

NEW YORK DIVISION

BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION

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

Vol. 33, Number 3

MARCH, 1990

IN THIS ISSUE: NINETEENTH CENTURY HORSE CAR LINES
TRACK PLAN - N.Y. RAILWAYS CAR HOUSES
NYCTA CAR EQUIPMENT PROGRAM

EXTENSION OF FLUSHING LINE TO NEW JERSEY PROPOSED

On January 25th, the MTA revealed that \$15 billion would be needed to continue improving service and to build new subway lines. The most interesting is the proposed extension of the Flushing (#7) Line under the Hudson River to the Meadowlands in New Jersey. The TA is studying two Manhattan alignments. The first is the extension of the existing line below 41st Street, with a station between 11th and 12th Avenues. This four-track station would be designed to serve as a terminal and to provide through service. The second proposed routing is an extension of the Flushing Line under Eighth Avenue and 33rd Street, with stations at Penn Station and 33rd Street-11th Avenue. Construction could be simpler if this line were built under Ninth Avenue instead of tunneling under the Eighth Avenue subway.

The TA is also studying two different New Jersey alignments. The shorter one would include a station in Union City, another at a new bus terminal in Secaucus, and a terminal station adjacent to the railroad at Allied Junction. The longer Berry's Creek alternative would include two stations in Union City, stations at Harmon Meadows and Giants Stadium, and a terminal station adjacent to the railroad at Berry's Creek.

The Flushing Line platform at Grand Central serves almost 12,000 passengers in the peak 20 minutes, more than any other platform in the system. The Flushing Line platform at Times Square serves 5,200 passengers in the peak 20 minutes, the eighth busiest in the system. If the trains from New Jersey were filled to capacity, these platforms would be overloaded. There are several solutions to this problem. Grand Central and Fifth Avenue could be combined into one long platform, with trains stopping at different places to segregate the passengers. Additional side platforms, on either side or both sides, could be constructed at Times Square, Fifth Avenue, and Grand Central. If a new tunnel were built under 40th Street between the Hudson River and First Avenue, the stations, stairways, and escalators could be made large enough to handle the rush hour crowds.

It is believed that the existing 11-car trains would be unable to accommodate the rush hour crowds from New Jersey. To operate 12-car trains, all platforms must be extended. A great deal of work must be performed at Main Street, where the tunnel must be extended 55 feet east of the station, and at Hunters Point Avenue, which must be reconstructed because there is a portal east of the station and a sharp curve west of the station. If the line is extended via 41st Street, the estimated running time from Times Square is 12 minutes to Berry's Creek and 6 1/2 minutes to Allied Junction.

The extension of the Flushing Line to New Jersey has been discussed for half a century. We are not overly optimistic that this project will be completed in the near future or the distant future.

NINETEENTH CENTURY HORSE CAR LINES

by Bernard Linder

We started publishing the New York Railways street car history before we completed our research on their predecessor horse car lines. After studying the Board of Railway Commissioners' reports and "Bullinger's Monitor Guide," we were able to compile the following horse car data. When the exact date was not known, we listed the date of the publication where the route change was recorded. For a more complete history, the following route changes should be added to the route description in the BULLETINS listed below:

AVENUE C - AUGUST, 1988 ISSUE

- 1870: Horse cars started operating from Duane and West Streets to 17th Street and Avenue C.
- 1872: Chambers Street Ferry to 42nd Street and Lexington Avenue.
- 1896: Cut back to 34th Street and First Avenue.
- 1902: Cut back to East 23rd Street Ferry.
- 1904: Cut back to 14th Street and Avenue C.
- 1906: Extended to 24th Street and First Avenue.
- 1908: Rerouted to Desbrosses Street Ferry.

EAST 10TH STREET FERRY SERVICE

- 1876: Horse cars started running from Chambers Street Ferry to East 10th Street Ferry.
 - 1887: Shuttle from East 10th Street Ferry to Avenue C and East 10th Street.
 - 1896: From East 10th Street Ferry via 10th Street, Avenue D, 11th Street, Avenue C, Pitt Street, Gouverneur Street and Madison Street to Montgomery Street. Return via Montgomery Street, Ridge Street, Houston Street, Avenue C and 10th Street to Ferry.
 - 1904: Discontinued.
- There was no public transportation on Pitt Street and Ridge Street until the Triangle Bus Corporation started operating buses on October 1, 1935.

17TH AND 18TH STREET LINE - AUGUST, 1988 ISSUE

Horse cars started running on October 19, 1874.

