

The Bulletin



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NYC TRANSIT'S FINANCIAL RESOURCES

Everybody agrees that the proposed Second Avenue Subway would relieve IRT subway congestion, but nobody has appropriated money to build it. Before construction is authorized, the MTA must prove that it has the financial capability to build, operate, and maintain a Second Avenue Subway.

The Environmental Impact Statement explains that over the last 20 years, the MTA has successfully completed several very large, complicated capital projects funded by federal and other sources. Three of the important projects are the following:

- **Life-cycle replacement of rolling stock:** More than 2,855 subway cars have been purchased and more than 4,000 have been overhauled since 1982. The fleet has been brought to a state of good repair and its mean distance between failures has been improved by 500 percent. Recently, the MTA used \$1.7 billion of federal funds to buy 1,080 subway cars that will replace aging cars.
- **MetroCard:** The MTA recently celebrated the first anniversary of its \$778 million (in 1997 dollars) automated fare collection system. This project upgraded the power and communications networks and replaced the turnstiles at all 468 subway stations and fareboxes on more than 4,000 buses. This project allowed NYC Transit to offer trip discounts and daily, weekly, and monthly unlimited-ride *MetroCards*.
- **63rd Street Connection:** NYCT is building a two-track connection between the IND Queens Boulevard Line east of Queens Plaza and the existing terminal at 21st Street-Queensbridge. This connection,

which costs \$612 million (in 1997 dollars), should be completed in 2001 and will relieve overcrowding on the E and F lines.

The Environmental Impact Statement also lists the funding sources. From 1982 to 1994, the MTA capital program was supported by the following sources:

Federal Aid: \$7 billion (35%)

State and Local Aid: \$2.4 billion (26%)

Bonds and Other Debt Obligations: \$680 million from the Municipal Assistance Corporation (27%)

Miscellaneous Other Sources: 12%

To become more self-sufficient, the MTA reversed the ratio of capital funding from 60% subsidy and 40% self-generated to more than 60% self-generated and less than 40% subsidy. The new breakdown for 1995-99 is as follows:

Federal Aid: 29%

State and Local Aid: 12%

Bonds and Other Debt Obligations: 42%

Miscellaneous Other Sources: 17%

The MTA can contribute its share of the cost of building the Second Avenue Subway from the following sources:

- Revenues from fares, concessions, and other sources could be used for pay-as-you-go or debt financing
- The first \$24 million of the MTA's bridge and tunnel tolls operating surplus is allocated to NYC Transit, and any excess is equally divided between NYCT and the MTA. The latter distributes the tolls to the Long Island Rail Road and Metro-North
- Earnings accruing from funds deposited

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CULVER LINE SCHEDULE CHANGES

by Bernard Linder

We do not have a complete record of the schedule changes prior to 1950.

A newspaper article furnishes details of the schedule that went into effect on January 27, 1908. Rush hour

trains made all local stops between Park Row and Coney Island, and trains were shortlined between Kensington Junction and Sands Street.

HEADWAYS

	AM Rush	PM Rush
Park Row-Coney Island	15	12
Sands Street-Kensington Junction	15	12

Following is an incomplete list of schedule changes compiled from the *Eagle Almanac*:

1908 Park Row to Coney Island. Some AM and PM to Fulton Ferry
 1910-1917 Park Row to Coney Island. Couple to West End trains at 36th Street
 1913 Couple to Sea Beach trains from 7:45 PM to midnight and to West End trains from midnight to 6 AM
 1916-1918 Couple to Fifth Avenue trains from midnight to 6 AM

The 1906 Public Service Commission report states that Culver trains were coupled to Bay Ridge trains from 1 to 5 AM at 36th Street.

The 1914 PSC report reveals that trains operated from Coney Island to Park Row with a rush hour shortline service between Kings Highway or Parkville and the Brooklyn end of the bridge. Heavy overloads were carried westbound during the AM rush and eastbound during the PM rush. There were standees when 2-car trains were operated during midday. There were also standees on Saturday afternoon and on Sunday.

The PSC also complained that the elevated tracks on the Brooklyn Bridge were not being operated to their capacity. The capacity was governed by signals, which spaced trains 1,000 feet apart, and the Bridge Department's 15 miles per hour speed restrictions. A perfect movement on the bridge in accordance with these two restrictions would have allowed an operation of 78 trains per hour. The BRT claimed that it could not operate more than 50 or 55 trains per hour, but was operating less than 50 trains per hour in 1914. Headways

DATE	AM RUSH	MIDDAY	PM RUSH
1908-1910	7½	15	12
1911-1914	7½	15	6

were as follows:

The following data was printed on the back of BMT maps, copies of which were furnished by member Arnold Joseph:

AUGUST 1, 1924 RULE BOOK AND 1925-6 MAPS — Trains normally ran between Park Row and Coney Island.

land. They ran non-stop between 36th Street and Atlantic Avenue in the AM rush and on Coney Island-bound trips in PM rush hours. Additional service was operated between Ninth Avenue and Kings Highway during the PM rush hours and on Saturday afternoon.

1931 MAP— When the Nassau Loop opened on May 30, 1931, Culver subway trains operated via Nassau Street at all hours. Non-rush hour locals were routed between Coney Island and Chambers Street via tunnel and Nassau Street. During weekday rush hours except Saturday PM, trains operated between Chambers Street and Kings Highway via bridge and Nassau Street, returning to Brooklyn via tunnel. Trains operated on the Fourth Avenue express tracks, bypassing DeKalb Avenue (in both directions) and Myrtle Avenue. They also operated non-stop between Kings Highway and Ninth Avenue in the direction of light traffic. (Effective April 25, 1934, these rush hour expresses stopped at 18th Avenue.)

Non-rush hour "L" trains ran between Sands Street and Ninth Avenue. During weekday rush hours, "L" service was extended to Coney Island with trains operating non-stop from 36th Street to Ninth Street to Atlantic Avenue. When the summer schedule went into effect on June 29, 1931, service was extended and trains operated between Park Row and Coney Island during midday and evenings.

June, 1933 MAP — Subway service operated on weekdays and Saturdays leaving Chambers Street from 7:03 AM to 7:40 PM. During non-rush hours and Saturday PM, local trains operated via tunnel between Coney Island and Chambers Street (except during July and August, when trains were turned at Kings Highway).

(Continued on page 3)

Culver Line Schedule Changes*(Continued from page 2)*

Rush hour service was the same as described above.

All elevated trains ran to Coney Island during July and August. During the remainder of the year, elevated trains operated to Coney Island, except during midday on weekdays, when trains from Sands Street were turned at Ninth Avenue. During weekday rush hours, trains operated non-stop from 36th Street to Ninth Street to Atlantic Avenue.

1937 AND 1939 MAPS — Service was not changed. Special express services which started running in 1934 from Brighton Beach and 95th Street during the morning rush are also listed. These trains bypassed DeKalb Avenue and Myrtle Avenue, operated via bridge and Nassau Street, and returned via tunnel and the Culver Line.

When the City of New York purchased the BMT on June 1, 1940, service was discontinued on the Fifth Avenue "L" and a portion of the Fulton Street "L." Culver subway service was operated via Nassau Street to Chambers Street at all times. Non-rush hour locals operated via tunnel in both directions between Chambers Street and Coney Island. Rush hour subway service was not changed. Rush hour elevated shuttles operated between Ninth Avenue and Coney Island.

Following is a complete record of all the changes in service from November, 1949 until abandonment in 1975:

Three or four weekday and Saturday AM rush hour expresses from 95th Street operated via bridge and Nassau Street to Broad Street, returning via tunnel and Culver Line to Kings Highway or Coney Island. June 24, 1950 was the last day of operation of Saturday morning rush hour Culver Expresses and Culver "L" shuttles between Ninth Avenue and Coney Island. Effective July 1, 1950, all Saturday Culver trains operated via local track and tunnel in both directions between Chambers Street and Coney Island.

June 21, 1952 was the last day of operation of Saturday morning rush hour Nassau Street specials from 95th Street. These trains returned to Brooklyn via the Culver Line.

