

The Bulletin



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This Month's Cover Photo:

SNCF Z 8800 set 42B with Z 8884 driving motor in the lead, at Javel Station and soon to depart as an RER Line C service to Versailles on the occasion of a weekend service change. The 8800 class are dual voltage 1.5 kV DC / 25 kV AC 50 Hz. Built by a consortium of Alstom-ANF-CIMT-TCO, they were delivered between 1986-1988. Photo taken July 21, 2018 by Subutay Musluoglu

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NEW YORK CITY SUBWAY CAR UPDATE: R-32s RETURN TO SERVICE! (Photographs by Ron Yee)



A train of R-32s, led by 3436-3437, is seen entering the Hewes Street station on July 9.

Several trains of the Phase I R-32s that were recently resurrected were placed back in revenue service on the **J/Z** starting on the morning of July 1, with the start of another new supplement that restored the complete weekday schedule on the **L**. This denied the use of what had otherwise been "surplus" R-143 and R-160A-1 equipment from the **L** on the **J/Z** and **M**. This left no alternative than to resume the use of reborn Phase I R-32s in lieu of the missing R-179s. At that time there were 82 R-32s available

from the East New York facility, a fleet which was expanded to the following 90 as of July 12: 3360-3361, 3376-3377, 3380-3381, 3388-3389, 3394-3397, 3400-3401, 3414-3415, 3419/3740, 3432-3433, 3436-3437, 3444/3777, 3454-3455, 3460-3461, 3488-3489, 3500-3501, 3512-3515, 3520/3891, 3548/3593, 3574-3575, 3590-3591, 3614-3615, 3646-3647, 3670-3671, 3706-3707, 3714-3717, 3772-3775, 3778-3779, 3780-3781, 3792-3793, 3798-3799, 3804-3805,

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