METROPOLITAN CROSSTOWNSPRING AND DELANCEY STREETS - FEBRUARY, 1989 ISSUE

- 1892-1896: Grand Street Ferry to West 23rd Street Ferry.
- 1895-1900: Grand Street Ferry to West 14th Street Ferry.
- 1896: Grand Street Ferry to Desbrosses Street Ferry.
- September 21, 1919: Discontinued.

BLEECKER STREET - FEBRUARY, 1989 ISSUE

- 1869: Fulton Ferry to 14th Street and 10th Avenue.
- 1873: Extended to West 23rd Street Ferry via 11th Avenue.
- July 9, 1877: Rerouted via 9th Avenue between 14th Street and 23rd Street.
- 1896: East terminal - Park Row and Centre Street.
- 1896 - 1902: Shuttles from Fulton Ferry to Park Row and Centre Street.
- 1903: 14th Street and Ninth Avenue to Bleecker Street and Broadway.
- July 26, 1917: Discontinued.

CANAL STREET BRANCH

- 1869 - 1877: Fulton Ferry to 14th Street and 11th Avenue.
- 1877 - 1879: Fulton Ferry to Canal Street and Broadway.

SIXTH AVENUE FERRY - FEBRUARY, 1989 ISSUE

- 1895: Horse cars started running from Desbrosses Street Ferry to 59th Street and Sixth Avenue.
- Probably 1898: North terminal - Third Street and Sixth Avenue.
- 1918: South terminal - Canal and Varick Streets.

NYCTA CAR EQUIPMENT PROGRAM

by Raymond R. Berger

The October, 1989 BULLETIN described the progress of various overhaul programs at the Transit Authority. Similar reports appeared in the following issues: November, 1986; February and July, 1987; February and July, 1988; and March, 1989. Following is a report updating progress and completion of various phases of the program, as well as recent changes.

CLASS	ORIGINAL NUMBER OF CARS	TOTAL NO. CARS OVERHAULED	NUMBER OF OVERHAULED CARS ACCPTD 12/31/89	VENDOR & LOCATION	LINES ASSIGNED	NOTES
R-10	400	110	110	TA-207 St.	(*)	1,2
R-26/28	210	210	210	M-K	2	1
R-29	236	236	236	M-K	2,6	1
R-30	320	162	162	TA-Coney Is.	C,L,M	1,3
R-32(P)	600	10	10	GE	A	1,4
R-32(I)	600	296	296	M-K	C,G,R	1,5
R-32(II)	600	290	202	M-K	G,N,R	5
R-33	500	494	328	TA-207 St.	2,4,5	6
R-33S	40	39	39	TA-Coney Is.	7	1
R-36	424	424	424	Various	6,7	1,7
R-38	200	196	196	GE	A,C	1,4
R-40(I)	400	198	198	Sumirail	B,N	1
R-40(II)	400	198	198	Sumirail	B,J,N,Z	1,8
R-42	400	282	282	M-K	J,L,M,Z	1,9
R-42	400	110	110	TA-Coney Is.	J,L,M,Z	1
R-44	300	140	0	TA-207 & CI	A,JFK	10
R-44	300	140	0	M-K	A,JFK	10
R-44SI	52	64(**)	0	TA-207 & CI	SIRT	11
R-46	754	752	0	M-K	E,F,G,R	12

(*) These are now all retired. The last train ran on October 29, 1989 (ERA fan trip).

(**) This includes 12 cars transferred from NYCTA to SIRTOA.

Locations: See February, 1988 "BULLETIN" for locations of various overhaul contractors.

Vendors: M-K = Morrison-Knudsen GE = General Electric

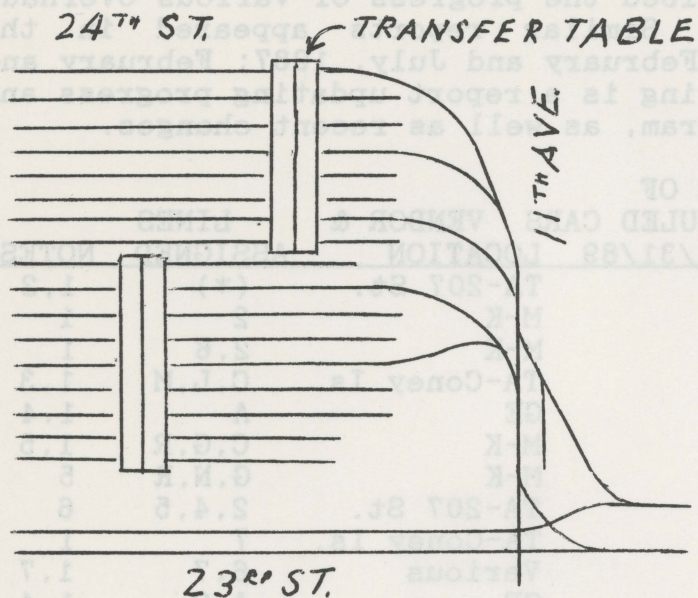
NOTES:

- All work on this overhaul contract is completed.
- These 110 R-10's were partially overhauled to provide an interim reliable car fleet for the C line while other car classes were completely overhauled and new cars were delivered. All R-10 cars are now retired because there are now enough new and overhauled cars available to provide service.
- There are 154 painted, graffiti-free, but un-overhauled R-30's in service, all on the C line. Of the 162 overhauled R-30's, 112 are assigned to the C line and 50 to the L and M lines.
- These 10 R-32's were overhauled by General Electric and are similar to the 196 R-38's overhauled by the same firm. They are operated in trains together with the R-38's on the A line.
- All but 88 R-32's are now overhauled. The work was accelerated during the second half of 1989 because of delays in the start of the R-46 overhaul work, originally scheduled to begin in the fall of 1989. By March, 1990, the R-32 overhaul contract should be completed.
- There are now only 166 painted, graffiti-free, but un-overhauled R-33's remaining.

(Continued on Next Page)

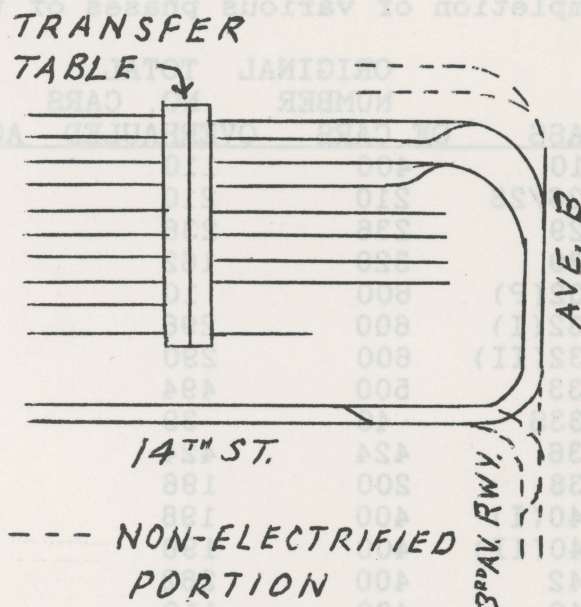
NEW YORK RAILWAYS CAR HOUSES

23RD ST. C.H.



B. LINDER

14TH ST. & AVE. B, C.H.



NYCTA CAR EQUIPMENT PROGRAM (Continued from Page Three)

7. Overhaulers include Morrison-Knudsen, New York Rail Car, Mechtron, Amtrak, and the TA's Coney Island Shops. The mileage reading transmitters mentioned in the March and October, 1989 reports are still being tested.

8. All R-40's are now overhauled and back in service. Slant R-40's are running on the B and N lines, and the R-40M's are found on the J and Z lines.

9. Four of the 286 cars in the Morrison-Knudsen contract were not overhauled. Two were scrapped in the Coney Island Shops, and two at the vendor's Hornell, New York plant. It was determined that the cost to repair and overhaul these cars was prohibitive. We now have 392 R-42 cars remaining in service.

10. The overhaul of the R-44 class cars will be divided between Morrison-Knudsen and the Transit Authority's overhaul shops at both 207th Street and Coney Island. The TA will purchase parts from Morrison-Knudsen so that cars of both overhaul contracts will be interchangeable.

11. Work continues on five cars at the 207th Street Shops at a slow rate. Delays were encountered in the removal of materials containing asbestos.

12. Delays have also occurred in the start-up of the overhaul of the R-46 cars. Asbestos removal is also a problem as with the R-44's at the 207th Street Shops. Morrison-Knudsen has accelerated the overhaul of R-32's in place of R-46's.

COMMUTER RAILROAD NOTES

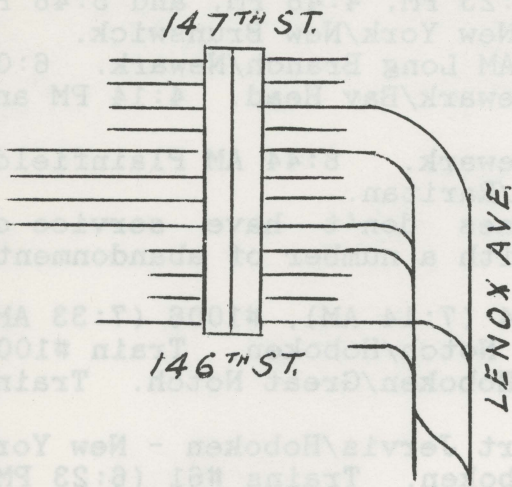
by Randy Glucksman

NJ TRANSIT:

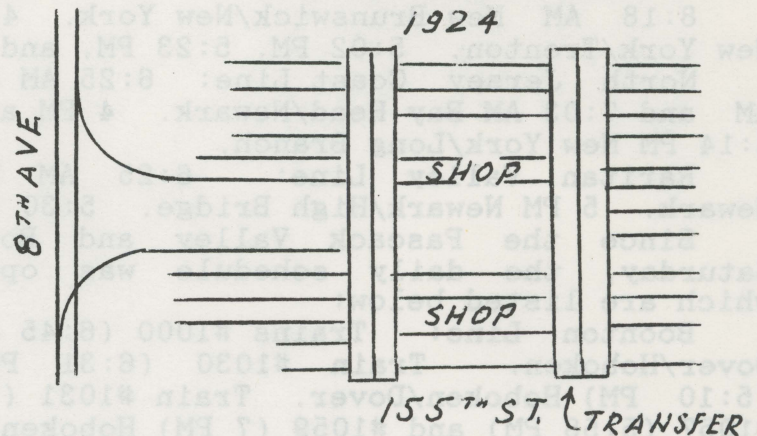
On January 5, 1990, at approximately 6:30 AM, train #402 (5:57 AM Gladstone/Hoboken) had an encounter with the overhead wires. According to one rider, the entire car shook when the pantograph became entangled in the catenary, and there were several explosions. The train suffered extensive damage, and the rush hour was a disaster for commuters on the Morris & Essex Lines. A bus shuttle service was instituted between Summit and Murray Hill, and points east and west of Summit until completion (Continued on Page Six)

