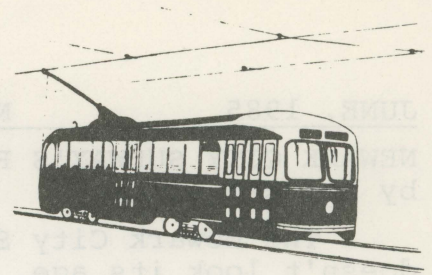
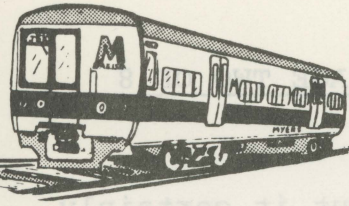


NEW YORK DIVISION BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION



Volume 28, Number 6

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- In This Issue: NEWARK CITY SUBWAY'S FIFTIETH ANNIVERSARY

FLUSHING EXPRESS SERVICE DISCONTINUED FOR FOUR AND ONE HALF YEARS

The Transit Authority is starting a massive program of overhauling the #7 Flushing line which will last at least four and one half years. Steel and concrete structures will be repaired or replaced, new track will be laid, and wooden canopies will be replaced with aluminum ones. Better lighting and new ventilation and pumping equipment will be installed.

To perform this work, one track at a time must be taken out of service and, of course, express service must be discontinued. The last express train was scheduled to leave Times Square at 7:31 PM on Friday, May 10, 1985. During the first phase, the middle track will be out of service. When each one of the local tracks is out of service, temporary wooden platforms, similar to the West End platforms that were built recently, will cover the track that is out of service. Trains will operate on the middle track and will make local stops. This phase of the work should begin in February, 1986.

Passengers were advised to allow an extra ten minutes to compensate for the loss of express service and the slow orders during construction. The Transit Authority has accelerated its painting program for cars assigned to the line. At present there are only 110 cars painted white assigned to the #7. These will all be repainted in the new fox red with silver roof and black trim paint scheme by the end of July, 1985. Cars in the new paint scheme are kept free of graffiti and are swept each time they arrive at a terminal.

ROCKLAND COUNTY UPDATE

by Randy Glucksman

On April 27, 1985 the Metro-North Committee of the MTA held a public hearing in the Town of Ramapo to discuss its recently released study on the Piermont Branch.

The Piermont Branch is a 6.7 mile section of track connecting the Bergen/Main Line in the Village of Suffern with the Pascack Valley Line in the Village of Spring Valley. This line sees limited Conrail freight service and is now owned by Metro-North.

The study discussed the following options:

- Do nothing.
- Expand Woodbine Yard.
- Track and signal improvements on the Pascack Valley Line.
- Service improvements for the Pascack Valley Line.
- Upgrade the Piermont Branch; cycle trains between the Pascack Valley and the Bergen/Main Lines.
- A variation of "E", plus the storage of Pascack Valley trains in Suffern.
- Upgrade the Piermont Branch and construct two stations between Suffern and Spring Valley.

Rockland County's Transportation Advisory Council has taken the position
(Continued on Page Five)

NEWARK CITY SUBWAY'S FIFTIETH ANNIVERSARY

by Bernard Linder

The Newark City Subway was fifty years old on May 26th, but it certainly doesn't look its age.

On April 21st, New Jersey Transit held a celebration at the Franklin Avenue station commemorating the subway's fiftieth anniversary. It was held a month early so that the visitors could participate in the Essex County Cherry Blossom Festival located in Branch Brook Park adjacent to the Franklin Avenue station. Three freshly painted work cars were on display from 10:00 AM to 11:00 AM, after which they were operated on the entire line. At noon, NJT officials participated in the birthday celebration which attracted huge crowds. To transport these passengers, service was increased on the City Subway whose fare was reduced to 25 cents for the celebration.

This 4.3 mile light rail line has an interesting history.

During the 1920's, Newark trolley traffic at Broad and Market Streets kept increasing until it finally reached the saturation point. Because a subway was the best solution, the city officials decided to build it in the bed of the old Morris Canal which was drained in the early 1920's. Ground was broken for the subway on November 18, 1929, just three weeks after the Stock Market crash. During the Depression, a maximum of 5,000 people were employed building the subway which cost more than \$5 million.