When the track layout at Ditmas Avenue was rearranged on the October 30, 1954 weekend, IND D trains provided through service to Coney Island and BMT Culver service was cut back to Ditmas Avenue. The transition schedule was published in the previous issue. Starting November 1, 1954, BMT Culver shuttles operated between 36th Street and Ditmas Avenue during weekday evenings and midnights and all day Saturday and Sunday. Culver Locals ran via tunnel in both directions between Ditmas Avenue and Chambers Street during midday on weekdays. In the rush hour, Culver

Expresses ran from Ditmas Avenue via bridge and Nassau Loop, bypassing DeKalb Avenue (in both directions) and Myrtle Avenue. They returned to Brooklyn via tunnel. The track layout at Ditmas Avenue made it difficult to cut or add cars there. After the AM rush, all 6-car trains from Manhattan terminated at Ninth Avenue and were replaced by 3-car trains operating to Ditmas Avenue. The reverse procedure took place before the evening rush.

On May 28, 1959, Culver service was reduced again, and trains shuttled between Ninth Avenue and Ditmas Avenue at all times. Effective December 12, 1960, single-track operation on the southbound track was in effect on the entire line because of a snowstorm. It was made permanent on December 29, 1960.

On May 11, 1975, service was finally discontinued between Ninth Avenue and Ditmas Avenue, almost a century after trains hauled by steam locomotives started running on Gravesend Avenue, whose name was subsequently changed to McDonald Avenue.

PASSENGERS REFUSE TO PAY SECOND FARE AT NECK ROAD IN 1904

Since the steam railroads and the horse cars provided service to Coney Island, passengers always paid as much as 30 cents to reach their destinations. They occasionally refused to pay the extra fare, and they always complained about the lack of transfer privileges.

In 1900 and 1904, the Appellate Division ruled that the rapid transit lines serving Coney Island were allowed to charge an additional fare to reach Coney Island because they ran on tracks originally used by steam railroads. On June 24, 1904, the Appellate Division ruled that the BRT had to give transfers between its own and leased lines. As a result of this ruling, one lawyer filed 400 suits to recover a penalty of \$50 each. This lawyer advertised in the *Eagle* for people who were refused transfers or paid ten cents to ride to Coney Island on the Coney Island Avenue trolley. He advised the passengers to pay under protest and take the Conductor's number. He also asked for retransfer privileges, but he did not think he could compel the BRT or the CI&B to charge one fare to Coney Island.

This advertisement must have made passengers unhappy that the company collected an additional fare. On July 4, 1904, passengers rioted at Neck Road and Gravesend (McDonald) Avenue and at Kings Highway and Coney Island Avenue when the Conductors attempted to collect an additional nickel. About 1,000 people were ejected from Culver trains at Neck Road and many people were thrown into the mud on Coney Island Avenue. The riots subsided the next day and the passengers still paid the second fare on the Culver Line until 1919, when the trains started running on the new elevated structure.

EFFORTS TO ESTABLISH NEW COMMUTER ROUTE IN CENTRAL NEW JERSEY CONTINUE

by Bruce J. Russell

For the past 40 years there has been discussion of establishing a rail commuter line which would connect Lakewood in Ocean County with Freehold and Englishtown in Monmouth County and South Brunswick in Middlesex County. The route would run over reconstructed and upgraded lines which presently carry only freight, but which now pass through parts of the Garden State which have witnessed a quadrupling of population during the past 30 years, with growth showing no signs of leveling off. In past years, although many studies were done on introducing passenger service, most weren't really taken seriously and were ultimately dispatched to the circular file. In many instances politicians running for election or reelection sponsored them. But now things are changing, and the so-called MOM Corridor (Middlesex, Ocean Monmouth) is receiving tremendous attention from NJ Transit.

For the past 20 years, the booming region, situated in the central part of the state, has been forced to depend upon local bus service to get its residents to jobs in New York City. Since local employment opportunities that pay enough to allow people to live in attractive homes on large lots, or in upscale condos, are very scarce, almost everybody has to "head north" to get their paycheck. The so-called "Route 9 Bus Corridor", is the second heaviest in the nation, with a departure during rush hours every five minutes. Often riders have to stand. All of the routes eventually funnel into the NJ Turnpike. Most buses go to the Port Authority Terminal at W. 41st Street and Eighth Avenue in Manhattan. A smaller number finish up in Jersey City, Newark, or lower Manhattan. The major operators are Academy Lines and NJ Transit.

The proposed new commuter line would diverge from the North East Corridor south of New Brunswick at Monmouth Junction and proceed in a southeast direction toward Howell and Farmingdale. Here it would go directly south to Lakewood. The principal communities to be served would be South Brunswick, Jamesburg, Englishtown, Freehold, Farmingdale, Toms River, and Lakewood. Until the 1960s these were small farm towns, but housing, parking lots for malls, and other buildings now occupy the fields. Until about 40 years ago the segment from Farmingdale to South Brunswick had once-a-day passenger service provided by a Pennsylvania Railroad gas-electric car or "Doodlebug" that sometimes carried a P-70 coach as a trailer. The trip originated in Long Branch on the existing North Jersey Coast Line, and crossed the state after diverging from it at Sea Girt Junction. It was an interesting run, and was patronized by many railway enthusiasts. The journey was mainly through farmland and it was quite an experi-

ence to open the window and take in the sights and smells of the then-"central agricultural belt." Grade crossings were frequent, and the Tuscan red self-propelled train was always blasting its air horn. When Monmouth Junction was reached, the train entered the North East Corridor and proceeded to Trenton, where it terminated. The ridership consisted primarily of students going to a private school in Trenton. A mail contract underwrote expenses, and when it was yanked, the Pennsy moved to eliminate the train. Its last year was 1960 or 1961.

Freight service over the route was of a local nature, mainly to serve Agway plants and other industries. However the route to South Amboy via Old Bridge used the segment from Monmouth Junction to Jamesburg. Coal trains running under electric catenary went as far as Jamesburg, and then headed north over the Camden and Amboy Line to South Amboy. Electric locomotives were used by Conrail until 1981, when diesels were substituted. All of the coal traffic is now gone, and the upright metal supports for the catenary remain in place as reminders of another era. In 2000, freight still runs over the tracks of the proposed commuter line, but it is a very small amount consisting of industrial switching. Speeds are about 20 mph.

As implementation of the MOM commuter line has moved from the talking stage to the point where detailed engineering studies have been done, opposition to it has developed. Some residents simply do not want passenger trains racing through their communities. These people believe they will be a hazard and lower property values. Many forums have been organized to voice opposition, and some political support has been garnered. Nevertheless, NJ Transit Executive Director Jeffrey Warsh had this to say on March 5: "We don't need their assent to build this line, but we'd sure like them to be on board when it starts." He went on to assert that from the perspective of NJ Transit, "passenger service is the right thing to do for the region and the state." He then discussed the fact that only by running passenger trains for those commuting to jobs in New York City will any progress be made in eliminating highway gridlock. He likewise debunked the people who were against establishing the new commuter service through central New Jersey. He told the *Star Ledger* that "I have calls from town all over the state that want rail passenger service. They know the role mass transit plays." Statistics show that from 1970 to 1997, the number of registered automobiles in New Jersey grew from 3½ million to 6 million, yet the amount of roads increased by only 20%. This means more vehicles on already crowded highways,

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Efforts to Establish New Jersey Commuter Route

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more competition for parking spaces, more accidents, and of course – more pollution.

For passenger service to operate from South Brunswick to Lakewood, the total distance of 45 miles would have to benefit from major infrastructure investment. Ties and rail would require replacement, new grade crossings would be required, and stations would have to be built with ample parking. The estimated price tag for the MOM commuter route is \$300 million. However, the schedule would feature 21 trains in each direction per day, Monday to Friday, with fewer on the weekend. In other words, the timetable would have commuter runs as well as midday trains. Since there is no electrification, diesel push/pull trains would be utilized. The intention of NJ Transit is clearly to shift much of the commuter business presently handled by its buses along the Route 9 and other corridors to trains.

New Jersey State Senators Kurillos and Singer of Monmouth and Ocean Counties, respectively, have introduced legislation to place the project on the “fast track” for state funding. The bill is now before the State Transportation Committee. The New Jersey Association of Railroad Passengers terms the MOM line as example of “21st Century thinking.” Their position is that only by expansion of rail passenger service can a densely

populated state like New Jersey hope to insure mobility for its residents. The era of endless highway construction is over.

