California. Upon arrival the cars were rebuilt to operate with pantographs, and after the war ended, all but two (561, ex-844 and 563, ex-889) were scrapped. They were donated to the Railway and Locomotive Historical Society, which gave them to the Western Railway Museum (BAERA) in 1965, and they are the oldest in that museum's collection.

Additional Division members have been recognized by the Shore Line Trolley Museum (Branford) for having attained the following numbers of years of membership: Steve Krokowski (15), Joseph Eid Jr., Carl Margolies, and Leslie Szolosi (25), and Julian Kerbel (35). Congratulations to them all.

*The New Haven Register* reported that the state of Connecticut is going after the Railroad Museum of New England to remove 33 "deteriorating rail coaches", which have been stored illegally on state property off Bokum Road. This museum, which was founded in 1968, operates the Naugatuck Railroad in Thomaston, Connecticut, which is north and west of Waterbury. Museum officials maintain that they had permission from the Valley Railroad to store the cars at the lot, which is now a DEP site, in Old Saybrook, but the state maintains that that agreement is invalid. Thanks to David A. Cohen for this report.

In last month's *Bulletin*, there was a news item about the extension to the Lackawanna County Stadium in Scranton. It should have included that this was for the Electric City Trolley Museum. Thanks to member Tom Moran for his email.

**2005 In Review**

In the table below are the openings and extensions that took place this year. Projects which have been deferred until 2006 include the Music City Star Commuter Train (Nashville), MRCOG commuter service (Albuquerque), the HBLRT extension to Tonnel Avenue, and completion of Tri-Rail's double-tracking project.

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**Commuter and Transit Notes**

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DATE	OPERATOR	CITY	LINE	NOTES
March 11	Portland City Streetcar	Portland	RiverPlace Extension, Portland State University to SW Moody Street	4 stops 0.6 Miles
July 9	San Diego Trolley	San Diego	Mission Valley East	4 stations 5.8 miles
September 4	SEPTA	Philadelphia	15/Girard Avenue	Restored 8.2 miles
September 19	Utah Transit Authority	Salt Lake City	900 South Station	Intermediate station between Ballpark (1300 South) and Courthouse (500 South)
October 1	Valley Transit Authority	San Jose	Vasona LRT Phase I from Convention Center to Winchester (Campbell)	8 stations 5.3 miles
October 15	Sacramento RTD	Sacramento	Folsom Extension from Sunrise to Historic Folsom Station	4 stations 7.4 miles
October 29	NJ Transit	Weehawken	Port Imperial Weekends only	1 station 1.2 miles
December 31	NJ Transit	Union City, North Bergen	North Line Extension to Port Imperial weekdays. Non-revenue service to Tonnelle Avenue	2 stations 1.25 miles

**Other Transit Systems**

*Boston, Massachusetts*

Member Todd Glickman sent a "CharlieTicket" with an accompanying note that there was still \$1.25 remaining on the card. It seems that used (zero value) cards are "captured" by the fare machines, similar to what happens on PATH. This does not help collectors, but certainly helps with litter problems in stations as anyone who has ridden on systems where this does not take place has observed.



Thanks to Todd, who also sent also sent copies of the October 31 commuter rail schedules, which are purple in color. He wrote that there were no major changes, a few minutes here and there.

Effective at the start of service on November 12, Green Line service was resumed to the Science Park and Lechmere stations, with the following route struc-

ture:

B/Boston College to Government Center via Commonwealth Avenue

C/Cleveland Circle to North Station via Beacon Street

D/Riverside to Government Center via the Highland Branch

E/Lechmere Station to Heath Street via Huntington Avenue

Todd wrote that his is the old pattern used before North Station Lower/Canal Street closed. When that happened, D was extended to Lechmere and C was cut back to Government Center.

*Philadelphia, Pennsylvania*

Member David W. Safford reported that he believes that SEPTA has severed its relationship with the publishers of the *metro* newspaper completely. The distribution kiosks have been removed from SEPTA property, and the copies he has picked up elsewhere do not have the SEPTA news page.

David also reported that the Keystone track renewal has reached the commuter district, with Track 2 work having passed Wayne, heading east. The goal, he was told, is to complete all four tracks to Overbrook by Thanksgiving, but this seems unlikely at the moment. In a subsequent email, he wrote that Amtrak in fact did not meet its track laying goal, but crews are still working. Track 2 is complete less ballast through Radnor (from the west), however he found that no work is planned on the other three tracks this year.