NEW YORK RAILWAYS CAR HOUSES

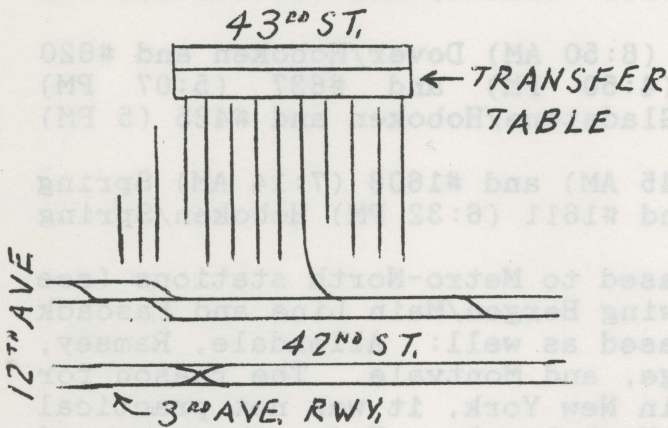
146TH ST. C.H. - 1931



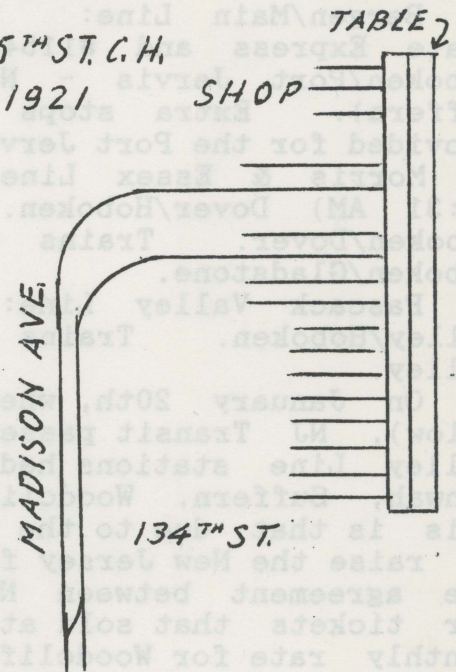
155TH ST. C.H. 1924



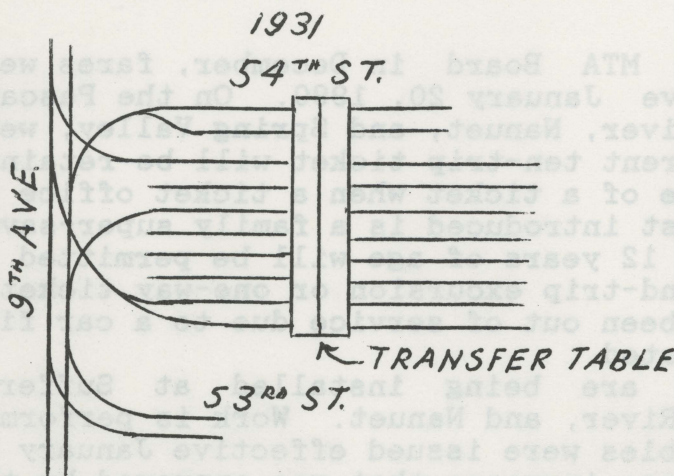
42ND ST. C.H. - 1931



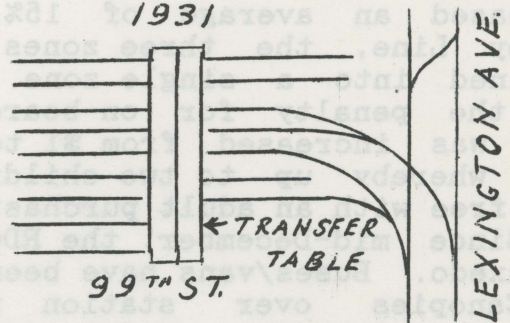
135TH ST. C.H. 1921



54TH ST. C.H. 1931



100TH ST. C.H. 1931



B. LINDER

In this issue, we conclude our history of New York Railways and its predecessors, which has been published serially since October, 1985.

COMMUTER RAILROAD NOTES (Continued from Page Four)

of all necessary repairs, which lasted only until the evening rush hour.

On Monday, January 15, 1990 (Martin Luther King Day), a Saturday schedule was in effect in the Newark Division, with additional trains operated as follows:

Northeast Corridor Line: 6 AM, 7:10 AM, and 9 AM Trenton/New York.
8:18 AM New Brunswick/New York. 4:03 PM, 4:23 PM, 4:48 PM, and 5:48 PM
New York/Trenton. 5:02 PM, 5:23 PM, and 6:23 PM New York/New Brunswick.
North Jersey Coast Line: 6:25 AM and 7:15 AM Long Branch/Newark. 6:03
AM and 7:03 AM Bay Head/Newark. 4 PM and 5 PM Newark/Bay Head. 4:14 PM and
5:14 PM New York/Long Branch.
Raritan Valley Line: 6:25 AM Raritan/Newark. 8:44 AM Plainfield/
Newark. 5 PM Newark/High Bridge. 5:30 PM Newark/Raritan.

Since the Pascack Valley and Boonton Lines don't have service on Saturday, the daily schedule was operated, with a number of abandonments which are listed below:

Boonton Line: Trains #1000 (6:45 AM), #1004 (7:14 AM), #1006 (7:33 AM)
Dover/Hoboken. Train #1030 (6:31 PM) Great Notch/Hoboken. Train #1001
(5:10 PM) Hoboken/Dover. Train #1031 (5:35 PM) Hoboken/Great Notch. Trains
#1057 (5:58 PM) and #1059 (7 PM) Hoboken/Netcong.

Bergen/Main Line: Trains #50 (5:25 AM) Port Jervis/Hoboken - New York
State Express and #1154 (7:15 AM) Suffern/Hoboken. Trains #61 (6:23 PM)
Hoboken/Port Jervis - New York State Express and #1155 (5:24 PM Hoboken/
Suffern). Extra stops were made by other trains, and bus service was
provided for the Port Jervis passengers.

Morris & Essex Lines: Trains #610 (6:50 AM) Dover/Hoboken and #620
(7:31 AM) Dover/Hoboken. Trains #635 (4:50 PM) and #637 (5:07 PM)
Hoboken/Dover. Trains #410 (7:05 AM) Gladstone/Hoboken and #425 (5 PM)
Hoboken/Gladstone.

Pascack Valley Line: Trains #1604 (6:45 AM) and #1608 (7:14 AM) Spring
Valley/Hoboken. Trains #1605 (5:28 PM) and #1611 (6:32 PM) Hoboken/Spring
Valley.

On January 20th, when fares were increased to Metro-North stations (see below), NJ Transit passengers at the following Bergen/Main Line and Pascack Valley Line stations had their fares increased as well: Allendale, Ramsey, Mahwah, Suffern, Woodcliff Lake, Park Ridge, and Montvale. The reason for this is that, due to the fares being lower in New York, it was not practical to raise the New Jersey fares above the New York levels. Under the terms of the agreement between NJ Transit and Metro-North, New York pays a penalty for tickets that sold at the "held-down" rate. The difference is \$1 on the monthly rate for Woodcliff Lake, Park Ridge, and Montvale, \$4 for Allendale, \$12 at Ramsey, and \$16 for Mahwah and Suffern.

METRO-NORTH:

West-of-Hudson: As approved by the MTA Board in December, fares were increased an average of 15% effective January 20, 1990. On the Pascack Valley Line, the three zones, Pearl River, Nanuet, and Spring Valley, were combined into a single zone. The current ten-trip ticket will be retained and the penalty for on-board purchase of a ticket when a ticket office is open was increased from \$1 to \$2. Just introduced is a family super-saver fare whereby up to two children under 12 years of age will be permitted to ride free with an adult purchasing a round-trip excursion or one-way ticket.