When the Newark City Subway opened on May 26, 1935, cars operated only between Broad Street and Heller Parkway. Three busy trolley lines were diverted from downtown streets and were routed via the subway to the Broad Street terminal. Route #21-Orange switched to the new line at the Orange Street grade crossing or the turnouts between Washington and Warren Streets stations. Route #23-Central cars entered the new line north of Norfolk Street station, and #29-Bloomfield cars switched on to the City Subway tracks south of the Bloomfield Avenue station.

Instead of buying new cars, Public Service remodeled twenty year old cars for service in the new subway.

The line was extended from Broad Street to Penn Station on June 20, 1937, the same day as H & M trains were rerouted from the old Park Place terminal to their present terminal at Penn Station. Several trolley lines were rerouted via the Cedar Street subway through the lower level of the Public Service Terminal, and through a new tunnel which connected to the City Subway just west of Penn Station. Unfortunately this service was short lived; all of the following trolley lines were replaced by all-service vehicles (combination trolley coach and bus) in less than a year. Most of the ASV's operated to the Public Service Terminal. The tunnel leading to the City Subway was eventually used for storage.

| <u>Line</u> | <u>Converted to ASV</u> |
|---------------------------------|-------------------------|
| 13 - Broad (Rush Hour) | July 18, 1937 |
| 27 - Mount Prospect (Rush Hour) | December 29, 1937 |
| 43 - Jersey City | May 1, 1938 |

On November 22, 1940, the City Subway was extended from Heller Parkway to a stub end terminal at Franklin Avenue.

Public Service was motorizing its trolley lines as rapidly as possible and, since 1940, it contended that the City Subway should be paved over for bus operation. Several times it appeared that their plan was nearly successful. In 1949, the Modern Transit Committee, a citizen's group headed by ERA members, began its fight to keep Public Service from abandoning rail operations in the City Subway. After writing hundreds of letters, distributing thousands of circulars, and appearing at countless hearings, the committee was able to convince the consulting engineers, who were studying the problem, that rail operations should be retained.

(Continued on Page Three)

NEWARK CITY SUBWAY'S FIFTIETH ANNIVERSARY (Continued from Page Two)

During the post war period, buses operated through city streets to downtown Newark and replaced trolley feeder lines to the subway on the following dates:

| <u>Line</u> | <u>Date</u> |
|--------------------------------------|-------------------|
| 23 - Central | December 15, 1947 |
| 21 - West Orange via West Market St. | March 1, 1951 |
| 21 - Orange via Orange Street | March 30, 1952 |
| 29 - Bloomfield | March 30, 1952 |

After #21 and #29 were converted to bus, service was increased on the #7, the only line operating in the subway, and free transfers were issued to several intersecting bus lines.

Because the cars operating in the subway were nearly 35 years old, Public Service officials started looking for replacements. They inspected Third Avenue Transit's Yonkers cars just before abandonment, but rejected them because they were in poor condition. On February 20, 1953, PSCT announced that it would purchase 30 extra-wide PCC cars from the Twin City Rapid Transit Company in Minneapolis for \$350,000. On August 12, 1953, the first PCC, TCRT #360 (PSCT #21) arrived at PSCT's Newark Shops on Ferry Street, and the others followed soon. On December 28, 1953, PSCT began to move the PCC's from the Newark Shops to the City Subway. Two or three cars daily were transported to the Warren Street subway portal aboard a trailer truck and were run into the subway. Before the single end PCC's could operate in the subway, it was necessary to remove the stub end terminal at Franklin Avenue and replace it with a loop. During the transition period, the cars operated as follows:

December 19, 1953 - Last day of operation of the old Franklin Avenue stub end terminal.

December 20, 1953 - Old cars operated to end of PRW at Anthony Street using crossover at Heller Parkway. Rails beyond were cut for construction of loop.

December 21, 1953 - New loop in service at 4:30 AM

January 8, 1954 - Regular service with PCC's begun.

February 6, 1954 - All service with PCC's.

Cars 8000, 8002, 8008, 8009, and 8013 were stored for emergency use in the tunnel leading to the Public Service Terminal.

