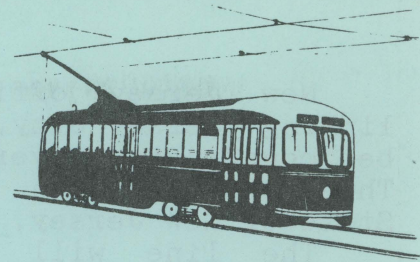


NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

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IN THIS ISSUE: NYCTA CAR EQUIPMENT PROGRAMS

INCREASED SUBWAY SERVICE FOR THE WORLD SERIES AND METS PARADE

World Series games that are played in New York always attract huge crowds that can't be transported by buses and automobiles because of traffic congestion. However, rail transit operating on its own right of way has no difficulty transporting the baseball fans to and from the stadium. This year, the Mets won the National League Pennant and World Championship, and several National League Playoff and World Series games were played at Shea Stadium which is adjacent to the Willets Point Boulevard station of the #7 Flushing Line. To accommodate the baseball fans, #7 service was increased to a three minute headway for more than an hour before each game and trains were dispatched as needed after the game. Unfortunately some of the passengers broke the door glasses in several trains. Heavy damage was avoided, though. Cardboard signs taped to walls in Manhattan stations directed passengers to the Flushing Line; many of these became souvenirs.

The day after the Mets won the World Series, the City staged the traditional ticker tape parade on Broadway from Bowling Green to Chambers Street. Because of the traffic congestion and lack of parking space in lower Manhattan, most of the 2.2 million people who watched the parade on October 28th, the day after the first IRT line's 82nd birthday, must have taken the subway. On the Lexington Avenue Subway, which runs under the route of the parade, extra #4 trains were operated on a ten minute headway between 149th Street-Grand Concourse and Bowling Green. When the crowds became greater than anticipated, the dispatcher grabbed "everything on wheels" including two R-62A #1 trains and one red #2 train which were en route to the car wash. Expresses operated as frequently as the regular rush hour, a two minute headway. Meanwhile, on the street above, the crowd poured over police barricades and encroached on the parade which itself was squeezed into a single lane over a specially painted blue and orange stripe on the center of Broadway. All kinds of computer paper, cards, scrap paper, video tape, et cetera, was sent flying out of every imaginable window, accumulating knee-deep in many areas. No private car, taxi, or bus would have survived.

Because of heavy overcrowding, Wall Street station was closed and expresses bypassed Brooklyn Bridge station for brief periods. Announcements made over the station public address systems advised passengers to avoid Wall Street station and to use Bowling Green or Fulton Street stations instead. Fares at Brooklyn Bridge were collected by railroad clerks accompanied by police officers standing at the exit gates who directed passengers to deposit dollar bills, etc. into portable fare boxes. This was the station that bore the heaviest loads of fans since the ceremony for the great event was held directly above, in front of City Hall.

Additional service was operated in the 8th Avenue Subway and B trains were rerouted via tunnel and lower Manhattan on the BMT Line.

The subway did an excellent job of transporting the huge crowds and proved once again that rail transit operating on its own right of way is the only means of transporting large numbers of passengers swiftly, efficiently, and safely.

LIGHT RAIL PLANNED FOR NEW JERSEY

New Jersey officials announced plans for a thirteen mile light rail line linking Jersey City, Hoboken, Weehawken, and Secaucus. This line, which will be constructed over a period of ten years, will use Conrail's right of way. This \$825 million trolley line will be financed by the Port Authority, the State of New Jersey, UMTA, and owners of property served by the new line.

The line will start at a parking lot a mile east of Giants Stadium in East Rutherford and will operate in a tunnel under the Palisades. It will serve Weehawken and then operate along the waterfront to the Hoboken Railroad Terminal. The second section will start at the Hoboken Terminal and pass Pavonia and Exchange Place PATH stations, eventually terminating at exit 14A of the New Jersey Turnpike near the Jersey City - Bayonne line.