With Route 15/Girard Avenue already operating for nearly two months, October 27 was selected as the date for my first ride, and I was able to assemble a small group to share the experience: my son Marc, friend Steve Loffhouse, and coworker Joe Black. I met Steve at the Nanuet station, and although there was a code for Philadelphia (182) in the TVM, we were unable to purchase a through ticket, so we had to settle for Trenton. We rode the Pascack Valley Line to Secaucus Junction and waited for Marc, who was on board Train #3899, from New York Penn. This train's only other stops were Newark Penn and Newark Airport, Metropark, New Brunswick, Princeton Junction, Hamilton, and Trenton. Joe was waiting for us at Trenton. Steve, Joe, and I had a great deal of difficulty using the SEPTA TVMs because there was a sign posted on the TVMs that they would not accept the "new" \$5, \$10, and \$20 notes. Guess what — those types of notes made up the majority of what we had. Because Marc had purchased his NYP-PHL ticket at New York Penn and gotten Sacagaweas as change, we used those to get us the tickets. (I should have asked the SEPTA Conductor if the \$2 per ticket fee would have been waived if we had made a good faith effort to purchase the tickets.) Do not even ask about going upstairs to the NJ Transit ticket windows, because they do not sell SEPTA tickets! There was still some time, so we went to the RiverLine

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**Commuter and Transit Notes***(Continued from page 12)*

station across the street and some photos were taken. We noted two NJ Transit police officers, who were "guarding" the entrance to the Trenton station. At the bumper block there is a manually operated NEXT TRAIN (for Track 1 or Track 2) sign, which has a directional arrow that must be moved by the arriving Train Operator. A wooden stick is provided for this purpose.

R7 Train #732 departed on time and we got off at the still-being-refurbished Suburban Station. All-day tickets (\$5.50 each) were purchased and we took the Market-Frankford Line to the 13<sup>th</sup> Street station. From there we walked over to SEPTA Headquarters at 1234 Market Street and saw restored PCC 2733 and the front of ACF Brill (bus) 1312, and made a stop in at the well-stocked SEPTA Transit Store, where some items were purchased. (Member Gary Grahl told me that although PTC did operate ACF Brills, this particular one had been previously owned by Conestoga Transportation.) After lunch, we rode the Market-Frankford Line to the Girard Avenue station and waited for the first car, which turned out to be a westbound. En route we made some photo stops. We noticed that there were several buses interspersed between some of the trolleys. Member Bob Wright wrote that this is done to "protect" the schedules in the event that the trolleys get delayed. During the ride, I noted that Brookville did a beautiful job in remanufacturing the cars, but I could not help but notice that the entire interior, except for the "bull's eye" light globes, was brand new. Heading eastbound to Richmond/Westmoreland, the car developed a problem with the trolley retriever and several unplanned stops were made when the trolley pole lost contact with the overhead wire and naturally the car came to a stop. Because we had lost so much time, the car was turned at Cumberland Loop, where there was some type of power problem and so the Operator manually opened the doors. It was at this time that we observed that the door motors appeared to be the original ones. This caused a delay to us and our plan of what else we would do, and so it was revised to skip the ride to 69<sup>th</sup> Street, from where we would ride to Norristown on the high-speed line with a return to Center City via the R6. Instead, we took the Market-Frankford Line to 8<sup>th</sup> Street and rode PATCO to Broadway in Camden, which was the original plan.

As we descended the stairs at PATCO's 8<sup>th</sup> Street station, the eastbound train was just arriving. Riding to the Broadway station in Camden, we observed that there was no reference to the RiverLine, either on the map inside the car, in which we were riding, or on the September 10 timetable, or upon arrival at the Broadway station. Again, we lucked out because the RiverLine car had also just arrived, and the Operator told me that I had time to purchase tickets. During the ride we spoke

with several commuters who sang the praises of the line. At Trenton, before we said goodbye to Joe, we agreed that it was a wonderful trip. The rest of us rode Train #3896 back towards New York and our respective homes.

A transit strike, or "Service Interruption" as SEPTA refers to it, began on Monday, October 31, as was threatened, because Local 234 of the Transport Workers Union had not had a raise since December, 2003. The contract expired on March 15, 2004. Members of United Transportation Union Local 1594 joined them. It was reported that union leaders rejected a 9 per cent pay increase over three years and a proposal that would require union members to pay 5 per cent of their health care premiums. More than 5,000 transit workers walked off the job, affecting the following: Market-Frankford and Broad Street Lines, all subway-surface lines (10, 11, 13, 34, and 36) Route 15/Girard, and former Red Arrow Routes 100, 101, and 102, as well as all City and Suburban bus routes (Victory and Frontier Divisions). The last strike, which took place in 1998 lasted 40 days. On the first day, no new talks had been scheduled, and an estimated 400,000 riders had to use SEPTA's Regional Rail, which was running, walk, car-pool, taxi, etc. Member Lee Winson wrote that on a historical note: "there were strikes against PTC and Red Arrow (SEPTA's predecessors) in January, 1963, during a bitterly cold winter. Partly as a result of those strikes, Philadelphia and four neighboring counties agreed in April, 1963 to form a regional transit authority that would be 'legally strike-proof as a public agency.'" Obviously, it did not work out that way. At the end of the first day, Bob Wright reported, Regional Rail was handling most of those who would normally have used the lines that were not operating. Of course, Regional Rail does not serve South Philadelphia at all and only covers a small part of the western part of the city.