Ten old #29 Bloomfield cars (2600-2700 series), which were stored at Roseville Car House, were removed during the week of February 15, 1954, were taken to the Federal Salvage Yard and scrapped, together with 20 old City Subway cars.

After all the PCC's were in service, the running time was reduced from 14 minutes to 12 minutes and the rush hour headway was reduced from two minutes to one minute. The PCC's give good service, but four cars were eventually removed from service because of accidents. We don't have the dates of the accidents, but we have the dates the cars passed their last inspection by the Public Utilities Commission:

| <u>Car</u> | <u>Last PUC Inspection</u> |
|------------|----------------------------|
| 8 | December 4, 1967 |
| 18 | June 15, 1970 |
| 29 | June 29, 1966 |
| 30 | December 17, 1970 |

Because rush hour service had been reduced, these cars weren't rebuilt, but stored in the tunnel leading to the Public Service Terminal and were cannibalized.

Several years later the contractor demolished the old Public Service Terminal and a portion of the track connection to the City Subway. On July 5, 1978, a huge piece of concrete fell on the roof of PCC #29. This car and PCC #8 were slated to be removed to Ferry Street (Plank Road) Newark Shops for dismantling. The next day, PCC #29 was cut up into small pieces. PCC's #18 and #30, which were stored on the inbound connecting track, probably remained in storage there. (Continued on Page Four)

NEWARK CITY SUBWAY'S FIFTIETH ANNIVERSARY (Continued from Page Three)

When two Cleveland cars were wrecked in a head-on collision on July 8, 1977, the Greater Cleveland Regional Transit Authority started searching for replacements. Transport of New Jersey agreed to sell two PCC's to GCRTA for \$50,000 each. PCC #27 was loaded on a truck at Franklin Avenue station on November 14, 1977 and #3 followed the next day.

By 1983 the subway was nearly a half century old and was due for a thorough renovation which was made possible by a \$19.8 million grant from UMTA and local matching funds. During the 13 month period starting August 1, 1983, new tracks and improved lighting were installed, and stations were rehabilitated. Detailed progress reports can be found in several recent issues of the "Bulletin". In the next two years, the PCC's will be overhauled, trucks will be rehabilitated, seats will be reupholstered, and the cars will be repainted in New Jersey Transit's color scheme. Newark's PCC's have received excellent maintenance and it seems likely that they will continue running long after the PCC's in other cities have been scrapped.

A recent development in conjunction with NJT's plan to rehabilitate the remaining PCC's is the news that the Greater Cleveland Regional Transit Authority sold four of the former St. Louis Public Service PCC's to New Jersey Transit for parts to keep the existing fleet in operation in the future. It is reported that cars #43, 44, 45, and 46, which ran on the former Shaker Heights Rapid Transit lines in Cleveland, were sold to NJT in May, 1985. All the PCC's in Cleveland were replaced by new articulated light rail vehicles made by Breda in 1984. Some PCC's are to be retained for possible expansion, but for now 48 LRV's and about 30 PCC's are all that will be kept. Thus these four cars are among the 25 surplus PCC's that Cleveland no longer needs.

A complete history of the City Subway can be found in the March, 1960 issue of "Headlights", and brief Newark Updates appeared in the January, 1978 and July, 1978 "Headlights News Journal".

ROSTER OF PCC'S

| <u>PSCT No.</u> | <u>Builder</u> | <u>Yr. Built</u> | <u>TCRT No.</u> |
|-----------------|-------------------|------------------|-----------------|
| 1-20 | St. Louis Car Co. | 1946 | 320-339 |
| 21-25 | St. Louis Car Co. | 1947 | 360-364 |
| 26-30 | St. Louis Car Co. | 1948 | 415-419 |

WORK CARS IN SERVICE IN 1978

| <u>Car No.</u> | <u>Builder</u> | <u>Yr. Built</u> | <u>Description</u> |
|----------------|------------------------|------------------|--------------------|
| 5221 | Russell Mfg. Co. | 1912 | D.E. Line Car |
| 5223 | Public Service Ry. Co. | 1917 | S.E. Flat Car (*) |
| 5245 | Public Service Ry. Co. | 1921 | D.E. Plow |
| 5246 | Russell Mfg. Co. | 1921 | D.E. Sweeper (@) |

(*)=Rebuilt in 1953 from passenger car 2683.

