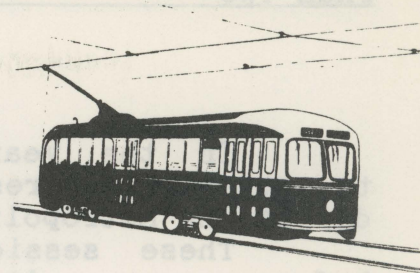
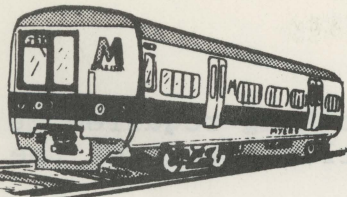


NEW YORK DIVISION

BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

P.O. BOX 3001 NEW YORK, N.Y. 10008

Vol. 32, Number 7

JULY, 1989

IN THIS ISSUE: IRT ELEVATED ODDS AND ENDS.

GENERAL OVERHAUL OF R-32 CARS PROGRESS REPORT

by Raymond R. Berger

Nearly half of the 595 R-32 cars have received their general overhaul as of June 17, 1989. Following is a progress report:

TOTAL R-32's	600
LESS SCRAP	- 5
CURRENT TOTAL	595 (272 GOH + 148 GE NON-GOH + 175 WESTINGHOUSE NON-GOH)

GOH CARS AT JAMAICA MAINTENANCE SHOP

G & R LINES	222
SPARES	+ 40
TOTAL (M-K) *	262

* M-K= Morrison-Knudsen (Hornell, New York)

GOH CARS AT 207th STREET MAINTENANCE SHOP

A LINE	10
SPARES	0
TOTAL (GE) **	10

** GE= General Electric (Buffalo, New York)

GRAND TOTAL 272 GOH Cars

GENERAL ELECTRIC NON-GENERAL OVERHAUL CARS AT JAMAICA MAINTENANCE SHOP

G LINE	12
R LINE	50
SPARES	28
OUT FOR GOH +	58 (at M-K)
SUBTOTAL	148

WESTINGHOUSE NON-GENERAL OVERHAUL CARS AT CONEY ISLAND MAINT. SHOP

N LINE	90
Q LINE	30
FS LINE ***	8
SPARES	+ 47
SUBTOTAL	175

*** FS = Franklin Avenue Shuttle

GRAND TOTAL 323 NON-GOH Cars

When all 148 General Electric R-32's in Jamaica Maintenance Shop are overhauled, work will begin on the 175 Westinghouse R-32's in Coney Island. No overhauled cars will be reassigned from the G and R lines at this time. At present, it is anticipated that the first group of R-32's will be completed by October 1989 and the remainder will be completed by July 1990.

IRT ELEVATED ODDS AND ENDS

by E. Alfred Seibel

In the year 1929 the commercial art course I was taking required me to attend lectures by famous artists, cartoonists and illustrators of the day at the Metropolitan Museum of Art auditorium.

These sessions took place on Saturday mornings, usually ending just before noon. At first, I used the 3rd Avenue El from and to The Bronx, getting off at the 84th Street station. One Saturday it dawned on me I could get an uptown express at the 2nd Avenue line's 86th Street station. It was an extra three-block walk which, in those days, I did not mind.

On my first arrival at the 86th Street station, I found the gates of the bottom of the stairways to the upper/express level still closed, but shortly before the arrival of the first northbound Freeman Street Express an IRT employee opened up the way to the express platform.

If my memory serves me correctly, at that time, on Saturday afternoons only trains to Freeman Street made the uptown express run over Second Avenue. The first train to my surprise and delight was not the usual composite cars that had escaped from the subway in 1917, but a seven-car open-platform train. A quick look showed that none of the cars had received the OPEN AIR LINE paint job; all were still in the dark color scheme. A closer look and reading the cars' numbers revealed that a few of them had escaped the MULTIPLE UNIT DOOR CONTROL conversion. Unfortunately, I was never one for taking down car numbers. But, through seeing these same cars in later years, the cars that missed out in the MUDC conversion were motor cars 1672 and 1292 and trailer 1713. The other motor car was 472, which was still equipped with wooden blinds. The other two trailers were longitudinal-seated 200 and a 600-series car.

The ride to 125th Street was a very fast one by elevated standards, the track being down grade all the way to 106th Street. I left the train at the 143rd Street station to continue the trip up the Third Avenue line. This was not my last trip on this unusual train.