The MOM line stands a much better chance of coming to fruition than the state’s other proposed line – the West Shore in Bergen County. While the West Shore is heavily used by freight trains, the single-track rural line stretching from the North East Corridor at Monmouth Junction to Lakewood, close to the Atlantic Ocean, does not face this dilemma. Even with 21 passenger trains per day, freight customers can still be served at night. Consequently, the MOM project will have a much easier time than the scheme to bring passenger trains back to the West Shore, which lost its service in 1959.

Studies and plans for expansion of rail passenger service within the tri-state area have existed for half a century, yet they have come to nothing. Meanwhile, relentless new highway expansion and construction have taken place. The explanation is that until recently the time for renewal of railroads had not arrived. Most people simply preferred the convenience and privacy of their own automobiles. Hence, except for the purchase of new rolling stock, the existing rail grid did not become any larger. However, it finally seems as if genuine change is about to happen. Many areas are completely without rail service, and people have no choice but to drive their vehicles. Therefore, new service must be introduced.

NEW CAR NEWS

NYC Transit has announced that the R-142 and R-142A pilot trains will enter service on lines #2 and #6 during June, for a 30-day in-service test. To pass the test, each train must operate in service for 30 consecutive days, running approximately 15 hours a day, without a defect. A defect can re-start the 30-day clock.

The start date had not been determined at press time, but tentative schedules are presented on page 16.

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R-142 pilot train at Gun Hill Road, Dyre Avenue Line, March 15, 2000.
David Ross photograph

TECH TALK

by Jeffrey B. Erlitz

Adding to the 63rd Street Connection construction news from last month, I neglected to mention that the section of tunnel between the 21st Street-Queensbridge station and the original bulkhead at 29th Street is getting new tunnel lighting even though the existing fluorescent tunnel lights, installed as part of the original 63rd Street construction, are only about 16 years old. New tunnel lighting is also being installed on the remaining four Queens Boulevard Line tracks between Queens Plaza and 36th Street. Track D-1 (southbound local) already has the new tunnel lighting. This was done when the Track D-1 bypass opened in October of 1998. This new tunnel lighting, by the way, follows the current tunnel lighting standard, which uses compact fluorescent bulbs.

The signal cable that the contractor (Comstock) began installing back in March will eventually stretch from the Relay Room north of Roosevelt Avenue to south of 23rd Street (Ely Avenue). The cable will need to go that far north since Train Operator's push buttons will be installed on the southbound express track at that station. Southbound express trains will need to "punch in" at Roosevelt Avenue to select their route at 36th Street Interlocking.

Referring back to the drawing of the indication panel inside 1210 CIR at 21st Street-Queensbridge, the locations on this panel get farther away from 21st Street as you read from left to right across the panel and then down. The CIRs at 1193, 1174, 1146, and 1115 are lo-

cated on Tracks T-1 and T-2 heading towards Sixth Avenue while the CIRs at 129, 108 and 100 are on Tracks G-3 and G-4 heading towards Seventh Avenue.

In other news, progress is being made on the IRT White Plains Road Line under contract S-32336. Over various weekends in April, two Central Instrument Rooms were placed in service, activating the new automatic signals on Tracks 1, 2, and M between Bronx Park East and Allerton Avenue.

Construction started last December 10 on contract A-33497, the upgrading of the employee facility at Pelham Bay Park and the construction of a new facility at 241st Street. The work includes modernization of the Dispatcher's offices, locker rooms, Car Equipment and Track rooms, and toilets. M-Track Enterprises, Incorporated is handling this \$7.9 million project, which is scheduled to be substantially complete by April 10, 2002.

Contract A-35616 is now 38% complete. This \$3.8 million project is taking care of structural deficiencies at the New Utrecht Avenue, 20th Avenue, and 86th Street stations on the Sea Beach Line. Most of the repairs at 86th Street are already complete but asbestos removal still needs to be done there. This project started last August and is scheduled to be completed by the end of next February.

Over at Grand Central on the IRT, progress is moving forward on this major station rehabilitation. This project is actually in five parts, as follows:

CONTRACT	WORK	TOTAL BUDGET	% COMPLETE
A-35634	Reconstruct platforms, mezzanines, passageways, street entrances, and stairs	\$58,308,923	94%
A-35634-2A	Install one elevator from mezzanine to Flushing Line platform	\$9,089,553	67%
A-35634-3	Prepare the station for 8 new escalators	\$2,724,889	14%
A-35634-5	Install dry fire standpipe system and sound-powered telephone system	\$2,270,730	64%
A-35634-6	Air tempering pilot for Lexington Avenue Line platforms	\$10,293,466	64%

Construction started on this project on December 10, 1995, is being performed by Trataros Construction, Incorporated, and is scheduled to be substantially complete by October 31 of this year. The most unusual aspect of this entire project is the air-tempering pilot on the Lexington Avenue Line platforms. This part of the project is providing a chilled-water generation system in the station to supply chilled-water cooling to the platforms. As most of our readers are aware, Grand Central on the Lexington Avenue Line is probably the hottest station in the entire subway system in the summer. Hopefully, this pilot project proves very useful.

Moving downtown, construction is 83% complete on the Whitehall Street station rehabilitation project, contract A-35742. L. A. Wenger Contracting, Incorporated is the contractor for this \$30,112,841 project, which started on June 23, 1995 and is scheduled to be completed by November 30 of this year, almost one year later than originally forecast. An extension to one of the mezzanines is included in this project and may be one of the reasons for the delays in the completion of it. Contract A-35747 is another multi-part station rehabilitation project. This has four parts, as follows:

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Tech Talk

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CONTRACT	WORK	TOTAL BUDGET
A-35747-1	Rehabilitation of 14 th Street station on the Eighth Avenue line	\$13,546,112
A-35747-1A	ADA Compliance-14 th Street station	\$6,425,148
A-35747-2	Rehabilitation of Eighth Avenue station on the Canarsie line	\$10,403,227
A-35747-2A	ADA Compliance-Eighth Avenue station	\$3,786,688

CAB Associates is the contractor for this important station transfer complex. Construction started way back on December 27, 1994 and is scheduled for completion by November 30 of this year. This station rehabilitation may have been the last one that was supposed to have panels containing new wall tiles installed over the original wall tiles. This was changed soon after the brackets for the tile panels had begun to be installed. New tile work is now being installed directly over the original, deteriorated wall tiles. The new lights on the mezzanine and platforms of the Eighth Avenue Line were recently turned on. Most interesting is the new tile work and mosaics on the Canarsie Line platform level. This station was built by the Board of Transportation, not the BMT, and as a result was built with IND-style tile work, much like Broad Street and Fulton Street stations on the Nassau Street Line. The new tile work and mosaics that were installed over the original tile work look very much as if they had in fact been designed by the BMT and are similar to the mosaics on the rest of the Canarsie Line. If you have not yet seen this station, I suggest taking a look at it sometime soon; it is very impressive.

The ADA compliance for these two stations consists of installing two elevators from the mezzanine to the IND platforms at W. 15th Street, one elevator from the mezzanine to the Canarsie Line platform, and one elevator from the street to the mezzanine. This project is now 76% complete.

The station renovation at 72nd Street-Broadway (contract A-35763) is now well underway, construction having started officially on November 15 of last year. In March, waterline test pits were dug at W. 73rd Street and Broadway and at W. 72nd Street and Amsterdam Avenue. After permits were received from the Department of Environmental Protection, waterline installation and relocation work began. Sidewalk permits were received from the Department of Parks. The contractor, NAB Construction, laid out the location of temporary soldier piles and asbestos abatement work was completed. This project is scheduled to complete in May of 2003.

The structural remediation of the Bowery station offi-

cially started back on November 30 of last year with award of the contract, A-35738, to Roadway Contracting. Work completed so far includes the chipping away of loose tiles and installation of a protective shield over the express tracks, J-3 and J-4. Chipping of spalled concrete in the vents over the express tracks has started. This project is 8% complete and is scheduled to be completed by the end of February 2001.