(@)=Delivered to Newark February 18, 1974, ex-TTC S-39, ex-TARS 82

(sold September 26, 1947), ex-Trenton Transit 31 (sold in 1934).

ROSTER OF CARS OPERATING IN THE CITY SUBWAY 1948-1953

| <u>Car No.</u> | <u>Builder</u> | <u>Yr. Built</u> |
|----------------|------------------------|------------------|
| 2600 | Public Service Ry. Co. | 1915 |
| 2601-2700 | Public Service Ry. Co. | 1916-17 |
| 2701-2775 | Cincinnati Car Co. | 1918 |
| 3200-3221 | Public Service Ry. Co. | 1913 |
| 3250-3282 | Cincinnati Car Co. | 1918 |
| 8000-8019 | Public Service Ry. Co. | 1917-18 |

(Continued on Page Five)

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NEWARK CITY SUBWAY'S FIFTIETH ANNIVERSARY (Continued from Page Four)
 DETAILED LIST OF CARS OPERATING IN THE CITY SUBWAY - 1948-1953

| Car No. | Barn | Last PUC Insp. | Car No. | Barn | Last PUC Insp. |
|---------|------|----------------|---------|------|----------------|
| 2600 | M | 1951 | 2719 | M | 1951 |
| 2601 | M | 1951 | 2720 | M | 1951 |
| 2602 | M | 1951 | 2721 | M | 1951 |
| 2604 | M | 1953 | 2724 | M | 1951 |
| 2605 | M | 1951 | 2725 | M | 1951 |
| 2607 | M | 1951 | 2726 | M | 1951 |
| 2608 | M | 1953 | 2728 | M | 1951 |
| 2610 | M | 1951 | 2729 | M | 1950 |
| 2613 | M | 1951 | 2735 | M | 1951 |
| 2614 | M | 1951 | 3200 | R | 1950 |
| 2617 | R | 1950 | 3210 | R | 1953 |
| 2618 | R | 1950 | 3213 | R | 1953 |
| 2620 | R | 1950 | 3214 | R | 1953 |
| 2621 | R | 1950 | 3216 | R | 1953 |
| 2628 | R | 1950 | 3217 | R | 1953 |
| 2654 | M | 1951 | 3220 | R | 1953 |
| 2659 | M | 1951 | 3221 | R | 1953 |
| 2666 | M | 1951 | 3252 | R | 1953 |
| 2667 | M | 1953 | 3258 | R | 1951 |
| 2674 | R | 1953 | 3259 | R | 1953 |
| 2680 | R | 1953 | 8000 | R | 1953 |
| 2681 | M | 1953 | 8001 | R | 1951 |
| 2683 | M | 1952 | 8002 | R | 1953 |
| 2698 | M | 1953 | 8006 | R | 1953 |
| 2702 | M | 1951 | 8008 | R | 1953 |
| 2706 | M | 1951 | 8009 | R | 1953 |
| 2708 | M | 1951 | 8010 | R | 1953 |
| 2711 | M | 1951 | 8011 | R | 1950 |
| 2713 | M | 1951 | 8013 | R | 1953 |
| 2715 | M | 1953 | 8015 | R | 1953 |
| 2716 | M | 1951 | 8016 | R | 1953 |
| 2717 | M | 1951 | 8017 | R | 1953 |
| | | | 8019 | R | 1953 |

Barn Code: M = Montclair, Bell Street Car House, R = Roseville Car House.

ROCKLAND COUNTY UPDATE (Continued from Page One)

that an upgrading of the Piermont Branch involving options D, E, or F would be beneficial and is essential for the improvement of rail service to the County and the region. The MTA staff took an opposite view. Woodbine Yard, located in Spring Valley, stores the seven trains used for service on the Pascack Valley Line. Within the last few months NJ Transit has expanded the yard by re-aligning some tracks in the yard which has resulted in a few additional coaches being added to some trains.

At the public hearing property owners living along the Piermont Branch spoke against any more extensive use of the trackage citing declining property values and safety reasons. Residents of Spring Valley living adjacent to the Woodbine Yard complained about idling diesel engines which are stored there overnight and on weekends.