Then one weekday, when riding down on the Third Avenue line, we just caught the last Through Express. As was always my practice in those times, I was up on the front platform of our composite car. Going up the curving ramp to the 143rd Street station, the block signal ahead was red and we came to a halt, permitting my favorite train to switch in off the Bergen Avenue cut-off ahead of us. So, through this sighting, I came to the conclusion that the open-platform train from Freeman Street was also the last morning express as well as the first Saturday afternoon express.

Now I came to the conclusion that my favorite train might also be the first late afternoon express running uptown to Freeman Street. By the fall of 1929, the art lectures at the museum had terminated. However, I left home at 4 PM and travelled south on the Third Avenue to Chatham Square. I soon found I was correct in assuming the open-platform Freeman Street Express was the first uptown Freeman Express. I made a number of rides on this train all during 1930, but it did not last for long.

The general repainting program to Pullman Green had started in 1929 on the Queensboro lines. Also, the Great Depression had started to take its toll on the number of trains to be operated by the IRT's Manhattan Division. On the Queensboro Division, the seven-car trains lost one trailer, with the trains now being made up of five motors and two trailers. I discovered that all of the surplus trailers were taken and stored in the huge 159th Street Yard of the West Side lines.

It was during 1930 and 1931 that the Interborough got around to painting the cars assigned to all lines serving Manhattan in the dark Pullman color. Also, more surplus cars were placed in storage, and those stored were all pre-electric trailers and motor cars. And, in due course, my favorite train disappeared from the Second Avenue-Freeman Street Express run. (Continued on Page Three)

(Continued From Page Two)

POSTSCRIPT: In the 1950s I received permission from the the NYCTA to visit the shop at the 239th Street and White Plains Road facility; the shop building now housed what was once at 3rd Avenue and 98th Street. Here I got into conversation with an old timer. I asked him if he remembered this train with the cars that had escaped the MUDC conversion. He most certainly did. He advised that it was the ELECTRIC BRAKE TRAIN. He did not know when it was made into a train but, he explained that that was why the cars remained in one train which was never broken up. Also, he could not inform me as to when the electric brakes were removed.

At the Bronx Park terminal of the Third Avenue line, there was an elevator for the purpose of taking cars to the ground level. A fellow New York Central employee, George Grebert, who had lived his entire life in the Fordham area, told me that he remembered the open summer cars being stored on these tracks beneath the elevated structure during the cold weather months. When the Manhattan Elevated improvement program started in 1913, the use of open summer cars ceased. During the first World War, most of the open elevated cars were sold.

It was about 1921 when the ground level storage tracks at this location were again used. This time, the IRT had a surplus of open-platform elevated cars due to the transfer of the subway composite cars to the East Side elevated lines. While I never actually counted the cars stored here, it must have been about thirty.

How both the open cars and the later trailers were moved at this location beneath, I do not know. There was no third rail. Back during the first decade of this century, they could have been moved about by one of the steam locomotives which were still on the property. The surplus trailers remained at this location until the summer of 1938. Then the IRT had the first major scrapping program of elevated cars. The thirty or so trailers under the elevated north of Fordham Road were among those to go. To get a better look at the scrapping activity, I just walked onto the campus of Fordham University, just east of the elevated property. To get at the cars, the workmen actually moved them by hand, using long steel bars plus a leverage block and placing the end of the bar next to a wheel. Now they were able to move the cars that had remained stationary for seventeen years.

They dismantled the cars at that location. Elevated flatcars were seen beneath the structure, and the parts and pieces must have been loaded onto the flatcars and carted back up onto the structure via the elevator and then off, probably to the yard at 239th Street and White Plains Road. Here, other surplus cars were being dismantled and then loaded onto dump trucks for the trip to a scrap yard.

COMMUTER NOTES

by Randy Glucksman

During the week of March 20, 1989, NJ Transit held a series of public hearings in which the public was allowed to voice its opinions regarding its decision to raise bus and train fares and to decrease service.

At its April 6th meeting, the Board of Directors of NJ Transit voted to raise rail and bus fares an average of 12.5 percent effective April 30th. Delayed for one month was a decision as to whether the program of service cutbacks would be implemented. In personnel matters, State Senator S. Thomas Gagliano was appointed Executive Director of NJ Transit, replacing Roger Nutt, who was the Acting Director. The latter replaced Jerry Premo, who had resigned in January.

(Continued on Page Four)

Copyright © 1989 by the New York Division, E.R.A. Inc. Bernard Linder, Editor-in-Chief; William Zucker, News Editor; Randy Glucksman, Commuter News Editor; David Ross, Circulation Manager; Edward B. Watson, Editor Emeritus.
6/26/89 - G.P.S., E.O., R.R.B., D.R.