Since mid-December, the RDC's have been out of service due to a car fire at Tuxedo. Buses/vans have been substituted.

Canopies over station platforms are being installed at Suffern, Harriman, Cornwall, Middletown, Pearl River, and Nanuet. Work is performed during the midday hours. New timetables were issued effective January 1, 1990 to reflect the approximately 15% fare increase that was approved by the MTA Board in December. On the New Haven Line, fares at the stations controlled by the State of Connecticut (Greenwich to New Haven and the three branches) were not raised, due to a decision by (Continued on Page Seven)

COMMUTER RAILROAD NOTES (Continued from Page Six)

that state's governor to hold the fares at their present levels. The situation that occurred here is similar to that of NJ Transit and Metro-North, which did not increase the fares in spite of several increases imposed by NJ Transit. The new monthly ticket rate for Rye/Port Chester is \$138 and Greenwich/Old Greenwich is \$139. Presumably the State of Connecticut will pay the differential, as Metro-North did on the West-of-Hudson Lines.

Having realized that more passengers are leaving Grand Central Terminal later in the evening, and in an effort to increase its revenue intake, trains leaving Grand Central between 7 PM and 8 PM have been classified as "peak hour".

One other change was made to the schedule: Hudson Line train #761, 5:35 PM Grand Central/Croton-Harmon, now stops at Marble Hill only to receive passengers. As with West-of-Hudson (see above), the penalty for on-board purchases of a ticket when a ticket office is open was raised from \$1 to \$2.

Since April 27, 1986, fares for intra-state riders have appeared in the New Haven Line timetable. As of October 29, 1989, sample fares for intra-state riders on the Harlem Line are advertised.

For the Christmas/New Year's period, Metro-North issued a separate timetable for each line. As in previous years, additional early PM trains were operated on December 22nd and December 29th. (See March 1989 BULLETIN.) Trains that were operating as extras carried a different first digit, as follows:

- 3 - New Haven
- 4 - Harlem
- 6 and 7 - Hudson

On New Year's Eve, special trains were operated on all three lines leaving Grand Central Terminal at 2:30 AM and 4 AM. Harlem Line trains stopped at Fordham, then made all stops from Mount Vernon West to Brewster North. Hudson Line trains made all stops from Marble Hill to Poughkeepsie. New Haven Line trains made all stops from Mount Vernon to New Haven. There was no branch line service.

During the week of January 9, 1990, the repaired Spuyten Duyvil bridge was returned to its site. This bridge will be used by Amtrak when its Empire State service is rerouted to Penn Station in a move that will consolidate all its operations into one New York City terminal. The rest of the route will be via the West Side Freight Line, which has been recently upgraded.

Metro-North is experimenting with alternating current traction motors. The two cars that have been so equipped are ACMU's 1164 and 1184.

LONG ISLAND RAIL ROAD:

Apparently for quite some time, illuminating the red lights on the front of an MU train indicated that the train would stop at Jamaica. Since December 18th, this system has been changed, and illuminated red lights now mean that the train is running with less than the normal number of cars.

Fares were increased an average of 15% effective January 1, 1990. Also, like the rest of the MTA rail system, the penalty for on-board purchase of tickets when ticket offices are open was increased to \$2.

When new timetables were issued on November 13, 1989 (September 25, 1989 for Port Washington and November 22, 1989 for Port Jefferson), the extra service that operates on the eves of holidays was also listed. The dates listed are: November 22nd, December 22nd, and December 29, 1989; and February 16th, April 9th, April 10th, April 13th, and May 25, 1990. The extra trains are: #396 (3:10 PM) and #398 (3:41 PM) Penn Station/Great Neck. #1092 (2:29 PM), #1094 (2:55 PM), and #1096 (3:29 PM) Penn Station/Babylon. #1292 (2:43 PM) and #1294 (3:27 PM) Penn Station/Hicksville. #3298 (3:57 PM) Penn Station/ Far Rockaway.

For some unknown reason, extra service will not operate on February 16th on the Babylon and Far Rockaway branches.