No decision was made either for or against any option at the meeting.

ROSTER OF METRO-NORTH EQUIPMENT (Used on the west side of the Hudson)

| | | | | |
|-------------|------------|--------|-----------|---------------------------|
| 19 | Budd | 1950's | RDC-1 | Originally NYC-PC-CR |
| 53 | Budd | 1952 | RDC-1 | Originally NYS&W-NH-PC-CR |
| 61 | Budd | 1952 | RDC-1 | Originally NYC-PC-CR |
| 5175 - 5177 | Bombardier | 1983 | Push-Pull | Cab car |
| 5198 - 5199 | GE | 1978 | Push-Pull | Cab car |
| 5988 - 5993 | Bombardier | 1983 | Push-Pull | Trailer |
| 5994 - 5999 | GE | 1978 | Push-Pull | Trailer |

#7-CITY SUBWAY

DRAWN BY JEFFREY ERLITZ

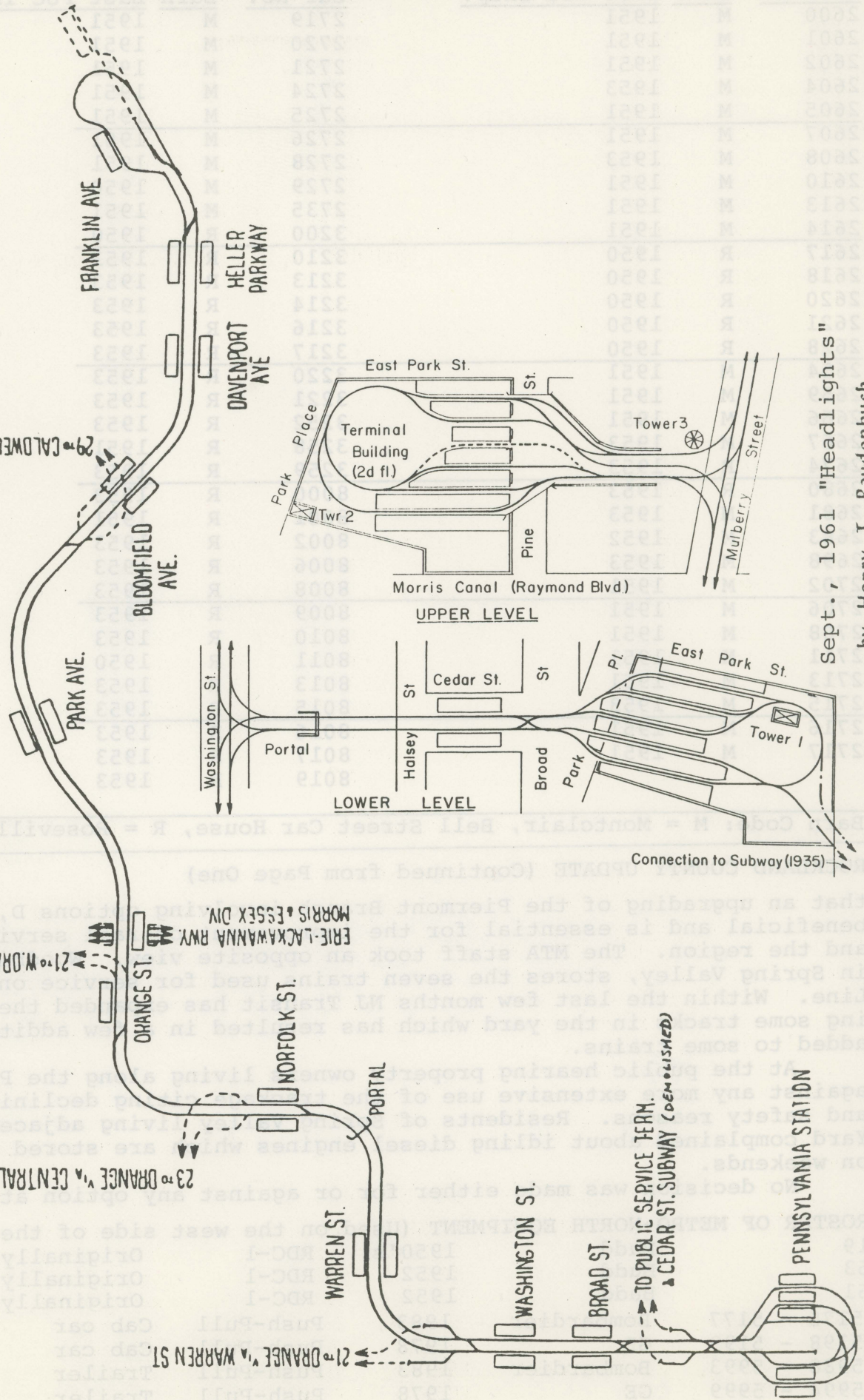
Oct. 17, 1982 fan trip brochure

20th CALDWELL $\frac{1}{4}$ BLOOMFIELD AV.

21st W. ORANGE $\frac{1}{4}$ ORANGE ST.

23rd ORANGE $\frac{1}{4}$ CENTRAL AV.

21st ORANGE $\frac{1}{4}$ WARREN ST.



Sept., 1961 "Headlights"
by Henry T. Raudenbush

NYCTA CAR NOTES

As of May 30th, R-62 cars 1301-1591 and R-62A cars 1651-1676 were in passenger service. Thursday, May 30, 1985 was the first day of R-62A operation in regular passenger service. All previous operation of those cars was part of the acceptance testing procedure. These cars are running on the #1 line.

Cars 7397, 7441, and 7608 will be converted to rider cars and 7683 has been scrapped. Car 7341 should be deleted from the scrap list.

Cars 3819-3884 are mismated. Cars 3600-1 and 3602-3 are together again and 4666-7 will be coupled together.

A ground fault detector, which indicates a dead motor, has been installed in cars 8345 and 8358.

The outside doors of 4636-7 have been painted blue. These are the first cars to be done under a new program to paint doors in that color.

To achieve the goal of operating graffiti-free cars on the F line, even numbered cars 724-1074 and their mates will receive orange stickers under their outside car number plates. These cars are assigned to the F, and will be washed, cleaned and kept graffiti-free frequently.