(Continued From Page Three)

At the public hearing held in Hackensack on March 21st, the spokesman for Metro-North strongly opposed the service reductions and indicated that Metro-North would not support any reductions in train service for the commuters served by its stations: Sloatsburg to Port Jervis, and Pearl River to Spring Valley. The railroad also insisted that the ten-trip ticket and one dollar penalty be retained for Metro-North customers. NJ Transit intends to raise the penalty for not purchasing a ticket at an open ticket office to three dollars. Ironically, Metro-North has embarked on a marketing program to increase its ridership. An increase of 1.5 percent, or 800,000 additional riders, is sought, and West-of-Hudson riders are part of that number. It was publicly revealed for the first time that Metro-North would like to institute Sunday service on the Port Jervis line. Details were not made known as to the number of trains, frequency, etc.

The MTA has made commitments to the New York State Legislature on behalf of its agencies, including Metro-North, that the fares would be held at their present levels at least until 1990. So, declining to participate in NJ Transit's fare increase will cost the railroad \$435,000 in 1989, because as part of its contract with NJ Transit Metro-North must pay a penalty for each ticket sold at the "held-down" rate. Checking the proposed new rates, the Pascack Valley and Bergen-Main Lines have different rate structures than the other lines due to this "hold-down" of the fares.

The following fare increases went into effect on April 30, 1989:

One-way first zone fares were increased \$1.00 to \$1.15; additional zones were increased an average of 15.1 percent.

Newark/New York, one-way and round trip fares went from \$2.00 to \$2.25 and \$3.00 to \$3.50, respectively.

Ten-trip ticket was eliminated.

Round trip excursion tickets are now only valid for two months instead of twelve months.

Unlimited-use Weekend ticket was increased from \$13.00 to \$20.00.

Newark City Subway and first zone bus fares were increased from 90 cents to \$1.00, and passengers riding the Newark City Subway east of Warren Street will pay 40 cents. Senior Citizen railroad, trolley and bus fares were not increased. There will be numerous bus route eliminations and service reductions.

This was the seventh increase since NJ Transit was created in 1979. The average fare has increased 2.3 times from the 1979 rate. However, a decision on the service cuts was delayed in the hope that the New Jersey State Legislature would appropriate additional funds. During the recent round of hearings concerning the fare increase and service cuts, several individuals and transportation advocate groups recommended that the same level of service be maintained until the monies are exhausted, thus forcing the State Legislature to act. Then it would be forced to consider a dedicated source of transportation funding.

The Metro-North Commuter Railroad and its parent agency, MTA, voted not to raise fares for the New York State stations of the Pascack Valley and Port Jervis lines. Included this time was NJ Transit-controlled Suffern.

During the first eight months of the fiscal year which began July 1, 1988, systemwide ridership declined 1.2 percent compared to the same period of the previous year.

NJ Transit increased its order to nine AEM-7 electric locomotives by exercising the option it had with the manufacturer, ASEA Brown Boveri (ABB). Delivery is scheduled to begin in February 1990, with all deliveries completed by 1991.

The 230 11-to-12-year-old Arrow II cars will be overhauled by ABB Traction of Lawrenceville, New Jersey. The contract will see the first cars returned at the end of 1990, with all cars in service by 1993.

Phase I of the Newark-Waterfront Connection was authorized by the NJ Transit Board of Directors. During this phase, one track would be constructed between Newark and Hoboken, to permit up to five peak hour diesel trains from the Newark Division (NECL, NJCL, and Raritan Lines)

(Continued on Page Five)

(Continued from Page Four)

to bring commuters to Hoboken Terminal and the Hudson River waterfront. The cost of \$16 million would come from the Port Authority of New York and New Jersey and/or the New Jersey Transportation Trust Fund. Phase II involves track work, train storage and platform work at the Hoboken Terminal and Yard. Phase III would see a second track constructed between the NECL and the Morris & Essex Lines. When completed, up to 12 daily round-trips will be operated between Hoboken and Newark.

During March and April, NJ Transit and MARC (operator of Maryland's commuter trains) cooperated with each other by exchanging locomotives. NJ Transit 4131 (GP-40 FH-2) was sent to Baltimore and 4900 (AEM-7) came north. In anticipation of a PATH strike which was averted, 4900 was used to power a train of coaches into Penn Station, New York, as NJ Transit is short of operable E-60's. It also was an opportunity to test a locomotive that is similar to the nine locomotives that have been ordered. MARC operates similar Morrison-Knudsen-rebuilt locomotives which have caused problems.