Another station rehabilitation that I have not mentioned before is the East New York complex. Started on the last day of 1998, Broadway-East New York (Fulton Street), Eastern Parkway (Jamaica), and Broadway Junction (Canarsie) are being reconstructed under three contracts, A-35770, A-35773, and A-35774. In March, the communication room was completed on the Fulton Street Line level. Also downstairs, electrical equipment was installed in the temporary Electrical Distribution Room, ejectors were installed, block walls were erected for the Bell Atlantic room, and the steel and walls were constructed for the new public toilet rooms. Up on the Jamaica Line platforms, the stairways at the Eastern Parkway (south) end of the station were demolished. The leaders and gutters for the platform canopies were installed, wall panels were installed in the mezzanine, and, most notably, the skylights were installed up in the mezzanine. If you happen to pass through this complex in your travels I suggest stopping off and checking out the progress of construction here. The Jamaica Line mezzanine, with its new skylights, is worth a look. On the Canarsie Line the old north underpass has been demolished and structural steel has been installed for the new north overpass. The new south overpass was placed in service several months ago. Steel work for the new canopy and the walls of the Electrical Distribution Room were completed. This project is 30% complete and is scheduled to be finished by the end of February, 2002.

Jeff Erlitz may be contacted via e-mail at jerlitz@pipeline.com.

Commuter Notes

by Randy Glucksman

MTA Metro-North Railroad (East)

We may not be able to claim credit for the idea -- perhaps it was complaints by commuters -- but Metro-North has decided to enclose the two Grand Central North passages, which opened last summer. Bear Stearns, as part of an agreement with the City Planning Commission whereby the company will erect a new office tower, will pay for enclosing one of the two passages; Metro-North will pay for the other. In addition, the railroad will support the construction with work trains, flagging, power removal, etc. Four-foot barricades will line the sides of the passage, so passengers will not be inconvenienced. This time, ventilation will be provided, and there will be heat in winter. Construction began this spring and should be finished by next summer.

Having available and affordable parking at stations is key to increasing ridership. Over the years, Metro-North has added and improved parking at many of its stations, and also taken over the responsibility for the lots. So far, it controls parking at 19 of the 83 lots in New York State, and will continue to add to those totals. Lots that are not under Metro-North's control are the responsibility of the local communities, and in many cases, the parking fee for non-residents is higher than for residents. This has caused problems, especially in Tarrytown, where the rates were increased recently. Residents now pay \$150 per year, compared to non-residents, whose fees went up \$325 to \$950. At Metro-North controlled parking lots that are managed by the All-Right Corporation, fees are standardized at \$365 annually, \$220 semi-annually, and \$130 quarterly. Daily fees are \$1.25/hour, \$2/16 hours, and \$3/24 hours. After a two-month delay, on April 26, rates at 19 Metro-North-controlled stations rose by an average 7%.

For the third year, Metro-North has contracted with CANAC, Inc. for use of its TLM and labor for installation of concrete ties. This summer, 40,000 ties will be installed on the New Haven Line between Bridgeport and New Haven. This contract also includes work on the Long Island Rail Road, where 17,000 ties will be installed between Port Washington and Great Neck and also between Jamaica Yard and the Metropolitan Avenue Bridge.

First there was **MilePosts** and then **MilePosts West**, and now there is **Outposts**. Designed for Metro-North's fastest growing market, it is tailored to *reverse commuters*. And because a large portion of these more than 8,000 riders speak Spanish, it is a bilingual publication.

MTA Metro-North Railroad (West)

On May 2, the Rockland County Legislature unanimously approved a resolution asking the state to allow the county to withdraw from the MTA. Studies that have

found that Rockland pays \$61 million in taxes annually, while receiving only \$29 million in rail service plus contributions toward local bus operations. County Executive C. Scott Vanderhoef had asked for a delay until he has finished negotiating with the MTA. The next step requires approval by Albany. This would be the county's third attempt to leave the MTA in the past 12 years.

When new timetables went into effect on the Pascack Valley and Port Jervis Lines on May 21, adjustments to departure times and additional minutes of running time were added to a number of trains to account for unspecified construction activities. Some station-to-station times were changed on the Pascack Valley Line trains, to "reflect actual operating conditions."

Connecticut Department of Transportation

Shore Line East timetable TT-32, with minor changes, was issued effective April 3. It features an Easter lily on the cover. Member David A. Cohen who sent it, also reported that F7AUs 6690-91 have been parked at the same location in New Haven for months.

MTA Long Island Rail Road

Member Glenn Rowe forwarded a report that the P-72 coaches refuse to die. After being retired many were stored at various locations. Three sets have been put together for emergency standby service. A visit to the Richmond Hill Coach Yard on April 5 found two sets ready to roll, with EMD MP15ACs for power. It remains to be seen if they will actually see service.

The last three Alco FA-1/FA-2 "power packs" (607, 614, and 615) were turned over to the New York & Atlantic Railway at Fresh Pond on March 11, for shipment to their new owners. Interchange to CSX was via Selkirk, New York. Thanks to member George Chiasson for the report.

Railway Age reports that Canadian National was awarded a contract to rebuild 24 GP-38-2s for the new owner, Locomotive Leasing Partners of San Francisco, a unit of Electro-Motive Division. The work is being performed at CN's Transcona shops. Glenn Rowe emailed that on April 28, Cross Harbor loaded GP-38-2s 250, 253, 258, 259, 266, 272, and 276 onto barges. Four-GP 38-2s (261, 268, 270, and 271) remain in freight service for the New York & Atlantic Railway.

General Order No. 701 went into effect at 12:01 AM May 22. Again, no additional dual-mode service was added, but, for the first time, Friday Train #2714 operates from Penn Station to Montauk. Member Larry Kiss tells me this is the first use of a dual-mode engine in this service, but until 1952 trains regularly did this, although an electric was swapped for steam at Jamaica. Mondays through Thursdays, this train is scheduled as Train

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Commuter Notes*(Continued from page 8)*

#2734, to Speonk.

NJ Transit

Results of NJ Transit's annual survey show that passengers gave the agency high marks in the areas of parking, boarding station, mechanical reliability, fares, employee performance, and personal security. Areas where passengers felt that service had declined dealt with availability of seating, train scheduling, OTP, comfort, and the arrival station. NJ Transit agreed with most of the latter complaints, acknowledging that the increased ridership had contributed to these problems.

Recent arrivals (F-40-PH2s) 4191-92 are permitted to operate at 100 mph with a train, 50 mph singly, and 60 mph in multiple.

Looking to the future, NJ Transit announced its vision of transit enhancements that are necessary for future growth in the state through the year 2020. The projected \$10 billion plan calls for an expansion of the rail system to Sussex County, the Poconos, Cape May, and Philadelphia. Also included are two lines that previously had rail service and would have them again: West Shore and West Trenton.

George Chiasson has learned that Newark City Subway personnel expect to preserve four PCC cars when the fleet is removed from service, now delayed until early 2001. One would carry each paint scheme (TCRT, PSNJ, TNJ & NJT). The cars will be compatible with the 690 volts DC, using pantographs, and loops will be retained at Penn Station (but NOT the shops) and behind the Belleville carbarn. These loops will NOT be used by the new cars in standard practice.

Port Authority Trans-Hudson Corporation

New timetables went into effect as of April 30. Changes involved the last three PM trains on the 33rd Street/Hoboken Line, which formerly ran light to Journal Square. They now carry passengers. More colorful editions of the Timetable and Map and Guide have been published.

While riding PATH recently, I noted that car 811, in addition to its *red* exterior destination signs over the doors, had aluminum window frames, rather than rubber.

Evidently there has been a dispute between New York and New Jersey over which projects will be funded. This has prevented any major decisions from being made since last June. In an effort to end the deadlock, Governor Whitman has proposed that PATH be extended to Newark Airport. This idea has been dormant for 15 years. In exchange, the following could be approved: a lease for a new marine terminal at Port Elizabeth and \$150 million towards the Farley-Penn Station New York project.

As of early May, *QuickCard* machines were still not accepting Sacajawea dollars.

Amtrak

The Urban Transit Club's Web Page reported the delivery of a special train to APTA's Commuter Rail Conference, which was held on Long Island April 8-12. Its very unusual consist was: Metro North P-42 218 and Bombardier coach 6474, CDOT *Constitutionliner* 1691, *Acela*-Amfleet coaches 43386 and 82500, MARC bi-level 7895, NJ Transit Comet IVs 5031 and 5571, LIRR bi-levels 4018 and one other, and LIRR DM-30AC 500. Its April 5 arrival somehow sneaked by everyone. Until the departure on April 9, it was stored at Hillside Maintenance Facility.

During the week of April 13, the new departure board at Penn Station New York was placed into service. The new digital board cost \$300,000 and can display 16 trains plus service announcements, compared to the old Solari board, which could only show eight trains at a time.