During the next decade, stores, office buildings, and 30,000 housing units will be built along the waterfront. Because buses and automobiles will be unable to transport the large numbers of people who will work and live in the area, the state is planning this light rail line on its own right of way.

NEW JERSEY NOTES
by Randy Glucksman

PATH announced that they transported 652,000 passengers during the Liberty Weekend celebration. On Friday, July 4th, 251,000 passengers rode on PATH trains

Other PATH ridership statistics are as follows: Of a total of 73,000 AM rush hour riders, 45,200 are bound for the World Trade Center while 13,700 ride to 33rd Street. It is assumed that the remainder use other stations.

On September 2, 1986, the recently renovated downtown 14th Street and Christopher Street stations were reopened amid fanfare. The uptown 9th Street and 23rd Street stations are now closed for a similar rebuilding. The Exchange Place station is being modernized, but is still open for service. Single tracking is in effect while work is in progress.

PATH has purchased enough walkie talkie radios to equip each train conductor and passenger information agent. Presumably passengers will be kept informed about delays.

Several Division members have inquired as to how the Bergen Shore Express was routed to the Jersey Shore. After leaving the ex-Erie Bergen County Line, the train is routed via the west leg of the wye at West End Tower and the former D,L,& W Morris and Essex Line to Harrison. The train then crosses PATH's westbound track and operates on Amtrak's Northeast Corridor Line. It switches to the former PRR Line at Rahway, and finally runs on the former New York & Long Branch Line from Perth Amboy to Bay Head.

Two-hundred foot extensions are being added to the following Port Jervis Line stations: Harriman, Salisbury Mills/Cornwall, Campbell Hall, and Middletown. Work began on September 29th. All stations on the Port Jervis Line west of and including Suffern received new signs, with an orange stripe. Rockland County stations are blue striped.

LONG ISLAND RAIL ROAD CAR NOTES

The following M-1's, which are laid up at the present time, will be placed in service when the Hicksville-Ronkonkoma electrification is completed: 9003-8, 9017-8, 9025-36, 9041-4, 9047-50, 9055-60, 9069-70, 9077-82, and 9089-96. These cars will not be converted to locomotive hauled coaches as incorrectly reported in the October BULLETIN.

All M-3's for the LIRR, 9771-9944, are now in service. Car 9851 suffered serious fire damage in mid-October.

NYCTA CAR EQUIPMENT PROGRAMS

Recent issues of the BULLETIN have referred to various cars being used in a number of programs now in progress. Perhaps a better explanation of these programs is in order.

NEW PASSENGER CARS

Following is a summary of new car deliveries:

CLASS	NUMBER OF CARS ON ORDER	NUMBER OF CARS ACCEPTED AS OF 9/30/86	ASSIGNMENT OF NEW CARS AS OF 8/31/86
R-62A	825	322	25 trains on #1, 6 trains on #6
R-68	425*	71	8 trains on D - Brighton Line

* = The MTA Board has approved the option for 200 more R-68 cars, increasing the order from 225 to 425. It is expected that a second option for 200 more R-68's will be approved in 1987, bringing the total number of R-68's to 625 units.

OVERHAULED CARS

Following is a summary of various classes of cars in the overhaul program:

CLASS	ORIGINAL NUMBER OF CARS	TOTAL # CARS OVERHAULED	NUMBER OF OVERHAULED CARS ACCEPTED 8/31/86	VENDOR & LOCATION	LINES ASSIGNED	NOTES
R-10	400	110	110	TA 207 St Shop	C	1
R-26/28	210	210	126	Morrison/Knudsen	2,6	2
R-29	236	236	176	Morrison/Knudsen	2,6	2
R-30	317	162	92	TA Coney Is Shop	J,L	3
R-32	600	10	-	General Electric	-	4
R-32	600	290	-	To be bid Nov'86	-	5
R-33	500	494	2	TA 207 St Shop	-	6
R-33s	40	39	39	TA Coney Is Shop	7	7
R-36	424	424	424	Morrison/Knudsen	7,4	7
R-36	424	424	424	NY Rail Car	7,4	7
R-38	200	190	-	General Electric	-	8
R-40	400	200	-	Sumitomo	-	9
R-44	300	280	186	TA 207 St Shop	A	10
R-44SI	52	52	-	Amer Coastal Ind	SI	11
R-46	754	754	190	TA Coney Is Shop	E,F,N,JFK	12