David Safford sent copies of the Temporary Schedule Adjustments for the R1/Airport, R3/West Trenton and Elwyn, R5/Doylestown and Overbrook, R7/Trenton and Chestnut Hill East, and R8/Fox Chase and Chestnut Hill West Lines. In summary, stops were added to many trains and some trains were extended beyond their scheduled terminals. On a few lines, there were some extra trains.

When is a good time to have a power failure? The answer obviously is never, but Lee Winson reported that one occurred during the early evening rush hour of Thursday, November 4, near 30<sup>th</sup> Street Station, and it shut down the SEPTA Regional commuter rail system. Passengers heading home had to wait about three hours until service was restored. It appears that trains that had already left Center City en route to the suburbs kept on running. The situation was compounded since Regional Rail was carrying a great many extra riders on account of the SEPTA transit strike. The three down-

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**Commuter and Transit Notes***(Continued from page 13)*

town stations, 30<sup>th</sup> Street, Suburban Station, and Market East, were already very crowded with riders. Special "cattle chute" lines were set up in the stations to queue up passengers for specific routes. The problem was also expanded by the merger of the former Reading and Pennsylvania Railroad commuter networks via the Center City Tunnel. Previously both systems were independent and terminated in stub-end terminals in Center City. If one network had problems the other would keep operating. Today, a serious problem on one side will impact the other side. David Safford was also delayed by this incident, as his usual 50-minute commute turned into a 2 hour 40 minute ordeal.

One week into the strike, during the morning of November 7, a tentative settlement was announced, and service began running that afternoon, with full service in operation by the evening rush hour.

Bob Wright sent some additional information about some of the news items that appeared in the October **Bulletin**. Regarding the "plugs" that SEPTA's Silverliner cars have, instead of doors, "they were delivered this way in anticipation of the Center City Tunnel opening, at which time the plugs would be removed and doors installed. Needless to say, this didn't happen. The bids for this work came in very high and the effort was scrapped. Thus, trains must get 3-4 minutes' dwell time at Suburban and Market East Stations to handle crowds, and in peak hours the Engineer's position on each train is often used at these stops for loading/unloading." On the subject of the grade crossing work that is being done on Routes 101 and 102: "the crossing work is interesting in that the crossing protection previously consisted of standard traffic signals which were actuated by the LRVs, where these were needed. At lower-volume crossings, stop signs were often in place for cross traffic. The upgrading work makes these more like standard railroad grade crossings. It remains to be seen if these are any more effective than the previous measures."

The work on the Market St "L" is proceeding, but the dispute with the contractor has NOT been resolved. "The same contractor, PKF-Mark III, has two adjacent construction sections, the guideway (46<sup>th</sup> to east of 63<sup>rd</sup>), which is underway, and the "Cobbs Creek" segment (east of 63<sup>rd</sup> to west of Millbourne). The disputes occurred on the latter section, and within the last month, SEPTA cancelled this contract and will be re-bidding it early next year. As for the guideway, work is continuing, with weekend outages occurring throughout October and possibly through November until Thanksgiving, when work will cease for the holiday season. This work is slowly progressing, with new guideway in place west of 56<sup>th</sup> Street and in the areas of 61<sup>st</sup> and 62<sup>nd</sup> Streets. This package includes the sta-

tions from 46<sup>th</sup> Street to 60<sup>th</sup> Street, and 56<sup>th</sup> Street remains closed, as it is being replaced. The expected completion was by the end of this year, and it appears to be on track for that. Once 56<sup>th</sup> Street is reopened, work will start on the others, one at a time. 46<sup>th</sup> Street could be next, but I do not know for sure. I am also not certain that 52<sup>nd</sup> Street, a very busy station, will completely close or be done in phases. With 56<sup>th</sup> Street out, the intersecting bus route which feeds it, Route G, is being rerouted to the 52<sup>nd</sup> Street station. Whether this will be done for 52<sup>nd</sup> Street remains to be seen. Finally, for the holiday season, two Market-Frankford trains, one Broad Street Line train, and two Regional Rail trains will be part of this year's Santa Express fleet — and each fare will receive a holiday rider's gift bag. Passengers can board at any station stops along the way, but seating may be limited.