1892 HORSE CAR DATA
THIS IS AN INCOMPLETE LIST OF MANHATTAN'S HORSE CARS

LINE	NO. OF CLOSED CARS	NO. OF OPEN CARS	NO. OF HORSES	LOCATION OF OFFICES AND STABLES
Broadway- 7th Avenue	227	0	1,900	50th Street and 6th Ave.
6th Avenue	102	200	925	758 6th Avenue
9th Avenue	40	20	712	814 9th Avenue
23rd Street	101	0	975	Foot of West 23rd Street
42nd St. and Grand St. Ferry	52	80	480	West 42nd Street Ferry
Fulton St.	12	0	75	Front St. near Fulton St.
8th Avenue	125	51	1,200	50th Street and 8th Ave.
Central Crosstown*	157	0	846	170 Christopher Street
4th and Madison Avenues	185	0	1,600	4th Ave-32nd St, Lex Ave- 33rd St, 86th St-Madison
TOTALS:	1,001	351	8,713	

*=Includes lines running from Christopher Street Ferry via 8th Street, 14th Street, and 17th and 18th Streets.

PATH NOTES

by Randy Glucksman

On Christmas and New Year's Day, PATH operated additional service as follows:

Journal Square/Hoboken	- every ten minutes	8:11 AM to 8:11 PM.
Hoboken/33rd Street	- every ten minutes	8:23 AM to 8:23 PM.
33rd Street/Hoboken	- every ten minutes	8:40 AM to 8:40 PM.
Hoboken/Journal Square	- every ten minutes	8:57 AM to 8:57 PM.
Newark/World Trade Ctr.	- every 20 minutes	8:00 AM to 11:40 PM.
World Trade Ctr./Newark	- every 20 minutes	8:50 AM to 11:30 PM.

On Monday, January 8th, the existing exit at the western end of the Pavonia/Newport station was closed, and three new stairways were placed in service. These stairways lead to a ramp (recently used for storage) which has an upgrade slope, ultimately ending at a fare control area. Still to come is a larger modern entrance complete with escalators.

Normal daily service was operated on all PATH lines on Martin Luther King Day. Weekend construction activities caused reduced service to be operated below the levels advertised in the public timetables.

When some PATH cars were returned from overhaul, name plates were switched or removed. Alan Kramer made a survey of the fleet and reports the following changes. Following are the only cars with name plates:

Plate	Installed in Car	Removed from Car
Township of Union	117	120
Township of Washington	157	136
City of Passaic	668	117
Township of Randolph	670	677 (scrapped)
City of South Amboy	768	142

The following cars were returned from the rehabilitation program with one original name plate:

126	- Borough of Brielle
726	- Borough of Fair Lawn
752	- Village of Suffern
762	- Township of Wayne

A complete list of car names was published in the October, 1986 "BULLETIN".

Also rehabilitated was car 694, previously and still in work service. It now carries the number 694WR, and its appearance is similar to other PA-1's, except that it has a pair of red markers on the blind end.

BMT-IND CAR ASSIGNMENT

The car assignment was revised on January 26, 1990 when 16 R-44 and 8 R-46 asbestos-contaminated cars were placed back in service. It was revised again on January 29th when the rebuilt R-30 fleet was taken out of service as a result of converter bracket failure. Following are the assignments which are different from the assignment published in the February, 1990 BULLETIN.

LINE	CARS REQUIRED	CARS REQUIRED
	1/26/90	1/29/90
A	10 R-32, 150 R-38, 184 R-44	10 R-32, 130 R-38, 200 R-44
C	152 R-30, 40 R-32	120 R-30, 48 R-32, 24 R-38
D	104 R-68, 160 R-68A	Same
L	16 R-30, 128 R-42	144 R-42
M	8 R-30, 144 R-42	152 R-42
N	90 R-32, 70 slant R-40, 128 R-68	Same

NYCTA IRONWORKERS MOVE TO TIFFANY SHOP

On January 22, 1990, NYCTA's ironworkers moved from Unionport Shop to the new Tiffany Ironworks Shop located at Tiffany Street and Oak Point Avenue. This facility will fabricate the steel members necessary to maintain all the elevated structures. It will also overhaul all the welding machines, generators and air compressors necessary to support the ironworkers in the field. This facility, which is three times larger than Unionport Shop, was purchased from the Grand Ironworks Company over two years ago and was rebuilt at a cost of \$17 million.

Unionport Shop, which opened nearly 78 years ago, was originally the New York, Westchester and Boston Railway's car repair shop. It was converted to an Ironworks Shop after it became a part of the New York City Transit System. It will be converted to a storeroom.

Tiffany Shop workers who do not drive to work must have been disappointed to learn that rush hour BX-6 shuttle bus service to this location was discontinued the day the shop was opened. The nearest bus line is a half mile from the shop.

NJ TRANSIT NOTES
by Randy Glucksman

NJ Transit has proposed the following capital projects in its 1991 fiscal year capital budget:

Mid-life overhaul for Arrow III's	\$31	million
New electric locomotives	\$13.2	million
Overhaul diesel locomotives	\$11	million
New passenger coaches	\$22.23	million
Improvements to Penn Station (NY)	\$12.25	million
Improvements to the NECL	\$10	million
Construct bus facility in Wayne	\$26.4	million

The Board of Directors also developed a plan for improvements through 1995; this plan would require \$2.7 billion.