Even though it is not in the metropolitan area, it is always good news to report that Amtrak is expanding. After a 29-year absence, service was returned to Janesville, Wisconsin, on a route that was abandoned prior to Amtrak's creation on May 1, 1971. This is a part of Amtrak's Network Growth Strategy. The *Lake Country Limited* (#342) leaves Janesville at 6 AM Monday through Friday, arriving in Chicago at 9:20 AM. Weekend schedules vary slightly. As Train #343, departure from Chicago is daily at 8:15 PM, with arrival in Janesville at 11:05 PM. April 15 was the first day of operation, and a \$22 fare is charged. The train will run over Metra, Wisconsin & Southern Railroad, and I & M Rail Link trackage.

To meet increased car requirements, Amtrak shop forces will repair 52 out-of-service wrecks. They are Coaches (17), Dormitories (8), Sleepers (16), Diners (6), and Sightseeing Lounges (5). And Amtrak still has plenty of F-40s to use as motive power on these trains.

Other Transit Systems**Boston, Massachusetts**

In celebration of the 30th Anniversary of Earth Day, April 22, the MBTA offered free service on all subway and bus lines between 9:30 AM and 7:30 PM.

An article from the *Boston Globe* sent by member Todd Glickman reported that the MBTA would schedule hearings this summer in advance of raising fares as early as this fall. The base subway fare of 85 cents would rise to \$1. Commuter rail fares would go up by \$1, and bus fares, which are presently 60 cents, would go to 75 cents. Fares have remained unchanged since 1991.

Todd also sent new (green) Commuter Rail schedules for Attleboro, Franklin, and Worcester with minor changes, effective May 8. No other changes on the north or south side as of now. His analysis showed that Attleboro schedules were adjusted for *Acela* trains, more service is being provided to/from Fenway Park by

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Commuter Notes

(Continued from page 9)

adding Ruggles stops on all weekend Franklin/Attleboro trains, and the new Grafton station has been added to the listing of stations on the line to Worcester.

George Chiasson provided the final disposition of the MBTA's fleet of FP-10s:

NUM-BER	FORMERLY	MODEL	BUILT	DISPOSITION
1100	GM&O 805A	F3A	12/46	Indian Head Central in Maryland
1101	GM&O 800A	F3A	12/46	Indian Head Central in Maryland
1102	GM&O 806A	F3A	12/46	Scrapped 1993
1103	GM&O 800B	F3A	12/46	Scrapped 1993
1104	G&MO 812A	F7A	9/49	Scrapped 1993
1105	G&MO 801B	F3A	12/46	New Orleans & Gulf Coast
1106	G&MO 803A	F3A	12/46	New Orleans & Gulf Coast
1107	G&MO 807A	F3A	5/47	Scrapped 1993
1108	GM&O 806B	F3A	12/46	Idaho Northern & Pacific
1109	GM&O 807B	F3A	5/47	Metro-North 410
1110	GM&O 809B	F3A	4/47	Scrapped 1993
1111	GM&O 810B	F3A	4/47	Scrapped 1993
1112	G&MO 808B	F3A	5/47	Idaho Northern & Pacific
1113	G&MO 809A	F3A	5/47	Metro-North 411
1114	G&MO 811A	F3A	4/47	Northern Central RR
1150	G&MO 885A	F3A	6/47	Northern Central RR
1151	G&MO 884A	F3A	6/47	Metro-North 412
1152	G&MO 880A	F3A	12/46	Metro-North 413*
1153	G&MO 883A	F3A	6/47	At Edaville RR as Static Display

*Metro-North 413 is now the oldest diesel unit in regular passenger service in the nation!

Type 8s (3805 & 3808) went back into revenue service on April 27, while a third was reported on May 6 (3802). One mixed train, using modified Type 7s 3622 or 3682, on Commonwealth, another on Beacon, is also in service. This is the new cars' first service on either route; these are said to be performing much better, and the MBTA seems finally to be moving ahead full steam trying to get the cars in service. By the same token, LRV reliability is said to be falling again, so there may good reason to get the 8s back in the game. PCC 3265 is doing fine on Mattapan-Ashmont. PCC 3268 is hoped for by July 1, and 3260 by November 1. There should be some definite differences in the painting details between 3265 and 3268, but no decision has been made

on the logos yet. Thanks to George Chiasson for the news.

Philadelphia, Pennsylvania

SEPTA placed four of its new Bombardier push/pull cars went into service on March 7. Numbered 2550-59, they are recognizable by their center doors. NJ Transit and Metro-North operate similar cars. **Cinders** also reports that planners have revived the decade-old idea of a Silverliner V car to replace the aging Budd and St. Louis fleet. Thanks to member Glenn Smith for the report.

Pittsburgh, Pennsylvania

The spring convention of the Motor Bus Society afforded me an opportunity for a visit to the Steel City. Since elimination of the 47D/Drake Line last Labor Day weekend, trolley service remains on the 42S to South Hills Village, 42L to Library, and 52/Allentown Line. There is also midday service between Gateway Center and South Hills Junction, with cars signed up "SUBWAY." Two afternoon 42S trips run to Penn Park (Amtrak station), but riding them can be a hit or miss. The Operator who picked me up at Station Square, albeit reluctantly, explained that passengers are usually destined for Gateway, and when they find out that the car doesn't go there - well you can guess the rest. Last month we reported that in April, construction began on rebuilding the Overbrook Line, but don't look for service to begin until 2004. There may also be trolley service on the North Side, if the expansion program (see September, 1999 **Bulletin**) comes about.

Siemens-built LRVs 4101-55 provide all service. During rush hours some two-car trains operate on the 42S. At South Hills Rail Center, five PCCs remain. 4004, 4008, and 4009, which closed out service on the Drake Line, are stored on the same track, while 4001 and 4007 are on separate tracks. The Rail Supervisor who led the tour decided to see if the cars would still run (we were told that the cars had not moved since Labor Day) and lo and behold, 4004 and 4009 came alive very quickly once the pantographs were raised. That says a lot for these cars.

Pittsburgh's transit officials are proud of their busways, and the group was given a ride on the East Busway. Later this year, the West Busway will open, and the buses used by the Society were the first ever to run there. This right-of-way was once part of the Pennsylvania Railroad's Panhandle Division, which last saw passenger service in the early 1980s.

Member Harold Geissenheimer reports that a study says converting the East Busway to a Light Rail Transit system and extending it through Edgewood and Swissvale would cost from \$348 to \$401 million. Instead, the Port Authority is proceeding with a 2.3-mile, \$63 million extension of the East Busway to the Swissvale-Rankin line, despite a decade of opposition from Edgewood officials and allies they have built in the eastern suburbs.

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Commuter Notes*(Continued from page 10)*

Construction has begun on a South Braddock Avenue overpass, and there are plans to award a contract for part of the mainline and stations this summer. Anti-busway interests have maintained that a light-rail project could cost \$102 million and be built in less than a year, but a consultant has disagreed with that assumption. PAT's existing 6.8-mile East Busway has been in operation between Downtown and Wilkesburg since 1983, carrying an average of 30,000 riders a day. The 2.3-mile extension is supposed to increase the usefulness of the busway by adding more routes, and establishing a faster, more viable alternative to the congestion on the Parkway East and Squirrel Hill Tunnel.

The wayside signals that have guided Pittsburgh's trolleys for what seems forever will be replaced under a \$7.6 million contract that has been awarded to HSQ Technology. Included are more sophisticated computer hardware and software, console workstations, wall-sized graphics display units to track vehicle movements, signal and train communications, closed circuit TV, and other equipment. All rolling stock and 10.5 miles of light rail lines will be retrofitted.

Washington, D.C. area

A fire broke out just before 5 PM on April 20, in the westbound tunnel of the Orange and Blue Lines between Farragut West and Foggy Bottom. An Orange Line train made it to Foggy Bottom and discharged, but a Blue Line train was trapped in the tunnel for more than 2 hours before passengers could be evacuated. There were no injuries. Test trains were sent through after 8:30 PM and service was restored at 9 PM. While service was suspended, trains turned at McPherson and Metro Center, while across the river - at Rosslyn. Unconfirmed reports had some Blue Line trains running via the Yellow Line and turning at Mt. Vernon. Thanks to member Steve Erlitz for the report.