**Washington, D.C. area**

MARC issued new Penn Line timetables effective October, and there were some minor changes. The Brunswick Line timetable was not changed. Thanks to member Steve Erlitz for sending copies.

As was reported in the November **Bulletin**, Virginia Railway Express had some minor changes with the new timetables which were implemented on October 31. However, effective November 28, Manassas Line trains #323 (8:30 AM Union Station/Broad Run) and #334 (10:15 AM Broad Run/Union Station) were removed from the schedule. VRE explained that this was done because of continued low ridership and the need to make accommodations due to escalating diesel fuel costs that were being experienced in this year's budget. Train #334 carried less than 60 people a day and currently cannot grow because of lack of parking at Manassas Line stations for riders who want to take this late morning train. The termination of the train is being made in lieu of a mid-year fare increase. Included in this decision is the elimination of Train #323, which was a turnback train allowing train #326's equipment to return to Broad Run in order to operate its second run as train #334. In advance of this date, VRE, which already was not operating on November 24, Thanksgiving Day, also did not operate on November 25. Again, the reason was simply economics, because on the same day last year, only about 20 per cent of the average November ridership was carried.

**Tampa, Florida**

In celebration of its third anniversary, TECO fares were 5 cents on October 14-15. Thanks to member Karl Groh for sending this report.

**South Florida**

After inflicting major damage in the Yucatan Peninsula, Hurricane Wilma entered the state of Florida as a Category 3 (111-130 mph winds) and crossed through it in less than 12 hours. At one time 70 per cent of the state was under siege. Several family members sus-

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**Commuter and Transit Notes***(Continued from page 14)*

tained property damage. I called several members who are Florida residents. Joe Gagne told me that he had lost electricity and water, but was fortunate that his neighbor had a portable generator to which he connected his refrigerator. He was without electricity for almost three weeks. Karl Groh and his wife were without power for a few days. Fortunately for Dennis Zacardi and his family, they were beyond the reaches of Wilma.

On Saturday, October 22, in advance of the storm, Tri-Rail cancelled all rail service. Due to extensive damage and continuing power interruptions, service remained suspended until Friday, November 4, when a Saturday schedule was operated. Full service was resumed on Monday, November 7.

*Chicago, Illinois*

Metra has scheduled completion of three commuter rail expansion projects for next month. Twelve miles of track and two new stations, New Lenox and Manhattan, will be added the SouthWest Line, and with it service expansion from 16 to 30 trains per day. On the North Central Line, new stations will be added at Grayslake, Schiller Park, Franklin Park, and Rosemont. A fifth station, Grand/Cicero, will open later in 2006. With this project there were infrastructure improvements, which included the addition of a second track, crossovers, signals, and other track configurations to increase service from 10 to 22 trains per day. The third project is the UP/West Line to Geneva, where the line will be extended west of Geneva by 8 miles. Two new stations, La Fox and Elburn, have been added. With all of these new stations comes additional parking.

In celebration of the Chicago White Sox' World Series victory over the Houston Astros, CTA wrapped one train with the White Sox logo and unveiled it to the public at the Sox-35<sup>th</sup> Red Line station on October 31. "Throughout the playoffs, CTA transported an average of nearly 13,000 fans each game to and from the stadium to cheer on the White Sox," said CTA President Frank Kruesi. "CTA customers can continue their celebration by riding the Chicago White Sox train." Two train cars are wrapped in artwork featuring the Chicago White Sox name, the black diamond white sock logo, the World Champion phrase in bold, black lettering on the train's side, and the White Sox logo on its doors. In addition, the tops of cars 3311 and 3312 feature the word "Chicago." The interiors of the cars feature congratulatory car cards for the team's accomplishment. The artwork is based on a wrap designed by Maryland-based M.T.H. Electric Trains for a Chicago White Sox O-Gauge model train set that will be shipped in December. CTA modified the design to reflect the team's status as world champions and M.T.H. will be incorporating the CTA design in a two-car add-on set.