On April 11th, in preparation for providing additional service for Pascack Valley Line commuters who would be affected by a strike by Rockland Coaches (Red & Tan) drivers, additional coaches were added to trains 1600/1613 (from 3 to 4 cars), 1602/1605 (from 7 to 8 cars). Also, a five-car train was dead-headed up from Hoboken and placed on the Lederle siding in Pearl River. The train was scheduled to be sent out at 6:45 AM in service from Pearl River. The strike was averted after several extensions of the deadline, and on the one day the train was sent to Pearl River, it operated light back to Hoboken.

On April 10th and May 5th, due to installation of ties and associated track work between Clifton and Kingsland (Main Line), special schedules were operated between 9:15 AM and 4:15 PM using a single track.

The NYS&W was allowed to continue operating the Delaware and Hudson until March 16, 1990. Its operation of the D&H could end earlier if the latter emerges from bankruptcy or is sold.

AMTRAK began service to Atlantic City from New York and Philadelphia on Tuesday, May 23, 1989. Details will follow in the next issue.

METRO-NORTH

A study has been undertaken to determine the feasibility of a trans-Hudson rail crossing. This has been proposed by a number of Rockland County residents as one way to have direct access to midtown Manhattan. Several years ago, a proposal to build a second Tappan Zee Bridge was not received favorably by area residents and environmentalists. In fact, the only city that favored the second bridge was Yonkers, but its west-of-Hudson counterpart, Alpine, was not interested. Additionally, the Palisades' height does not make that community an easy one to develop for the necessary ramps, etc. The results are due next year.

The Railroad has issued its 1987 Annual Report. Of significant note are the following statistics:

<u>Cost Per Passenger (in 1988 dollars)</u>		<u>Ridership</u>	
1983	\$9.40	1981	48,625
1984	9.37	1982	47,688
1985	8.94	1983	40,868 *
1986	8.35	1984	47,106
1987	7.73	1985	49,340
		1986	51,757
		1987	53,802

* = Strike from March 1st to April 18th.

Trips completed as a percentage of trips scheduled rose from 99.1 percent in 1983 to 99.7 percent in 1987. Train annulments decreased from 1,406 in 1981 to 277 in 1987. On Time Performance increased from 83.9 percent in 1981 to 92.2 percent in 1987. Air conditioning reliability increased from 80.2 percent in 1981 to 98.8 percent in 1987.

(Continued on Page Eight)

COMMUTER NOTES (Continued from Page Five)

LONG ISLAND RAIL ROAD

New timetables were issued on February 21st for all branches. The LIRR has also produced a system map which shows all of its services as well as listings of phone numbers for transit-related services in New York, all stations that offer some type of transit connection, and points of interest.

When Eastern Airlines was struck at 12:01 a.m. on March 4th, the striking machinists indicated that they would set up picket lines at commuter railroads, as permitted by the law. These secondary strikes could have caused all metropolitan area railroads to shut down. In addition, rail service could have been halted at SEPTA (Philadelphia), MBTA (Boston), NICTD (South Shore), METRA (Chicago), MARC (Maryland), PAT (Pittsburgh), CALTRANS (San Francisco) and the country's newest rail system, Tri-Rail (West Palm Beach-Miami, Florida).

The lawyers for the rail lines went to federal court and obtained an injunction, which was revised several times, to prevent the machinists from setting up picket lines and to forbid the rail workers from honoring such picket lines.

In anticipation of a shutdown, all of the area's rail lines distributed flyers to riders, informing them of alternate services that would be available.

PATH

A strike by the Brotherhood of Locomotive Engineers, which represents 190 PATH motormen, was averted when the new contract was ratified on May 12th. The latest deadline was set for 12:01 AM May 15th. NJ Transit had readied additional buses to operate from Hoboken to Manhattan, and several ferry services were set to operate. PATH carries 20,000 daily riders.

Together with NJ Transit, a new combination NJ Transit/PATH ticket is being studied. It would be available upon implementation of PATH's Automatic Fare Collection (AFC) system in late 1990.

The remaining K cars will be retrofitted with couplers like the rebuilt PA-1/2/3 and new PA-4 cars. This will enable the trains to be coupled to each other in emergencies.

During the winter, K cars 1237 and 1238 became motorized flatcars 1237W and 1238W. This arrangement will enable shorter work trains to be operated under certain circumstances. The existing fleet of flatcars will be retained.