Preliminary reports blamed an unusual design along the stretch of track where the fire broke out, and transit officials believe that the factors that caused this particular fire are unlikely to recur. The report said the cable to the third rail is embedded in a concrete slab running under the tracks. Two pieces of metal on the ends of the slab cut into the casing and insulation surrounding the wire, grounding the cable and causing the fire. The grounded cable then opened high voltage fuses, which shut off power. Fortunately, the location where the fire took place is unique on Metrorail, and work is underway to replace the cable. Thanks to member Phil Hom for the update.

MARC's bi-level's have been designated as MARC III Series, and numbered:

7800-7825 – Trailers, no lavatories

7845-7854 – Cab Control Cars, lavatories

7870-7876 – Trailers with serving area for future pos-

sible snack service

7890-7896 – E/H (Elderly/Handicapped) Trailers, with lavatories.

VRE's bi-level cars are numbered V601-609 (trailers) and V701-704 (control cars). Because of their height, they, and the MARC III Series, are restricted from operating on any track east of Bergen Interlocking in New Jersey.

Some airlines have installed AEDs (Automatic External Defibrillators) aboard their aircraft, but this is a first for a commuter train. Beginning May 1, Virginia Railway Express trains now carry them. These devices can be a lifesaver in cases of "Sudden Cardiac Arrest."

New timetables went into effect on May 21. There were no changes to VRE trains, but the schedules of Amtrak #50/51, which VRE riders can use, were changed.

A 14-foot-high entrance to a Paris subway station - symbol of the "Art Nouveau" movement of the late 1800's - is coming to the National Gallery of Art's new sculpture garden, as part of a new exhibit. After October 8, it will become permanent. Designed by the French architect Hector Guimard, who created the 141 subway entrances for the Paris World's Fair of 1900, over the years, many have been removed and stored, but 86 remain. Others may be seen at London's Victoria and Albert Museum. Thanks to members Phil Hom and David Ross for the report.

South Florida

Scratch Orlando off the list of cities that will have light rail. Florida Governor Jeb Bush canceled the state funding for the project last December when he allocated most of the transportation budget to road construction. Orlando had planned a 72-mile, 40-station system, with a 15-mile starter line, on the system that was dubbed LYNX. Prior to this, the Central Florida Regional Transportation Authority had already spent \$45 million, and construction was set to begin next year. The mayor of Orlando pledged to build an 8-mile downtown system. Ironically, most of the funding sources had been identified - \$48 million from the State of Florida, \$325 million from the Federal Transit Administration, and \$23 million in locally imposed taxes. Member David Carleton sent an article from *The Orlando Sentinel* reporting that the project was scuttled because the Orange County Commissioners could not agree on who would pay the local share. So, for the time being, several years of planning plus \$37 million that has been spent to develop the project may have been for naught. Upon taking office, the governor refused to fund the Florida Overland eXpress (FOX) project and it was dropped.

Tri-Rail has announced a plan to "vinyl-wrap" its coaches. Although it is being promoted as a way of displaying the transit agency's "new look," there are economic advantages as well. The cost to paint the trains was \$1,512,000, versus \$738,000 to vinyl wrap. Since

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Commuter Notes*(Continued from page 11)*

the wrap can be done locally without permits, each train car can be wrapped in one week versus up to two months to paint each car outside the area. Time was also a factor in reaching this decision: vinyl covering of all Tri-Rail trains would take approximately 36 weeks, as opposed to painting, which would take 72 months to complete. In addition, there is a seven-year warranty on wraps and any color scheme or logo changes can be made easily. You can see what the cars will look like by clicking onto their web site: www.Tri-Rail.com.

Member Joe Gagne, who sent an article from the **Sun Sentinel** that showed an artists rendering of the design, suggested that if the Long Island did this, some of their cars could promote the Montauk Lighthouse, Jones Beach, Roosevelt Raceway or Orient Point.

A second printing of Tri-Rail's October 31, 1999 schedule was available during an April visit.

Kenosha, Wisconsin

Updating a story from the May **Bulletin**, opening day ceremonies are planned for June 17. Two cars are expected to be on the property and the public will be allowed to ride after the event. These streetcars will bring trolley operation to the southern Lake Michigan region for the first time in decades. Chicago's last streetcar line ended in the same June week, 42 years earlier. This also will be Wisconsin's first-ever PCC streetcar service – Milwaukee, which ended just months before Chicago, never had PCCs. Beginning Monday, June 19, regular service hours for the streetcar will probably begin by about 9 AM and continue until at least 6 PM six days a week, on a 15-minute headway. Addition of a second car will reduce the headway to 7½ minutes at lunchtime on weekdays. In future years, Sunday streetcar service is a possibility. The five cars are ex-Toronto, and have been reconditioned by TTC. They are currently being retrofitted with lifts at the center door, and will ride on B-3 standard gauge trucks salvaged from Chicago Transit Authority rapid transit cars – which themselves were recycled from parts (including the trucks), from Chicago's PCCs. It has been said that imitation is the best form of flattery, and following on the success of the Market Street Line in San Francisco, Kenosha's cars will also be painted in color schemes to honor cities that operated PCCs. The first car will honor Toronto and the second Cincinnati, in yellow, with green striping. How the remaining cars will be painted was not reported in the email from Harold Geissenheimer.

Chicago, Illinois

Changes were made to some morning South Shore trains beginning on May 1. One train had its departure time changed, and several others no longer make stops at some stations, while other stations have become flag stops for some trains. Thanks to Jim Beeler for sending the timetables.

San Antonio, Texas

On May 6, the \$1.5 billion proposal to construct a light rail line in the Alamo City was defeated by 70%-30%. Apparently voters were scared away by the size of the project, and because they would be committing themselves to a 0.25% sales tax for the next 25 years. Thanks to Harold Geissenheimer for the report.

Washington State

As was reported in the March **Bulletin**, fallout continues from the loss of tax revenues for transportation. **Western Transit** reports that the passing of Initiative I-695, has resulted in cutbacks in bus services, and Governor Gary Locke has proposed to allocate \$200 million from the state's budget surplus to keep service levels as they were previously. He is expected to meet opposition from some Republicans. Seattle has already reduced service by 140,000 service hours, including discontinuation of four routes and suspension of 13 others. Local tax increases are contemplated there and in other cities.

Although commuter service is not operating yet, Sound Transit has run service to several Mariners games. The trip takes about 50 minutes from Amtrak's station in Tacoma to King Street in Seattle, which is just a short walk to Safeco Field.

San Francisco, California

On April 20, Muni unveiled its newest cable car, a completely rebuilt 9. To keep its fleet of cars in good repair, Muni's shops have regularly been turning out a new car every few years.

Member Jeff Stevens, back from an April trip to California, reports that he rode Caltrain and is pleased to report that the grade crossing elimination project and associated appurtenances in the vicinity of San Carlos and Belmont look well. Caltrain's new coaches were comfortable and fit well with the rest of the fleet, but he did not see the VRE equipment. Amtrak crews were friendly, professional, and helpful.

During April, Steve Erlitz visited San Francisco and emailed the following report. "Muni is having a lot of problems with all its modes, especially because there are not enough PCCs or operators to operate the service to the Wharf to meet the demand. They found this out soon after the March 4 opening. I rode a car in from the Wharf and it was so packed we passed up riders at one stop. And the overcrowding is not limited to the F line. I rode the 38L/Geary Limited to a favorite restaurant and it passed up riders because of overcrowding – even with every daytime bus an articulated (midnight service is with regular buses)."

Stockton, California

Governor Gray Davis' proposed \$7.5 billion budget includes \$121 million in rail proposals, of which \$36 million is for the Altamont Commuter Express. Should all the funding become available, service would at least double what is being provided now, including a fourth train plus an extension of service to Modesto. Other

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Commuter Notes

(Continued from page 12)

funding would go to rail service in Santa Clara County and \$20 million for track improvements between Oakland, Sacramento, and Bakersfield.

Via Rail Canada

During April, the Canadian Government's Transport Minister announced that over the next five years, C\$400 million would be spent to upgrade VIA. Fleet renewal is a priority, but there will also be signal modernization, infrastructure improvements in the Quebec City–Windsor corridor, and station refurbishment. More frequent services are to be provided on selected routes, including the Quebec City–Windsor corridor. Thanks to member Dennis Zaccardi for the report.