Last month, the CTA Board approved changes to their proposed five-year capital plan in order to begin alternatives analysis studies for extending the Red Line to 130<sup>th</sup> Street, the Orange Line to Ford City, and the Yellow Line to Old Orchard. The alternatives analysis study is the first planning step in the Federal Transit Administration's New Starts process for the purpose of pursuing federal funding. The studies will examine all of the transit options available and a locally preferred alternative will be determined. In addition, the Board approved four new sub-regional service improvement studies to focus on the far South Side and South Suburbs, Southwest Side and Southwest Suburbs, Northwest Side and Northwest Suburbs, and Central service area. The studies are similar to those CTA recently conducted which focused on West Side service and the analysis and re-alignment of service along the North and South Lake Shore Drive service areas that resulted in ridership along those bus routes increasing by 3.7 per cent on weekdays and 10.5 per cent on weekends. The studies will serve as comprehensive, scientific studies that include reviews of major traffic generators, other transit connections, and demographic and development patterns. Thanks to Bob Hansen for these reports.

*Chesterton, Indiana*

Member Howard Benn commented on the proposal to place the entire South Shore Line into the Central Time Zone. Howard wrote: "The issue isn't daylight saving time, it's Standard Time. Indiana is nominally in the Eastern Time Zone, but is actually in 4 different zones. Everyone knows that the northwest corner, near Chicago, is in the Central Time Zone and goes on Daylight Saving Time. So does the southwest corner (near Paducah, Kentucky). While the rest of the state is in the Eastern Time Zone and doesn't go on Daylight Saving, the southeast corner (near Cincinnati) does, i.e., the southeast corner of Indiana which is in the Eastern Time Zone does go on DST. The rest of the 'Eastern' part of the state does not. Because the bulk of the 'Eastern' part of the State does not go on Daylight Saving Time, the South Shore had no problem for the 7 months of DST, when Central DST and Eastern EST are the same. The debate was over the 5 months of Standard Time. With the recent legislative change to only 4 months of Standard Time beginning in 2007, the argument is further narrowed (this part of the legislation was something of a surprise, and came after the South Shore's petition). St. Joseph's County is not going to want to go into the Central Time Zone for the four months of darkest mornings. Sunrise would be almost 8 AM. That would mean kids waiting for rural (the bulk of the County) school buses in the pitch dark at 6:30 AM, long before daybreak. Gary, Indiana and environs won't want to go Eastern for 4 months because of their ties to Chicago. Even if they did, it won't do the South Shore any good; Chicago isn't going to change." **The New**

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**Commuter and Transit Notes**

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**York Times** (November 13) reported on this subject, whether Indianans should “Spring Forward, Fall Back, or Neither.” Beginning in 2006, all of Indiana will observe Daylight Saving Time. Several residents voiced the opinion that they did not really care what happened, but that the entire state should be in one time zone.

**St. Louis, Missouri**

Although the latest news on Metro’s web site indicates that the MetroLink Shrewsbury Extension from Forest Park is scheduled to open on October 31, 2006, this may not happen. Member Bob Matten sent an article from **The St. Louis Post-Dispatch**, which reported that opponents of the extension have requested a referendum on a \$150 million bond issue which would go to pay for the cost overruns. This vote would not take place until next August, and this latest tactic could kill the project, because the contractor would have to stop work and lay off the workers. The project is at 70 per cent completion. Bob wrote that these same NIMBYs forced the underground routing through Forest Park, which helped drive up the cost of the project.

**New Orleans, Louisiana**

New Orleans RTA, Capital Area Transit System (Baton Rouge), Kansas City Southern, D-O-T-D, and Amtrak have recommended that twice-a-day rail service be instituted between Baton Rouge and New Orleans. This should be done to help commuters avoid the heavy traffic on I-10. The proposed route would start at the Kansas City Southern rail depot near Memorial Stadium in Baton Rouge and run to the Union Passenger Terminal in downtown New Orleans. FEMA has been asked to subsidize the estimated \$25 million cost for this service, which would last for three years.

**Salt Lake City, Utah**

900 South, an intermediate station between Ballpark (1300 South) and Courthouse (500 South), was opened for revenue service on September 19. The final platform furniture and artwork was complete on Tuesday, October 4.

**Seattle, Washington**

The Sound Transit Finance Committee has unanimously recommended the purchase of four additional light rail cars for service to Sea-Tac International Airport. Airport Link is on a fast track to be completed by December, 2009. These additional cars will enable Sound Transit to provide peak-hour service every six minutes in each direction when Airport Link opens just a few months after the initial segment’s mid-2009 opening. Sound Transit already has a contract with Kinkisharyo and Mitsui to built 31 LRVs. Although the car bodies are being constructed in Osaka, Japan, final assembly will take place in the Seattle area. The airport segment will extend Central Link’s length from 14 to 16 miles.

**San Francisco, California**

Market Street Railway acquired a second ex-New Orleans Perley Thomas car at the end of August. After making its final run on August 28, at the Orange Empire Railway Museum, 913 was placed atop a flatbed trailer and transported to San Francisco, where it joined 952. 913 will be restored and receive some modifications before being placed into service. Thanks to my son (member) Marc Glucksman for this report.