Locations: Morrison/Knudsen - Hornell, New York
 General Electric - Buffalo, New York
 New York Rail Car - Brooklyn, New York
 Sumitomo - Elmira, New York
 American Coastal Industries - Newport News, Virginia

Notes: 1 - New rotary screw compressors are now installed on 94 of the 110 overhauled R-10's.

2 - Car deliveries from Morrison/Knudsen continue at the rate of eight cars per week. As of August 31st there were 21 trains of overhauled R-26/28/29 cars in revenue service on the #2 and two trains on the #6.

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- 3 - An eight-car train of overhauled R-30's had the experimental Fuji door operators installed in August.
- 4 - Ten R-32's are now at General Electric's Buffalo, New York plant where a prototype overhaul will take place. This fall, Pullman Technologies has made recommendations for repairs to R-32 car bodies. Coney Island Shops are now installing Westinghouse air cut-off valves on the 298 Westinghouse R-32's.
- 5 - The TA will advertise for bids to overhaul 290 General Electric R-32's in November, 1986 based on the Pullman Technologies car body repair recommendations and the results of the ten cars now at General Electric's Buffalo plant.
- 6 - 207th Street Shops has completed the prototype overhaul of R-33 cars 9128-9 and is now working on cars 9202-3.
- 7 - Modified door control equipment will be installed on an eleven-car train. A General Electric R-62 type controller was experimentally put under Westinghouse R-33 single car 9337. New load sensors are being tried out on two R-36 Westinghouse cars as well as two R-36 General Electric cars.
- 8 - It is now determined that General Electric will overhaul and deliver 48 R-38's by the end of 1986.
- 9 - The first six R-40 (slant) non-air conditioned cars were delivered to Sumitomo's former U.S. Steel plant in Elmira, New York. Westinghouse air cut off valves, similar to those being installed on R-32's (see #4 above), are also going on all 200 Westinghouse R-40's. A suggestion by Sumitomo to use Mitsubishi motors instead of Westinghouse or General Electric motors is being considered.
- 10 - This "E Overhaul" consists of substitution of a Westcode (SMEE) brake system for the existing WABCO P-wire system. When this work is done, these R-44's are returned to A Line service and are kept graffiti free. There remain 66 cars to be converted. An outside vendor was to have converted 24 of them, but the TA has decided to do all the work at 207th Street Shop.
- 11 - The apparent low bidder for the overhaul of the 52 Staten Island R-44's was Newport News Industrial Corporation/American Coastal Industries. However, a legal problem has caused complications in awarding this contract.
- 12 - The "E Overhaul" of R-46 cars consists of repair of existing electrical systems. It differs from the "E Overhaul" of R-44's in that the existing WABCO brakes and P-wire system are retained. Three trains (26 cars) now have a new type door operator manufactured by the Vapor Corporation.

With the pending approval of the 1987-1991 Capital Program, plans were formulated to change the composition of cars in the Transit Authority's passenger car roster. New cars are on order, older cars are going to be overhauled, and the oldest cars will be scrapped.

On the next page is a breakdown of the total number of cars projected to remain in each car class at the end of each year.

