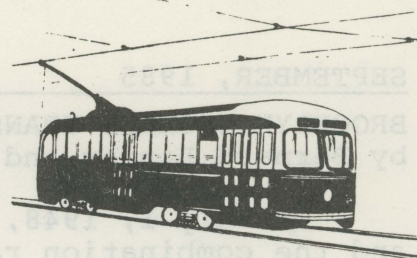


NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

Volume 28, Number 9

September, 1985

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TRAINS REROUTED AGAIN DUE TO REPAIRS ON MANHATTAN BRIDGE; WEST END SERVICE INCREASED

During the past several years, train service on the Manhattan Bridge has been interrupted frequently because of repairs to the tracks and the bridge structure.

Starting August 10, 1985, the northerly pair of tracks were taken out of service for about three months. Because there are only four tracks available (two southerly Manhattan Bridge tracks and two Montague Street tunnel tracks), the TA made extensive changes in service which can be described as a "Chrystie Street in reverse". B trains (except during midnights) and all D trains from Brooklyn are operating via bridge and BMT Broadway express tracks to 57th Street-Seventh Avenue. To reduce switching delays at this terminal, Continental Avenue-bound N trains are routed via tunnel and BMT Broadway local tracks, while N trains terminating at 57th Street-Seventh Avenue follow the same route as the B and D trains described above. QB trains and Chambers Street-bound RR trains still follow their normal route, but run infrequently.

B trains from 168th Street and 57th Street-Sixth Avenue make all local stops to West Fourth Street and then operate light to Second Avenue where they are turned. D trains from The Bronx make express stops on Eighth Avenue and Sixth Avenue, discharging passengers at West Fourth Street, and then run light to Broadway-Lafayette Street where they are turned. A shuttle train provides service between Broadway-Lafayette Street and Grand Street.

During rush hours, the TA is operating as many cars as previously, but found it necessary to lengthen headways by a minute on some lines because of the loss of two bridge tracks and the increased mileage operated.

West End riders don't know how lucky they are; B trains running to Brooklyn have been lengthened from eight cars to ten cars. This is the first time that full length ten car trains are being operated on the West End line. Although rush hour West End riders may wait a minute longer, they will have less difficulty finding a seat. The new schedule provides for 100 cars per hour during peak periods, twelve cars more than the previous schedule. Saturday service has been increased from four car trains on a ten minute headway to ten car trains on a twelve minute headway, twice as much service as previously.

R-62 A CAR DELIVERIES HALTED

The NYCTA has ordered the manufacturer of the R-62 A cars, Bombardier, to stop the delivery of new cars until problems are resolved and corrected. These cars have proven less than reliable in regular passenger service and are frequently taken out of service for inspection or correction of various defects. Bombardier has delivered 60 R-62 A's and 51 of these are acceptance tested and available for service on the #1 line. Thus, up to five trains of R-62 A's are possible, but frequently all of them are not running for the reasons stated above.

BROOKLYN TROLLEY TRANSFER PRIVILEGES
by Bernard Linder and Mel Rosenberg

On July 1, 1948, fares rose to seven cents on city-owned surface lines, and the combination rapid transit-surface fare was twelve cents. On most vehicles, passengers deposited a nickle in a transfer machine which issued a ticket, marked "Surface Lines", valid on any station accepting these tickets. These transfers were issued on most feeder surface lines and were not generally issued on surface lines running parallel to rapid transit lines. On July 1, 1950, the fare on the surface lines was increased to ten cents and the combination fare rose to 15 cents. Two years later, July 1, 1952, the mounting deficit forced the Board to discontinue this privilege.

When the two cent transfer charge between surface lines was eliminated on July 1, 1948, nearly all transfers were revised. They were redesignated "Free Transfer", and the transfer points previously listed on the free transfer and the two-cent transfer were all listed on one transfer. These transfers were also issued to passengers handing in tickets from rapid transit lines.

On the same date, new code numbers were assigned to the several divisions. For example, the caption "6-15" identified a Flatbush Avenue (Avenue U Branch) form issued as form Number 15 of Division 6. Following takeover by the New York City Transit Authority in 1953, transfers were recaptioned "Transfer". Subsequently, bus route numbers were inserted on the remaining rail transfers.