Apparently there will be a change as to how the former NJ Transit PCCs will be renumbered. The information that appeared in the March, 2005 **Bulletin** concerning the San Francisco Muni numbers and schemes is unchanged. This information was forwarded by member George Chiasson.

SF MUNI NUMBER	COMPANY/CITY	COLOR SCHEME	FORMER NJ TRANSIT NUMBER
1070	Public Service Coordinated Transport	Gray and Blue with Red Wheels	14
1071	Twin Cities Rapid Transit	Yellow, Green	23
1072	Mexico City	Green, Cream, Red	20
1073	El Paso-Juarez	Red, Green, White	22
1074	Toronto	Maroon, Black, Cream	2
1075	Cleveland	Orange, Tan, Brown, Cream	17
1076	D.C. Transit	D.C. Transit Aqua, Green, Persimmon	12
1077	Birmingham	Blue, Scarlet, Cream	21
1078	San Diego	Pea Green, Brown, Cream	19
1079	Detroit	Red, Cream, White	11
1080	Los Angeles (National City Lines)	Spanish Yellow, Green, White	9

**Sacramento, California**

The first extension of the Folsom Line between Sunrise Boulevard and downtown Folsom was opened on October 15, with ceremonies that were appropriate to the occasion.

**Los Angeles, California**

A new light rail line has been proposed for the Westside area of Los Angeles, to be known as the Mid-City Exposition Line. It would be 9.6 miles in length. The starting point would be the 7<sup>th</sup>/Metro Center station, and from there, there are two options that would bring the line to the proposed USC station: via Flower Street or Hill Street. There would be six stations from USC to Venice Boulevard in Culver City, and possibly two others depending on which of the aforementioned routings is used. LACMTA officials would like the line to eventually reach Santa Monica. Comments on the final environmental statement were being taken in a series of

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**Commuter and Transit Notes***(Continued from page 16)*

public meetings which were held last month. Thanks to Dennis Cavagnaro for sending this report from the Los Angeles Times.

*Honolulu, Hawaii*

Karl Groh wrote that about 25 years after being proposed, the city of Honolulu has hired another consultant to identify mass transit alternatives, including LRT. After the first six weeks, about 70 possible route combinations were under consideration for a 24-mile system on Oahu that would connect Kapolei and Manoa. The whole process will be shortened because the consultants have at their disposal the results of several studies that have been done in recent years. Some of the questions that still need answers are the routing: Queen Street or Halekauwila? Dillingham or Nimitz? Farrington or H-1? Will there be a stop at the Airport or Salt Lake? Are there to be elevated lines or a tunnel through downtown, and steel wheels or rubber, monorail, light rail or buses? If money is short, does construction begin from town or the country? If a decision is made by next fall, construction could be underway in 2009.

*Peru*

This month, we have a very interesting report from David W. Safford, who, with his wife, rode a rail line that probably not too many members have ever ridden. In 1979, my wife and I, and Marc, who was 18 months old at the time, rode the train from Cuzco to Machu Picchu. David wrote that "they returned from Peru on October 12 and rode the rails from Machu Picchu to Cuzco, and again from Cuzco to Puno, on the shores of Lake Titicaca. The last portion required some heated discussion with our travel agency, who had switched us to a bus on the apparent grounds that they were doing us a favor. Having been disabused of that, they returned us to PeruRail, for which we were thankful. The train was composed of older cars rebuilt to Orient Express standards with polished wood and crystal shielded lighting, upholstered arm chairs, and tables with white linen. The piece de resistance was an observation car with an open end, complete with brass rail, backed by a mid-section with huge plate glass windows and skylights, and a lounge with polished wood bar. Wonderful! As an extra, there was entertainment with two different groups of Andean musicians and singers, dancers, and a fashion show featuring Alpaca garments. The train from Machu Picchu to Cuzco was a set of DMUs billed as 'Vista Dome' cars. That they were not, but the front car featured an enormous front window (we were in the second seats) and skylights. I could not find a builder's plate anywhere, but wonder, based on the name, if they were built by Budd. This train also featured on-board meals at your seat and entertainment and a fashion show. I wound up buying a poncho for my wife.