PA-3 768 carries the plates of the City of South Amboy.

For the bicentennial celebration of George Washington's inauguration as President, additional service was operated on Saturday, April 29th. From 11 AM to 6 PM, a 15-minute headway was operated between Hoboken and World Trade Center. From 6 PM to midnight, trains ran on a 10-minute headway. Normally, there is no direct service between Hoboken and World Trade Center on weekends. Newark-World Trade Center service also operated according to the above schedule. On Sunday, April 30th, trains ran on a 15-minute headway from 8 AM to 6 PM between Newark and the World Trade Center, then on a 30-minute headway. Service was also increased on the 33rd Street-Hoboken-Journal Square line, to a 15-minute headway instead of the normal 20 minutes.

Starting with the April 1989 edition of PATHWAYS, published by PATH, there is a series which explains the plans that William G. McAdoo had for his rail system. As originally envisioned, the line was to continue north and terminate at Grand Central Terminal. For details, see PATHWAYS.

CORRECTION: On Page Five of the April 1989 BULLETIN, the WESTBOUND trains for the BCL and SO. TIER should be switched. Trains 57/63 operate from Hoboken, while 51/55 and 65 are the shuttles from Suffern.

FLASH!

On Monday, June 26, 1989 at approximately 10:50 AM, the long-awaited passageway between the Lexington Avenue Line's 51st Street station and the Queens Boulevard Line's Lexington Avenue station opened for passenger use. Token booth number is N305A.

(Commuter Notes Continued)

METRO NORTH

New timetables were placed in effect on April 2. Many Harlem Line trains had their departure times adjusted by a few minutes. Additional service from Brewster North now gives weekend riders almost hourly service all day long. Also, there is one more shuttle from Dover Plains to Brewster North, train #9910 leaving at 6:34 AM. Two former Sunday and Holiday trains, #9034 (6:12 PM) and #9038 (8:12 PM) from Brewster North will now also operate on Saturdays. Outbound, #9015 (11:48 AM GCT) has been added to provide service to Brewster North.

On weekdays, train #504 (6:01 AM North White Plains) was added and the times and stops of the three preceding trains were adjusted. Train #500, the first train leaving Brewster North, now operates as an express south of Mt. Vernon West. Train #904, 5:09 AM Brewster North, now leaves seven minutes later and operates as an express south of White Plains. Train #502 now leaves North White Plains 10 minutes later at 5:30 AM. During the PM rush, #553 (4:19 PM GCT) North White Plains was discontinued, train #971 (6:04 PM GCT) Brewster North was added, and several other trains have been renumbered.

After publication of a list of train numbers in the April, 1989 "BULLETIN", Upper Harlem trains (Dover Plains-Brewster North) which formerly were numbered in the 2900 series now bear 3900 numbers.

Hudson Line service was also revised. Weekday trains #710, 722 and 730, which formerly started from Croton-Harmon, now start from Ossining at 6:37, 7:14 and 7:46 AM. The latter has an added stop at Spuyten Duyvil. Friday only trains #833, 2:02 PM to Poughkeepsie, #741, 3:50 PM to Croton-Harmon and #872, 3:12 PM from Poughkeepsie now operate on weekdays. The latter fills the gap between the 2:29 PM and 4:15 PM from Poughkeepsie.

Weekend Hudson Line service has been improved as follows: The following trains were added: #8824 (11:12 AM Poughkeepsie) on Saturday and President's Day, #8856/8756 (7:08 PM Poughkeepsie/Croton/GCT), #8725/8825 (11:45 AM GCT/Croton/Poughkeepsie), #8757/8857 (7:58 PM GCT/Croton/Poughkeepsie) and 8856/8756 (7:08 PM Poughkeepsie/Croton/GCT). #8813 (8:50 AM to Poughkeepsie) and #8824 (12:50 PM to Poughkeepsie) are now through trains.

There were also changes in New Haven Line service. Waterbury Branch schedules were adjusted to reflect the restoration of normal service between Bridgeport and Waterbury. Under the previous schedules, trains operated to Milford due to repairs to a bridge west of Milford. A mid-April trip on the line found ex-NYC RDC-1 #60 in service. Train #1532 (2:04 PM to New Haven), a Friday only train which will operate from April 7th to October 27th and on July 3rd, provides additional service. By running two additional trains, weekend service to Danbury was increased from a 4 hour to a 3 hour headway.