Following is an explanation of the codes:

Depot Code	Depot Name
1	Canarsie (trolley) (closed May 27, 1951) (*)
1	Fresh Pond (bus) (opened July 27, 1960) (*)
2	Crosstown
3	East New York
4	Fifth Avenue
5	54th Street (closed January 15, 1950)
5	Ulmer Park (opened January 15, 1950)
6	Flatbush
7	Fresh Pond (trolley)
8	Maspeth
9	Ninth Avenue
10	Second Avenue (July 16, 1949 to February 21, 1951)
10	39th Street (starting February 21, 1951)
11	West Fifth Street
12	Bergen Street

(*) - Depot Code Number 1 assigned to Fresh Pond Bus Depot which opened in 1960. It was formerly assigned to Canarsie Depot (trolley) which closed in 1951.

During the next 25 years, transfer privileges changed only slightly. The Authority retained all historic privileges so as not to antagonize passengers, and added a few between former BCRR lines. In 1967, there were about 1,300 free transfer privileges in Brooklyn and more than 2,000 bus route intersections where no free transfer privileges were granted. When the Myrtle Avenue "L" was discontinued in 1969, free transfers were issued between the B-54 Myrtle Avenue bus and the subway at Broadway and Myrtle Avenue, and at Jay Street and Myrtle Avenue. A year later, many passengers complained that they had to pay two fares to reach the new Kings Plaza Shopping Center which had just opened at Flatbush Avenue and Avenue U. Several new free transfer points were added to provide a single fare ride. Because the Authority was unable to revise the transfers promptly, a new form, KP-1, dated 12-70, was issued for a brief period on the lines where the privileges were added.

When the bus and subway fares were raised from 35 cents to 50 cents on
(Continued on Page 3)

BROOKLYN TROLLEY TRANSFER PRIVILEGES (Continued from Page 2)

September 1, 1975, it was quite obvious that many passengers would complain about paying two fares because of the lack of transfer privileges. To pacify these riders, the Authority instituted a new transfer privilege called "Add-A-Ride". This program was intended to provide a reduced fare (25 cent) transfer to all points where free transfers were not provided, except where this would allow the passenger to make a round trip. It was the first time that Brooklyn bus passengers were allowed to transfer to intersecting Manhattan, Queens or Staten Island buses. However the hasty execution of the Add-A-Ride program resulted in many intersections where no transfer privileges, free or Add-A-Ride, were granted.

Transfers between Transit Authority buses and privately owned buses were issued for the first time on January 1, 1976 when the privately owned bus lines' fares was raised to 50 cents. The privately owned bus lines issued Add-A-Ride tickets listing the transfer points which exclude cases where one route terminates at or near the transfer point. The TA's transfers were not revised to show the additional transfer points.

The Transit Authority made additional concessions to the passengers when the fare rose from 60 cents to 75 cents on July 3, 1981. This time Add-A-Ride tickets were free, and bus drivers issued either transfers or Add-A-Ride tickets, both of which were accepted at all transfer points. The Authority discontinued the retransfer privileges that had been in effect for more than half a century. On certain routes, passengers handing in a transfer were issued another one if they requested it. Because this privilege was not listed on the first transfer, (Continued on Page 6)

NYCTS Issues

Mel Rosenberg collection

NYCTS Issues

CONTINUING TRIP TICKET

00706

AUG 9
1941

FULTON ST. LINE

N.Y.C.T.S.

GOOD FOR A CONTINUING TRIP

From Brooklyn end of Bridge (Sands St.) on Depot (east) bound cars of all lines. From Boro Hall (Fulton and Court Sts) on Depot (east) bound cars of the Bergen St., DeKalb Ave., Erie Basin, Flatbush Ave., Gates Ave., Putnam Ave., Seventh Ave., St. John's Pl. or Third Ave. Lines. From Boro Hall (Adams St. and Myrtle Ave. or Willoughby St.) on Depot (east) bound cars of the Greenpoint Line. From Boro Hall (Joralemon and Fulton Sts.) on Myrtle-Court Line in either direction, on Crosstown Line toward Erie Basin. From Smith and Livingston Sts. on Smith-Coney Island Line toward Coney Island. From Nostrand Ave. and Fulton St. on Nostrand Ave. Line southbound to Flatbush Ave. only. From Alabama Ave. and Fulton St. on Broadway Line toward Crescent St. only.