"The Machu Picchu line is narrow gauge (meter, I believe, but I did not have an accurate measuring device with me) and the Puno train standard gauge. In Cuzco there was even some dual-gauge track. The narrow gauge line had three switchbacks, two within the city of Cuzco, to enable the line to first climb and then to descend the mountains cradling the city. The freight cars along the line were all ancient. As a special curiosity, there was a CN car with the spaghetti logo parked in Juliaca. How it got there I cannot begin to guess. Couplers were all automatic. In Machu Picchu there was a special First Class engine-hauled train parked at the station, identified as the *Hiram Bingham* (the modern discoverer of the ruins), again featuring an open observation with a cast brass tail marker bearing the train name. It is working equipment. On the Puno train I met a couple that had taken it west from Cuzco. I regret that I had no opportunity to identify the locomotives, but they had the Alco characteristic rounded noses. Beyond the trains, Peru was a grand trip, although strenuous. We hiked the Inca Trail to Machu Picchu, featuring on the second day a 1,250-meter rise and a 500 meter drop in 7.2 kilometers of trail. It was a great experience, for a couple of oldsters, but the train was a relief to abused bodies."

*Singapore*

Todd Glickman sent this report about his trip to Singapore, which took place in early November. "The fourth rapid transit line in Singapore, the 'Circle Line,' is nearing completion of its first phase, and scheduled to open in mid-2006. The Circle Line will be a fully automated metro linking all other lines radiating out from the city center. The initial three-mile section is planned to open in 2006 and will eventually be expanded to a 20-mile route with 29 stations. The next 5 stations (phase 2) will open in 2007. The third phase is 3 miles long with five more stations, expected to open in 2008. Circle Line Phases 4 and 5 are just beginning construction, for opening by 2010. I could see some of the Phase 4 work being done near the National University of Singapore a few days ago."

**From the History Files**

*50 Years Ago:* On December 28, 1955, trolley service ended in Atlantic City.

*40 Years Ago:* On December 13, 1965, the last train on the Erie-Lackawanna Railroad's Northern Branch departed from Nyack, as service was cut back to Sparkill, New York. Less than 10 months later, on October 2, 1966, service was ended on the Northern Branch, as well as the Caldwell, Carlton Hill, Newark, and Sussex Branches, as well as the Boonton Line between Netcong and Washington and the Greenwood Lake Line between Mountain View and Midvale.

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

## NOSTALGIA CORNER

October marked the 100<sup>th</sup> anniversary of the Staten Island Ferry. This is a railfan publication, not a boatfan publication, so we will not be publishing any ferry pictures. However, we thought it might be appropriate to

mark the occasion by printing some photographs of what is now called the Staten Island Railway that were taken when grade crossings were being eliminated in the 1960s.



New Dorp station, looking north, August 19, 1961.  
Bernard Linder photograph



Looking north toward New Dorp station, September 6, 1966.  
Bernard Linder photograph



Looking south from Rose Avenue (New Dorp station), August 19, 1961.  
Bernard Linder photograph



Temporary tracks at Rose Avenue, looking north toward New Dorp station, September 6, 1966.  
Bernard Linder photograph

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### IRT City Hall Station Closed 60 Years Ago

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Our source for this article is *Historic American Engi-*

*neering Record*, which is in the public domain. *Architectural Designs for New York's First Subway* was written by David J. Framberger.

## ANOTHER ANNIVERSARY — 60<sup>TH</sup> STREET TUNNEL CONNECTION

To relieve the overcrowding on the Queens Boulevard Line, a tunnel was built connecting the IND at Queens Plaza with the BMT 60<sup>th</sup> Street Tunnel west of Queensboro Plaza. On December 1, 1955, fifty years ago,

Brighton Locals started operating through this tunnel. It was the first time that trains were through-routed between the BMT and the IND.

**Nostalgia Corner**

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Grade crossing, looking north from New Dorp station, August 19, 1961.



New Dorp station, August 27, 1968, after grade crossing elimination.

Larry Linder photograph



Jefferson Avenue looking north, September 10, 1966, before grade crossing elimination.

Bernard Linder photograph



The same scene on August 30, 1968, after grade crossing elimination.

Larry Linder photograph

## TECH TALK by Jeffrey Erlitz

The next section of new signals on the Concourse Line has now been completed. Over the weekends of November 5-6, 12-13 and 19-20, the new signals and switches from south of 174<sup>th</sup>-175<sup>th</sup> Streets to north of Fordham Road were placed in service. As with 161<sup>st</sup> Street and 167<sup>th</sup> Street Interlockings, the new Tremont Avenue Interlocking is only controlled from the Maintainer's control panel in the relay room until the master tower at Bedford Park Boulevard is placed in service. With this new section of signaling, the old Fordham Road Interlocking was decommissioned.

The northbound platform at New Lots Avenue on the 14<sup>th</sup> Street-Canarsie Line (1) is being bypassed from November 7 to December 19 to allow M. A. Angeliades

to perform station renovation work under contract A-35950.