NJ Transit, in a joint venture with the New York, Susquehanna & Western and Classic Rail Cars, operated a series of excursions during February from Hoboken to the Great Gorge Ski Resort. The "vintage" cars were hauled by NJ Transit 4104, the only GP-40 owned by NJ Transit that is not equipped for head-end power. Scheduled to operate each Friday night during February, the first two did not run due to low advance reservations. The train was given the designation #21, and was to operate via Track No. 2 from Hoboken to "XW", then to Paterson and Hawthorne before entering NYS&W trackage. The return trip leaves Sunday at 3:30 PM.

N.Y.C.T.A. CAR NOTES

by Bill Zucker

The following cars have been scrapped: 2958, 2967, 2969, 2971, 3001, 3005, 3022, 3027, 3030, 3031, 3036, 3044, 3101, 3116, 3117, 3118, 3137, 3166, 3170, 3176, 3182*, 3193, 3197, 3206, 3208, 3215, 3224, 8021, 8031, 8038, 8046, 8063, 8065, 8069, 8074, 8075, 8086, 8092, 8104, 8121, 8123, 8127, 8128, 8132, 8133, 8146, 8150, 8162, 8229, 5786, 5797, 5801, 5854, R707 (ex-5779) and R708 (ex-5808). All of the above R-10's were green cars. The asterisked car was run on the 10/29/89 fan trip.

The following cars will be scrapped: 3021, 3057*, 3133, 3154, 3199, 8170, 8191, 8201 and 8242. * = 3057 is not painted green. It was previously in work service. The other R-10's are painted green.

In the list of to-be-scrapped cars published in the February, 1990 BULLETIN we did not mention that cars 3018, 3182 and 3203 were operated on the October 29, 1989 fan trip and that 3322 was not painted green and was previously in work service.

Exterior loud speakers have been installed in R-62 cars 1301-1310 which are assembled into a semi-permanent train set. Each car is equipped with four loud speakers, two on each side, probably mounted under the car body. The grating is almost under the end side door, extending slightly toward the end of the car.

The 1300-series R-62 cars have been coupled in ten-car numerical groups, but were not coupled consecutively. It appears that all the IRT cars are being assembled in similar groups.

A train of rebuilt R-30's derailed on January 27th near Bedford Park Boulevard when an object fell from the car as a result of converter bracket failure. All rebuilt R-30's were taken out of service on January 29th for a brief period and some were subsequently placed back in service.

NJ TRANSIT CAR NOTES by Randy Glucksman

Cab cars from the Newark Division continue to be transferred to Hoboken. The latest arrivals are 5137, 5160, and 5169, along with F-40's 4115, 4120, 4124, 4126, 4129. Many of the out-of-service GP-7's, GP-9's RDC's, and former Chicago and North Western FP-7's have been removed from a storage area in the northwestern part of Hoboken Yard. In the "Pullman Yard", on the other side of the complex, there is an interesting group of old passenger cars, in different paint schemes/lettering:

3408	ex-Erie-Lackawanna (inspection car)
3451	ex-Erie-Lackawanna
1734	ex-Pennsylvania R.R. NY & LB club car
3453	ex-Erie-Lackawanna, ex-Delaware, Lackawanna & Western
3454	ex-Erie-Lackawanna, ex-Delaware, Lackawanna & Western
1324	ex-Central Railroad of New Jersey

DEVIATIONS FROM CAR ASSIGNMENTS by Bill Zucker

The last unrebuilt R-32's were operated on an N train arriving at Coney Island at 8:11 PM, December 27, 1989.

R-68's assigned to the N and Q lines are seen on each other's line from time to time. Occasionally even mixed trains consisting of cars from both groups on either line are seen.

A train of R-32's was operated on the M line on February 1, 2, 5 and 6th. A train of slant R-40's was in service on the M on February 7th. Two trains of slant R-40's were observed on the M the next day. On February 13th, two trains of slant R-40's and one train of R-32's were in service on the M.

On January 24th, a train of unrebuilt R-33's assigned to the #5 was in service on the #4. On January 29, 30 and 31st, a train of cars assigned to the #5 was operating on the #4. On February 2nd and 16th, a train of R-33's assigned to the #4 was in service on the #5. On February 13th, a train of R-62A cars assigned to the #1 line was operating on the #6 line.

Several R-62 trains, which were in the shop recently, were replaced by four or five R-33 trains on the #4 line.