DERAILMENT AT DE KALB AVENUE

At 10:13 AM May 15, 1985, a southbound N train, composed of cars S-3767-6, 3858-9, 3806-7, 3808-9-N derailed on the turnout south of DeKalb Avenue station. Car 3766 was badly damaged. At first there was no service between Brooklyn and Manhattan. Northbound D and M trains were turned at Prospect Park, while B, N and RR trains were turned at 36th Street. Southbound N and RR trains were turned at Whitehall Street, and B trains were turned at Broadway-Lafayette Street. Southbound D trains discharged passengers at West Fourth Street and operated light to Second Avenue where they turned.

When service was resumed between the two boroughs, northbound trains (except the D) operated via regular route, but southbound B, N, and RR trains bypassed DeKalb Avenue and ran express from Pacific Street to 36th Street. D and QB trains from Brooklyn ran via bridge and BMT express tracks to 57th Street-Seventh Avenue. Trains returned via BMT express tracks and tunnel to Brooklyn. D trains from the Bronx discharged passengers at West Fourth Street and operated light to Second Avenue where they turned. Through service was resumed on the D after the evening rush with southbound trains operating via Essex Street and the Montague Street tunnel. Normal service wasn't resumed until 7:20 AM the next day.

INTER-CAR SAFETY BARRIERS INSTALLED ON ALL NYCTA 75-FOOT CARS

Installation of inter-car safety barriers on 1,054 R-44 and R-46 cars was completed on December 31, 1984. In a press conference held on January 7, 1985 at the Chambers Street IND station, Mayor Koch and TA President Gunn presented these barriers and praised the completion of the project.

The design called the Boloni Spring, has three, two-foot-long coils that link the rear of one car to the front of the following car. The bottom two coils are joined by an 18 inch long chain at right angles to the coils. On the front and rear cars, the coils are folded back to the end of the car.