Starting sometime before October 28, the CBTC Train Operator Display on the R-143 car class was activated and indicates "CBTC Bypass."

On a historical note, the last sections of Third Avenue Elevated trackage was removed from the remnants of Tracks T1 and T2 just south of 219<sup>th</sup> Street Interlocking on the White Plains Road Line (2 5) over the weekend of November 12-13. These pieces of track were in extremely poor condition and it was decided to remove them *before* someone down in the street got hurt.

*Jeff may be contacted via e-mail at [jbe456@optonline.net](mailto:jbe456@optonline.net).*

## Around New York's Transit System

### Another "Wrap"...to Go

News Editor Randy Glucksman reports that the interior of one of the 42<sup>nd</sup> Street Shuttle trains is "wrapped" in blue for Eddie Bauer. Consist is (R-62A) N-1951-1937-1926-S.

### Door Operation at South Ferry Station on 1

To ensure passenger safety and to prevent accidental manipulation of operating equipment, the doors to the Conductor's operating cabs and the storm doors on these two cars must remain closed and locked. On southbound 1 trains at Chambers Street and at Rector Street, the Conductor must announce that all passengers in the rear five cars whose destination is South Ferry must leave the train and walk along the platform to the first five cars. Passengers must not walk through the cars of the train or the operating cabs.

### Modified Deicer Consist

If train service is suspended during a major storm, the Deicer Train with an additional designated rider car (400-439-series) in the consist will be placed in service to rescue passengers stranded on station platforms.

### Snow Thrower Train

The snow thrower will be assembled when a major storm is forecast and a snow emergency is declared. Major storms could potentially disrupt service on the Rockaway (AS), Brighton (BO), Sea Beach (N), and Dyre Avenue (5) Lines.

The snow throwers' Rapid Snow Removal System is effective only when there is more than four inches of snow on the ground. Snow throwers ST101 and ST102 are stored in Pitkin Yard. Consist is as follows: Snow Thrower, Diesel, Transition Rider, Diesel, Snow Thrower. The Diesel, Transition Rider, and Diesel must be assembled in tandem/multiple unit operation.

Before throwing snow, all locking pins must be removed. The Train Service Supervisor must decide where the snow is to be cleared by observing wind direction, vehicles, pedestrians, personnel, and obstructions. Snow must be thrown to a safe area.

Train Service Supervisors observing a red signal must stop 25 feet from the signal and observe the position of the stop arm. If the stop arm is up, he/she must call the Control Center or local tower to determine whether there is a train ahead. If snow or ice is preventing the stop arm from lowering into the clear position, the Train Service Supervisor must attempt to clear the obstruction or hook down the stop arm. When the train passes the signal, the Train Service Supervisor must unhook the stop arm and notify the Control Center.

Before returning to the yard, the locking pins must be replaced.

### R-142/R-142A/R-143 Door Cutout Procedure

Door malfunctions on R-142, R-142A, and R-143 cars should be checked with the following procedure: Conductor must close the doors by pressing the close button. If a guard light fails to clear, the Conductor must identify the car with the illuminated guard light and activate the local recycle pushbutton in the affected zone. If the obstruction has not cleared, the Conductor should leave the good section open and the bad section closed.

Door malfunctions can be corrected with the three-position mechanical lock cutout switch located along the side door panel opening. If all other measures fail, the side door emergency handle should be used as a last resort.

## DEVIATIONS FROM CAR ASSIGNMENTS by Bill Zucker

As noted in George Chiasson's article in this issue, from June 6-10, a train of Coney Island R-68s was in service on B. There have been rare appearances on W as well. A train of R-68As was observed on B on November 23.

R-32s have only occasionally appeared on W (see November issue); more frequently since September 19. Before this date, they were most apt to turn up here (not regularly) on Fridays.

On A and C, the R-32s and R-44s come out of Pitkin, the R-38s out of 207<sup>th</sup> Street. With the recent transfer of R-32 cars (see November issue), the mixing of R-32s and R-38s in trains, previously occurring relatively

rarely, now occurs more frequently. For example, on November 18, the following consist was observed on A: 2 R-38s, 2 R-32s, 6 R-38s.

A train of R-32s turns up on R from time to time.

On Subdivision "A," 3 is virtually all R-62s, except for one train of R-62A (single cars), which represents the spare cars for the 42<sup>nd</sup> Street Shuttle. Two trains of R-62s are still used on 4. R-62As (again, singles) have not been used here in many months. Units 1771-5 and 1826-30 are assigned to 1 along with the regularly assigned cars (1841-1900 as well as 2156-2475, which have always been assigned here).