IRT DIVISION
COMPOSITION OF FLEET AT YEAR END

CAR TYPE	1985	1986	1987	1988	1989	1990	1991
R-17	265	11					
R-21	217	217					
R-22	375	375	143				
R-26	70						
R-26(G)	40	110	110	110	110	110	110
R-28	100						
R-28(G)		100	100	100	100	100	100
R-29	154						
R-29(G)	82	236	236	236	236	236	236
R-33	486	486	382	278	174	70	
R-33(G)	47	47	151	255	359	463	533
R-36(G)	424	424	424	424	424	424	424
R-62	325	325	325	325	325	325	325
R-62A	80	400	825	825	825	825	825
Total IRT Cars	2665	2731	2696	2553	2553	2553	2553
Total New IRT Cars	405	725	1150	1150	1150	1150	1150
Total Overhauled Cars	593	917	1021	1125	1229	1333	1403

BMT-IND DIVISION
COMPOSITION OF FLEET AT YEAR END

CAR TYPE	1985	1986	1987	1988	1989	1990	1991
R-10	253	180	110	110			
R-16	87						
R-27	227	227	227				
R-30	293	189	155	155	155		
R-30(G)	24	128	162	162	162	162	162
R-32	596	586	538	330	122		
R-32(G)		10	58	266	474	596	596
R-38	196	128					
R-38(G)		68	196	196	196	196	196
R-40	396	396	240	32			
R-40(G)			156	364	396	396	396
R-42	396	396	326	78			
R-42(G)			70	318	396	396	396
R-44	280	280	280	280	72		
R-44(G)					208	280	280
R-46	754	753	753	753	649	324	
R-46(G)					104	429	753
R-68		160	225	225	225	225	225
Option 1 Cars			120	200	200	200	200
Option 2 Cars				160	200	200	200
Total BMT-IND Cars	3502	3501	3616	3629	3559	3404	3404
Total New BMT-IND Cars		160	345	585	625	625	625
Total Overhauled Cars	24	206	642	1306	1936	2455	2779

(G) = Overhauled Cars.

System Total Cars	6167	6232	6312	6182	6112	5957	5957
System Total New Cars	405	885	1495	1735	1775	1775	1775
System Total Overhauls	617	1123	1663	2431	3165	3788	4182

As you can see by the above, 1,775 new cars will have been delivered by February 28, 1989. This figure includes 325 IRT cars built by Kawasaki Heavy Industries under contract R-62 and now are all in service on the #4 Line. Additionally, 825 IRT cars are now in the process of delivery from Bombardier under contract R-62A. For the BMT-IND lines, 225 cars are also being delivered from Westinghouse-Amrail under contract R-68. An option for 200

more R-68's was recently approved by the MTA Board. With the approval of the Capital Program, a further 200 R-68 cars can be ordered.

Here is a breakdown of anticipated monthly deliveries between January, 1987 and February, 1989:

End of Year 1987		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Class	1986												
R-62A	400	40	40	40	50	40	40	50	40	40	45c		
R-68	160	30	35c										
R-68-2							1	9	20	25	25	25	15

End of Year 1988		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Class	1987												
R-68-2	120	20	20	20	20	20	20	20	20	20	20	20	20

End of Year 1989		Jan	Feb	c = Final cars for contract delivered that month									
Class	1988			R-68-2 = R-68 cars - Option 2									
R-68-2	360	20	20c										

With the delivery of 1,775 new passenger cars and the return of overhauled cars from main shops or from contractors, some of the oldest cars will be retired. Listed below are the numbers of passenger cars anticipated to be retired during each year:

Class	Until...	1985	1986	1987	1988	1989	1990	Total
R-10			73	70		110		253
R-16			87					87
R-17		112	254	11				377
R-21		29		217				246
R-22		65		232	143			440
R-27					227			227
R-30							155	155

By the spring of 1988, there will be 1,575 new subway cars in service on the #1,#3,#4,#6,D, and N lines. The TA will be operating 1,503 overhauled cars on the #2,#4,#6,#7,A,B,C,D,J, and L lines. SIRTOA will also be operating 52 overhauled cars on Staten Island.