Montreal, Quebec, Canada

The National Association of Railroad Passengers reports that Montreal's newest commuter rail route began June 1, with weekday service to St. Lambert, St. Bruno, and McMasterville. Plans call for an extension of service to St. Hilaire in 2001, to total 20 miles. Previous commuter service on this route ended in 1988. Trains travel over VIA Rail's route to Quebec.

Vancouver, British Columbia, Canada

For the first time since it started on November 1, 1995, fares went up an average of 15.5% on West Coast Express as of June 1. The revenue generated will be used to pay for additional service and equipment, which is already on order.

London, United Kingdom

London Transport removed its oldest equipment from service in January. The Northern Line, which in recent years was harshly criticized by its riders, now has com-

pletely replaced the 1959 Tube Stock with Alstom-built 1995 Tube Stock. These trainsets were delivered between 1996-98. Train delays for the winter (through mid-February) declined from more than 2,000 in 1999, to 270. In September, the number of trains operating in peak hours will be increased from 84 to 91, which will mean 30 trains per hour. Under a 20-year, £1 billion modernization program that began in the early 1990s, tracks, stations, infrastructure and rolling stock are being upgraded.

A new organization, to be known as Transport for London (TfL) will be responsible for transport in that city this July. It will be responsible to London's mayor (elected on May 4), who will also determine TfL's specific objectives, but delivery of service is sure to be a high priority.

Late news from the United Kingdom via Harold Geisenheimer: Croydon Tramlink's route from the center of Croydon to New Addington, opened May 10. No fares were charged that day.

From the History Files

105 Years Ago: On June 27, 1895, General Electric delivered its first electric locomotive, a 96-ton Steeple Cab unit, to the Baltimore & Ohio Railroad for use in the Howard Street Tunnel.

35 Years Ago: On June 18, 1965, the final Long Island Railway Post Office car operated.

10 Years Ago: On June 1, 1990, PATH introduced *QuickCard* for fare collection. Over the years, improvements have been made, particularly to the card stock and fare payment options.

News items concerning commuter operations may be e-mailed to NYDnewseditor@aol.com.

NYC Transit's Financial Resources

(Continued from page 1)

in the Triborough Bridge & Tunnel Authority debt service reserve accounts are split 60% to NYCT and 40% to the commuter railroads

- Also available to the MTA are a portion of the business privilege tax imposed on petroleum businesses in New York State, a ¼ percent sales and use tax, a franchise tax imposed on trucking, telegraph, and transportation companies, and a mortgage recording tax. These sources yielded \$1,029 million in 1997
- New York State provides operating subsidies to the

MTA -- \$158 million to NYC Transit and \$29.2 million to the commuter railroads in 1997

Before NYC Transit authorizes construction of the new subway, it must have complete assurance that federal funds will be appropriated. Conversely, the FTA must have assurance that the funds would be fully and productively utilized.

Riders favor the Second Avenue Subway, but funding is not available. Results from Public Advocate Mark Green's survey of 246 randomly-chosen bus and 524 subway riders revealed that 41% of the respondents from all boroughs chose the Second Avenue Subway as their first choice for a major subway expansion.

CURRENT ROSTER OF METRO-NORTH ROLLING STOCK USED IN WEST-OF-HUDSON SERVICE

PASSENGER CARS

Numbers	Builder/Rebuilder*	Model	Type	Built/Rebuilt*	Notes
5135-5136	Bombardier	Comet II	Cab	1982	1, 2, 4, 7
5173-5174	Bombardier	Shoreliner	Cab	1987	1, 2, 5
5175-5177	Bombardier	Comet IIa	Cab	1983	1, 2
5178	Bombardier	Comet IIb	Cab	1987	1, 2
5198-5199	Morrison-Knudsen*	Comet Ia	Cab	1989-90*	1, 2, 3
5986-5987	Bombardier	Comet IIb	Trailer	1987	1
5988-5993	Bombardier	Comet IIa	Trailer	1983	1
5994-5999	Morrison-Knudsen*	Comet Ia	Trailer	1989-90*	1, 2, 3
6000-6003	Bombardier	Comet IIb	Trailer	1987	1, 2
6173	Bombardier	Shoreliner	Trailer	1991	1, 6
6176	Bombardier	Shoreliner	Trailer	1991	1, 5
6178	Bombardier	Shoreliner	Trailer	1991	1, 6
6180	Bombardier	Shoreliner	Trailer	1991	1, 5
6182	Bombardier	Shoreliner	Trailer	1991	1, 5
6184	Bombardier	Shoreliner	Trailer	1991	1, 6

Notes:

- High-level doors with traps
- Restroom
- Originally built by General Electric in 1978
- Swapped with NJ Transit for 5179-80 in 1998, which were renumbered 5009-10 (II)
- From East-of-Hudson September, 1997
5173 ex-6113 (*Senesqua Flyer*), renamed *Port Jervis*
5174 ex-6117 (*The Sugar Maple*), renamed *Harriman*
- 6176 ex-*Samuel Morse*, renamed *Sloatsburg*
6180 ex-*Robert Fulton*, renamed *Middletown*
6182 ex-*Sojourner Truth*, renamed *Salisbury Mills-Cornwall*
- From East-of-Hudson November, 1999
6173 ex-*High Tor*
6178 ex-*George Clinton*
6184 ex-*James Fenimore Cooper*
- To be overhauled with NJ Transit's Comet-IIs

LOCOMOTIVES

NUMBERS	REBUILDER	MODEL	HORSEPOWER	REBUILT	NOTES
4184-4187	Morrison-Knudsen	GP-40-FH-2	3,000	1988	1
4188-4189	Morrison-Knudsen	GP-40-FH-2	3,000	1990-91	2
4190	Conrail-Juniata	GP-40-PH-2	3,000	1992	3
4191-4192	Norfolk-Southern-Juniata	F40PH-2CAT	3,000	2000	4

Notes:

- Rebuilt from former Union Pacific 610, 612, 604, and 615
- Rebuilt from Union Pacific 629 and 626
- Rebuilt from Conrail 3273

TRACK CONSTRUCTION FORECAST FOR JUNE, 2000
IN THE NYC TRANSIT SYSTEM

by David Erlitz

Service Notice

No Column This Month

Due to the reconstruction of David Erlitz's knee, there will be no service on the **Track Construction Forecast for June, 2000** Line from midnight June 1 through 11:59 PM June 30, 2000. For alternate service, please consult the MTA Website: www.mta.nyc.ny.us.

We regret any inconvenience while this essential work is underway.

Railfan information:
(212) 986-4482



New York Division
Electric Railroaders'
Association, Incorporated

SUBWAY SCHEDULE CHANGES

When the new IRT schedules went into effect on May 28, 2000, there were major changes in the rush hour Bronx #2 and #5 service. Under the previous schedule, rush hour #2 trains made local stops in the Bronx and #5 trains ran non-stop between Third Avenue-149th Street and E. 180th Street. #5 trains from Dyre Avenue, which switched to the local track for a short distance north of E. 180th Street before switching to the express track, usually delayed #2 local trains. Under the new schedule, AM rush #2 and #5 trains from White Plains Road switch to the express track on the crossover north of the turnouts from the Dyre Avenue Line without delaying #5 Dyre Avenue trains that make local stops south of E. 180th Street. PM rush hour #2 and #5 White Plains Road trains also switch to the local track on the crossover north of the turnout to the Dyre Avenue Line. Hours of operation of the Bronx express service are as follows:

LINE	AT E. 180 TH STREET SOUTHBOUND	AT 149 TH STREET- GRAND CONCOURSE NORTHBOUND
#2	6:23-9:08 AM	4:21-7:43 PM
#5*	6:35-8:31 AM	5:04-6:56 PM

*238th Street-White Plains Road service

#5 Dyre Avenue shuttles, which formerly ran on a 40-minute headway from 2 to 4 AM, now run on a 20-minute headway during the midnight hours.

#4 weekday midday service has been curtailed because of structural repairs on the Livonia Avenue "L." Trains that formerly operated to Utica Avenue are turned at Atlantic Avenue from 10:36 AM to 3:21 PM leaving this terminal. This change is temporary; service will be extended to Utica Avenue with the schedule change after the project has been completed.

#7 Saturday morning service has been increased slightly and Sunday service has been increased appreciably. Trains run on an 8-minute headway early Sunday morning and a 6-minute headway leaving Main Street from 9:59 AM to 7:11 PM.