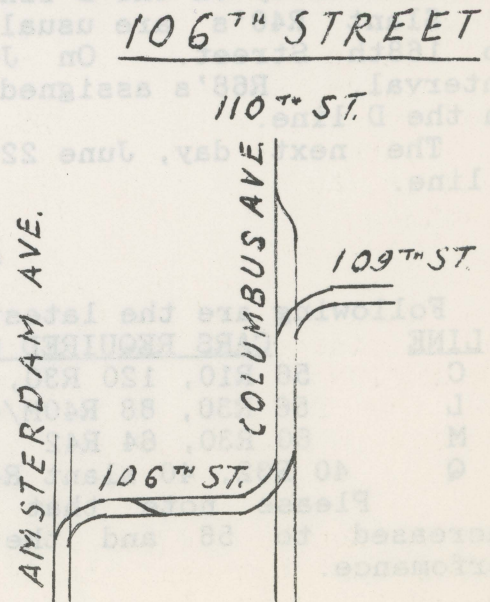
106TH STREET LINE

Owner:

New York Railways Company

Route:

March 7, 1920-started operating from 106th St. and Amsterdam Ave. via 106th St., Columbus Ave. to 110th Street.
July 11, 1920-discontinued.



106TH STREET

110TH ST.

109TH ST.

106TH ST.

NYCTA CAR NOTES

by Bill Zucker

Following are the red R27's which were in service on the C line during May, 1989: 8042, 8091, 8126, 8137, 8143, 8144, 8145, 8148, 8157, 8158, 8159, 8166, 8171, 8172, 8173, 8177, 8186, 8187, 8194, 8210, 8211, 8222, 8224, 8225, 8236, 8241 and 8248. Checking the June 1, 1989 car assignment, we find that the red R27's were retired due to "poor performance". Because there is an odd number of R30's, car 8027 will be kept in service and will be coupled to an R30. The other red R27's are on the scrap list.

Cars 8174, 8196, 8213, 8217, 8245 and 8246 are painted yellow and are in work service.

In the June, 1989 "Bulletin" we reported the wrong number, 8278, of one of the cars in the graffitied train used for the May 12th ceremony in 207th Street Yard. The correct number is 8228. The damaged end of car 2879 was removed and a new front will be installed. Car 2539, which is laid up in Coney Island Yard, is boarded up. Car 6388 is a yard office in Canarsie Yard.

Shortly after 2 AM on June 18, 1989, an A train derailed on a crossover north of 59th Street. Car 215, the seventh car, was badly damaged when it hit the retaining wall after splitting the switch. We will list the numbers of the other cars in the train as they are available. Service wasn't restored until 9:30 PM on June 18th.

The damaged front end was removed and a new front will be installed on car 2256 which was involved in a collision at 103rd Street and Broadway on March 10, 1989. The other cars are kept together in the same train. Car IR716ex7410, which was also involved in the collision, will be scrapped and will be replaced by 7471.

Cars 9598, 9612 and 9574 were damaged slightly in a Corona Yard sideswipe and 9575 was badly damaged in the same sideswipe. Car 36725 is a revenue collection car in Corona Yard.

Checking our records we find that R701 and R702, which were in the previous "BULLETIN" scrap list, were scrapped in 1987 and 1988 respectively.

DEVIATIONS FROM CAR ASSIGNMENTS

by Bill Zucker

On April 20, a train of R33's assigned to the #5 line was in service on the #4 line. We do not have the date a train of R33's assigned to the #4 line was in service on the #2 line.

From May 31 to June 9th, a train of unrebuilt R32's was in service intermittently on the B line.

Slant R40's are usually in service on the 8:23 AM Q from Brighton Beach to 168th Street. On June 21st, a train of R32's was in service on this interval. R68's assigned to Coney Island Shops are occasionally in service on the D line.

The next day, June 22nd, a train of unrebuilt R32's was observed on the C line.

BMT-IND CAR ASSIGNMENT

Following are the latest changes in car assignments:

<u>LINE</u>	<u>CARS REQUIRED 6/1/89</u>	<u>CARS REQUIRED 6/16/89</u>
C	56 R10, 120 R30, 16 R38	Same as June 1
L	56 R30, 88 R40M/42	64 R30, 80 R40M/42
M	80 R30, 64 R42	64 R30, 80 R40M/42
Q	40 R32, 40 slant R40, 72 R68	30 R32, 50 slant R40, 72 R68

Please note that the number of R10's assigned to the C line is increased to 56 and the 24 painted R27's are withdrawn because of poor performance.