By mid 1988, over half of the subway fleet will be composed of new or overhauled cars. By the end of 1988, eighty percent of the cars will be clean and graffiti-free.

It is anticipated that all new cars will be operating on the #1 line by late fall. More than half of the #6 fleet, 250 cars, will be new R-62A's. The remaining 255 new cars will furnish all the service on the #3 line.

LONG ISLAND RAIL ROAD NEWS by Raymond R. Berger

REPUBLIC AND PINE-AIRE STATIONS CLOSE
NEW HIGH-LEVEL PLATFORM STATIONS OPEN AT
WYANDANCH, DEER PARK, AND BRENTWOOD
LAST OF THE M-3 CARS IN SERVICE

All eleven Long Island Rail Road timetables were reissued on October 13th with the usual winter reductions in service to shore points. Weekend service to Hollis was increased with all Hempstead trains stopping there. Under the previous schedule, alternate Hempstead trains skipped this station. Service to Speonk was also increased. During midday, one weekday and two weekend trains, which formerly started from Patchogue, now start from Speonk. One weekday midday and one weekend midnight train formerly terminating at Patchogue now operate to Speonk.

The Ronkonkoma Branch timetable (Form 3) was in effect for only two weeks. A new timetable was issued on October 27th concurrent (Middle Page 7)

BMT-IND CAR ASSIGNMENT DATED SEPTEMBER 8, 1986

LINE	R-10	R-16	R27/30	R-32	R-38	R-40	R-42	R-44	R-46	R-68	TOTAL
A					120				192		312
B/K Wash.Hts.				40			32				72
B West End						168					168
B Shuttle			24								24
C	176				40						216
D Concourse				70			80				150
E									208		208
F									320		320
G				72							72
JFK									26		26
J			104				40				144
L			88				40				128
M/RJ		64	88								152
N				184					84		268
D Brighton						30	80			48	158
Q Brighton				80			80				160
R			128				48				176
S Franklin			12								12
Total	176	64	444	446	160	198	400	192	638	48	2766

Later assignments list more R-68's which replace R-32's, then slant R-40's and R-42's presumably to follow.

LIRR NEWS (continued from Page 6)

with the closing of the Republic and Pine-Aire stations and the opening of new stations with high-level platforms at Wyandanch, Deer Park, and Brentwood. These new stations are parts of the plan for the extension of electrification between Hicksville and Ronkonkoma scheduled to begin in December, 1987.

Here is a tabulation of the last trains to stop at the Republic and Pine-Aire stations:

Station	Last Eastbound			Last Westbound		
	Train No.	Date	Time	Train No.	Date	Time
Republic	262	10/24/86	8:02PM	259	10/24/86	6:54PM
Pine-Aire	4200	10/26/86	10:27AM	4259	10/26/86	9:47PM

The Long Island Rail Road has embarked on a program to isolate groups of their electric car fleet. As part of the plan, all M-3 cars are now run together rather than mixing them with the M-1 class cars.

The last of the LIRR's 174 M-3 class electric MU's have been delivered and are now in service.

Four cars of the 6:27AM train from Massapequa Park to Penn Station on Monday, October 27th were the last M-3 cars making their initial run in revenue passenger service.

The \$188.4 million order from the Budd Company (now Transit America) was delayed for two years by a series of production problems including a strike against the brake subcontractor (WABCO), and a flaw in the contact shoe assembly.

The 174 cars augment the 770 M-1 cars in service since 1972. They are needed because of increased ridership, the extension of electrification to Ronkonkoma, and the double tracking to Huntington.

DEVIATIONS (continued from Page Eight)

If there is a car shortage, clean G.E. R-32's with orange stickers may be operated in the same G or N trains as clean Westinghouse R-32's with yellow stickers, but not with unprocessed cars.