When the new BMT-IND schedules went into effect on April 30, 2000, there were minor changes in service. Evening rush hour Queens-bound N and R trains, which were each on a peak 7-minute headway for 35 minutes, now operate on a peak 6-minute headway for 48 minutes.

New Car News

(Continued from page 5)

R-142 TEST LINE #2 Weekdays

Leave 241 st Street	Leave Flat- bush Avenue
7:06 AM	8:41 AM
10:20 AM	12:02 PM
1:40 PM	3:22 PM
4:58 PM	6:37 PM
8:14 PM	9:58 PM

R-142A TEST LINE #6 Weekdays

Leave Pelham Bay Park	Leave Brook- lyn Bridge
6:00 AM	7:05 AM
8:08 AM	9:13 AM
10:24 AM	11:26 AM
12:36 PM	1:42 PM
2:52 PM	3:56 PM
4:58 PM	6:02 PM
7:12 PM	8:19 PM

R-142 TEST LINE #2 Saturdays

Leave 241 st Street	Leave Flat- bush Avenue
7:03 AM	8:48 AM
10:25 AM	12:08 PM
1:44 PM	3:28 PM
5:04 PM	6:48 PM
8:27 PM	10:11 PM

R-142A TEST LINE #6 Saturdays

Leave Pelham Bay Park	Leave Brook- lyn Bridge
7:03 AM	8:11 AM
9:15 AM	10:25 AM
11:27 AM	12:34 PM
1:37 PM	2:44 PM
3:47 PM	4:54 PM
5:57 PM	7:04 PM
8:07 PM	9:15 PM

R-142 TEST LINE #2 Sundays

Leave 241 st Street	Leave Flat- bush Avenue
6:51 AM	8:46 AM
10:27 AM	12:11 PM
1:52 PM	3:41 PM
5:26 PM	7:12 PM
8:50 PM	10:36 PM

R-142A TEST LINE #6 Sundays

Leave Pelham Bay Park	Leave Brook- lyn Bridge
6:56 AM	8:03 AM
9:11 AM	10:21 AM
11:27 AM	12:36 PM
1:38 PM	2:48 PM
3:54 PM	5:04 PM
6:16 PM	7:23 PM
8:30 PM	9:36 PM

ROSTER OF PUSH/PULL CARS USED IN METRO-NORTH/CONNECTICUT DOT SERVICE

NUMBERS	BUILDER	MODEL	OWNER	BUILT	No. Cars	NOTES
6101/6109	Bombardier	Cab	MN	1985	5	1, 3
6111/6113	Bombardier	Cab	MN	1987	1	1, 3, 4
6115/6119	Bombardier	Cab	MN	1987	2	1, 3, 4
6121/6123	Bombardier	Cab	MN	1991	2	1, 3
6150/6166	Bombardier	Trailer	MN	1985	9	2
6151/6159	Bombardier	Trailer	MN	1985	5	1, 3
6161/6169	Bombardier	Trailer	MN	1987	5	1, 3
6168	Bombardier	Trailer	MN	1987	1	2
6170/6190	Bombardier	Trailer	MN	1991	6	2, 4
6171/6179	Bombardier	Trailer	MN	1991	4	1, 3, 4
6201/6209	Bombardier	Cab	CDOT	1986	5	1, 3
6211/6219	Bombardier	Cab	CDOT	1991	5	1, 3
6250/6268	Bombardier	Trailer	CDOT	1986	10	2
6251/6259	Bombardier	Trailer	CDOT	1986	5	1, 3
6270/6278	Bombardier	Trailer	CDOT	1991	5	2
6301-6308	Bombardier	Cab	MN	1996	8	1, 3
6309-6310	Bombardier	Cab	MN	1997	2	1
6311-6320	Bombardier	Cab	MN	1999	10	1
6330/6358	Bombardier	Trailer	MN	1996	15	2
6331/6351	Bombardier	Trailer	MN	1996	11	1, 3
6353/6361	Bombardier	Trailer	MN	1997	5	1, 3
6360/6374	Bombardier	Trailer	MN	1997	8	2
6363/6371	Bombardier	Trailer	MN	1999	5	1, 3
6376/6474	Bombardier	Trailer	MN	1999-2000	35	2

Notes:

1. Restroom-equipped
2. Even numbers only
3. Odd numbers only
4. Transferred to Metro-North West-of-Hudson service:

1997 - 6113, 6117, 6176, 6180, 6182

1999 - 6173, 6178, 6184

For the names of the cars, please refer to April, 1993
Bulletin.

Around New York's Transit System

Two Unusual Reroutes

To replace switches north of the Jay Street station, the following service was operated from 11 PM April 21 to 5 AM April 24, 2000:

Southbound A trains were wrong-railed from Chambers Street to Jay Street, and then operated local in Brooklyn. Northbound A trains were routed via the F line from Jay Street to W. 4th Street and local tracks to 59th Street, where they resumed normal service. B trains made local stops between Coney Island and 168th Street and a B shuttle was single-tracked on Tracks T-1 and G-3 between 21st Street-Queensbridge and 57th Street-Seventh Avenue. C service was discontinued. Southbound D trains made local stops from 34th Street to W. 4th Street from midnight to 5:30 AM, because Delancey Street F trains were not running. E trains made all local stops. Southbound F trains from 179th Street made all local stops in Queens, after which they were routed via the G line to Coney Island or via Sixth Avenue to Delancey Street. Northbound F trains operated via the regular route, making local stops in Queens. R trains operated between 95th Street and 36th Street in Brooklyn.

To replace switches south of the BMT Canal Street station, the following service was operated from 12:01 AM April 29 to 5 AM May 1, 2000:

Southbound N service from Astoria operated normally to Times Square, then switched to express track A-3 and terminated at 34th Street. Northbound trains made express stops to 57th Street, after which they followed the regular route. N trains from Coney Island followed the regular route to DeKalb Avenue, then operated via bridge and Sixth Avenue express tracks to 21st Street-Queensbridge. Southbound trains were routed via tracks T-1, G-3, and A-3 to 57th Street-Seventh Avenue, after which they resumed normal operation. B trains made local stops in Brooklyn because R trains operated only between 95th Street and 36th Street in Brooklyn. E and F trains made local stops in Queens.

Operation of Car Body Lights

When trains are operating on the structure, car body lights must be turned off from 9 AM to 4 PM, October 1 to April 30, and 9 AM to 5 PM, May 1 to September 30. Cars should be illuminated if there is insufficient daylight

because of bad weather. Car body lights must be turned off at the first station after leaving the tunnel and must be turned on at the last station before entering the tunnel. The cars should also be illuminated if the running time in the open is five minutes or less and in the Brighton and Sea Beach cuts.

Release and Application of Handbrakes

Train Operators must ensure that all handbrakes on the train are fully released before leaving the yard or storage track. They must not rely in the handbrake indication lights to verify that the brakes are released. Train Operators must visually inspect each handbrake to ensure that the counterweight is visible in the counterweight window located on the side of the mechanism and that no part of the chain is showing.

Before applying the handbrakes, the air brake system must be fully charged and the train must be placed in "emergency." The handbrake must be applied by moving it in an upward and downward motion. The Train Operator must observe that the counterweight is descending. The chain links must be visible.

MTA Capital Program Revised, Re-Submitted

In December, 1999, the MTA Capital Program Review Board (CPRB) rejected the MTA's proposed 2000-2004 Capital Program, which had been submitted two months earlier, to allow the State Legislature to consider various issues, including financing. On April 26, 2000, the MTA submitted a revised Capital Program to the CPRB. The new program is to cost \$17.1 billion, compared with the original figure of almost \$16.5 billion.

The revised program includes, among other things, an additional \$350 million for studies, engineering, and start of construction on the Second Avenue Subway. This money will allow for a subway traveling the full length of Second Avenue.

Of concern to advocacy groups and the press was the method by which the program would be paid for. The program calls for the issuance of over \$7.2 billion in MTA bonds and the refinancing of more than \$3 billion in old MTA debt. In addition, \$1.6 billion is planned to come from the proceeds of a \$3.8 billion New York State bond issue to be voted on by the public this November.

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM by Bill Zucker

DATE	LINE	TYPE OF CARS
April 13, 2000	Q	R-32
April 17-19, 2000	N	Train composed of 4 R-68s and 4 R-68As: N-2780-1-3-2, 5178-7-9-80-S