The TA was unable to use the same barriers that it uses on its 60 and 51 foot cars because the R-44 and R-46 cars are 75 feet long, thus negotiate curves differently. After studying the problem for nearly a decade, it was solved by using coils which provide the proper amount of flexibility. Because the ends of these cars are made of fibreglass, the coils could not be bolted on to the cars. Instead, a special epoxy adhesive was developed jointly by the TA and the 3M Company.

The installation of the barriers resolves a complaint of blind persons who have difficulty discerning between open car doors and the space between cars.

BMT-IND CAR ASSIGNMENT

In the April issue, we described the March 16, 1985 car shift. The March 16, 1985 car assignment is as follows:

| Line | R-10 | R-16 | R-27/30 | R-32 | R-38 | R-40 | R-40M/42 | R-44 | R-46 | Total |
|-------|------|------|---------|------|------|------|----------|------|------|-------|
| A | | | | | 70 | | | 232 | | 302 |
| AA/B | | | | | | 224 | 32 | | | 256 |
| CC | 128 | | | | 88 | | | | | 216 |
| D | | | | | | | 330 | | | 330 |
| E | | | | | | | | | 200 | 200 |
| F | | | | | | | | | 312 | 312 |
| GG | 88 | | | | | | | | | 88 |
| J | | 64 | 80 | | | | | | | 144 |
| LL | | | 128 | | | | | | | 128 |
| M/QB | | | 200 | | | | | | | 200 |
| N | | | | 184 | | | | | 96 | 280 |
| RR | | | | 304 | | | | | | 304 |
| JFK | | | | | | | | | 21 | 21 |
| SS * | | | 12 | | | | | | | 12 |
| Total | 216 | 64 | 420 | 488 | 158 | 224 | 362 | 232 | 629 | 2793 |

(*) = Franklin Shuttle

Meanwhile there was another car shift which occurred during the April 26th-April 28th weekend and was described in the May issue. Following is the May 15, 1985 special summer car assignment:

| Line | R-10 | R-16 | R-27/30 | R-32 | R-38 | R-40 | R-40M/42 | R-44 | R-46 | Total |
|-------|------|------|---------|------|------|------|----------|------|------|-------|
| A | | | | | 110 | | | 200 | | 310 |
| AA/B | | | | | | 208 | 48 | | | 256 |
| CC | 168 | | | | 48 | | | | | 216 |
| D | | | | 150 | | | 180 | | | 330 |
| E | | | | | | | | | 200 | 200 |
| F | | | | | | | | | 312 | 312 |
| GG | | | | 96 | | | | | | 96 |
| J | | 72 | 40 | | | | 32 | | | 144 |
| LL | | | 96 | | | | 32 | | | 128 |
| M/QB | | | 176 | | | | 32 | | | 208 |
| N | | | | 152 | | | | | 128 | 280 |
| RR | | | 128 | 104 | | | 72 | | | 304 |
| JFK | | | | | | | | | 24 | 24 |
| SS * | | | 12 | | | | | | | 12 |
| Total | 168 | 72 | 452 | 502 | 158 | 208 | 396 | 200 | 664 | 2820 |

(*) = Franklin Shuttle

UNUSUAL RUN - ATLANTIC AVENUE TO PELHAM BAY PARK

On March 4, 1985, the Transit Authority increased the morning rush hour service on the Lexington Avenue line to transport the commuters on the LIRR trains diverted from Penn Station to Flatbush Avenue because of the Penn Station track reconstruction.

Several unusual runs were scheduled. A #6 train leaving 138th Street and Third Avenue at 7:20 AM arrived at Atlantic Avenue at 8:08 AM and left at 8:14, returning to Pelham Bay Park. It was the first time that a regularly scheduled train ever ran from Brooklyn to Pelham Bay Park. Another #6 train was also turned at 138th Street and Third Avenue, leaving at 8:15 AM and operating to Brooklyn Bridge.

Two #4 trains, which start from 149th Street and Grand Concourse upper level, the 7:20 AM put-in and the 8:42 AM turn train, also operate to Atlantic Avenue, and then return to Woodlawn.

There is another unusual run on the schedule for the J trains that terminate at 121st Street. The 4:19 PM J which is put in service at Eastern Parkway lays up at Broad Street and is held as a gap train. It can be placed in service as a northbound M or J, after which it operates light to East New York Yard.