NYCTA CAR NOTES

As of November 7, 1986, R-62A cars 1651-1686, 1688-2046, 2048-2050, 2052-2057, 2059-2065, 2071, and 2078 were delivered. As of the same day, cars 1651-1686, 1688-1974, 1976-2012, 2014-2019, 2020, 2022, 2023, 2024, 2026, and 2027 were in service. Note that the 2000 series cars here are the third set of subway cars to carry those numbers. First were the IRT Composites in 1904, and second were the BRT 67' cars in 1914.

In addition to the cars listed in the October BULLETIN, the following cars have been scrapped: 6581, 6607, 6661, 6677 (green car), 6704, 6728, 6777, and 7092. Additional out-of-service cars awaiting scrap are 6664, 6694, 7667, 7704, and 7742.

R-62A cars 1651-1719 have been assigned to the #6. Cars 1700-1719 were transferred from the #1 to the #6 on October 7, 1986.

Cars 8606-7, 8612-5, 8618-9, 8634-5, and 8656-7 were transferred from the #3 to the #6 on August 25th. It should be noted that rebuilt car 8660, with the pseudo-R-62 interior, is assigned to the #6 along with its mate, 8661, which has the regular rebuilt interior treatment. Cars 8640-1, 8652-3, 8664-5, and 8684-7 were transferred from the #3 to the #6 on October 7th. R-21 7075 (green car) was transferred from the #5 to the #2 on September 8th. The other green car, 6677, reportedly has been scrapped. Effective November 3rd, the following R-26/28 cars have been reassigned from the #6 to the #2: 7804-7813, 7816-7827, 7830-7833, 7836-7841, 7846-7859, 7874-5, 7878-7881, 7884-5, 7888-9, 7898-9. Presumably the others will follow as they are returned from rebuilding.

In the October, 1986 BULLETIN, we reported that work motor 36744 was badly damaged and flat F-09 was slightly damaged in a collision with a bumping block in Corona Yard, but we didn't mention that the mishap occurred on either September 8th or 9th. Both were repaired and back in work service as of November 3rd.

As of November 7th, R-68 cars 2500-2502, 2504-2549, 2551-2567, 2569-2599, 2601-2621, and 2623 were delivered.

Car 3942, which was damaged by a bad fire at 34th Street on September 29th, is being repaired. Cars 4294-5 were damaged by a small fire at the blind ends. Cars 4680-1, which were involved in a bad accident, have been out of service since 1972. Repair work was started, but the cars may be scrapped. Cars 4658-9, which were in the same accident, were back in service about a year ago.

In the October BULLETIN we reported that V and W appear on the new car signs, but we didn't mention that they appear only on the R-68 sign. New car signs referred to in that issue include V and W from R-68. Current R-27/30, R-32, and R-38 signs all have V, but no "9 Ave".

The Lemon Train, according to a memo dated November 3rd, may be used on both the J and L lines. Cars 4652-3, 4659-4666, 4686-7, 4880-1, and 4900-1 are used on either line. 4659 is now remated with 4658, and is no longer in the Lemon Train. 4666 is now remated with 4667, in the Lemon Train. The following six cars have been added to the ten previously processed (see above) as graffiti free cars, for a total of two eight-car trains.: 4712-3, 4848-9, and 4898-9. R-42 assignments, previously reported in an earlier BULLETIN, are once again being observed. On the Southern Division, B, D/Q, and R are operated as one assignment (see May, 1986 issue).

DEVIATIONS FROM CAR ASSIGNMENTS

Starting October 27th, one or two trains of slant R-40's have been running on the Q. On October 28th, the day of the Mets parade, a green R-10 ran on the A from 207th Street to Jay Street, where it was turned. One or two R-16's appeared on the B (West End) and the R, but not since about October 20th. Four or five R-27/30's were seen on the B (West End), and four or five slant R-40's are operating on the R. R-42's turn up infrequently on the B (West End) and the R. On October 24th, an R-62A train from the #1 was in service on the #2, operating from 241st Street to Flatbush Avenue and back to 241st Street. (continued P7)