Issued on trips from Park Row and entitles passenger to same privilege as a cash fare, final on Nostrand Ave. Line.

Good only on date of issue, at intersections named and within the time limit. Not transferable.

Good only in A.M. if P.M. Coupon is detached

A.M.
P.M.

F-8 S-10-45

2-Cent Cash Transfer (B)

02582

MAR 9
1946

LORIMER STREET LINE

N.Y.C.T.S.

Valid for a ride on the following lines:

DeKALB AVENUE, either direction.

BERGEN STREET, either direction.

ST. JOHN'S PLACE, either direction.

SMITH-CONEY ISLAND, toward Brooklyn Bridge.

Issued on trips toward Park Circle to passenger paying cash fare or Continuing Trip Ticket and additional charge of two cents.

No cash transfer will be issued on this ticket.

Good only on date of issue at intersections named and within the time limit. Acceptable only from passenger to whom issued.

Good only in A.M. if P.M. Coupon is detached

A.M.
P.M.

9-1 N-7-52

FREE TRANSFER

ISSUED BY THE BOARD OF TRANSPORTATION
NEW YORK CITY TRANSIT SYSTEM
BMT DIVISION - SURFACE LINES

12024

OCT 22
1952

CHURCH AVENUE LINE

Valid for a ride on the following routes:

KINGS HIGHWAY - SARATOGA AVE. (B-7), either direction.

OCEAN AVENUE (B-49), at Church and Rogers Aves., either direction.

CORTEYOU ROAD (B-23), toward 62nd St.

FIFTH AVENUE (B-63), either direction.

On the next car of this line toward 16th Ave. or 39th St. Ferry.

Issued on trips toward 39th ST. FERRY to a passenger paying a cash fare or transfer of Wilson Ave. (B-60) route.

Acceptable only from passenger to whom issued, within time limit on date of issue, at first point of intersection unless otherwise specified.

Good only in A.M. if P.M. Coupon is detached

A.M.
P.M.

9-1 A-7-53

TRANSFER

Issued by New York City Transit Authority
BMT BUS DIVISION

01981

OCT 17
1953

B-35 CHURCH AVENUE

Valid for a ride on the following routes:

KINGS HIGHWAY - SARATOGA AVE. (B-7), either direction.

OCEAN AVENUE (B-49), at Church and Rogers Aves., either direction.

CORTEYOU ROAD (B-23), toward 62nd St.

FIFTH AVENUE (B-63), either direction.

On the next car of this line toward 16th Ave. or 39th St. Ferry.

Issued on trips toward 39th ST. FERRY to a passenger paying a cash fare or transfer of Wilson Ave. (B-60) route.

Acceptable only from passenger to whom issued, within time limit on date of issue, at first point of intersection unless otherwise specified.

Good only in A.M. if P.M. Coupon is detached

A.M.
P.M.

Mel Rosenberg collection

Transfer Privileges Printed on Other Side

Issued only on trips with AUG 30 1933 REGISTER READING CO. Pope's Pat.—Time limit, Nov. 21st, 1905.

DEKALB AVE. LINE A 01362 B. & Q. T. Corp.

Issuable upon demand and payment of additional charge of Two (2) Cents, on payment of regular fare, or surrender of Continuing Trip Ticket.

Not Transferable FINAL, except to Trolley Lines to which Feeder Ticket may be issued upon surrender of this transfer.

NO TRANSFER WILL BE ISSUED ON A TRANSFER

Passengers should note that the proper transfer is issued. Transfers issued by short cars are good to all transferring lines; such lines, if beyond terminus, may be reached by next connecting car on Special Ticket.

Good only in A.M. if P.M. Coupon is detached

1 2 3 4 5 6 AM 7 8 9 10 11 12

1 2 3 4 5 6 PM 7 8 9 10 11 12

Conductor's Fare Receipt

FLUSHING AVE. LINE

To be issued on eastbound trips to passengers boarding car and paying cash fares between Onderdonk Avenue and Maspeth Depot.

These checks will be accepted for fare on the Flushing-Ridgewood Line, good to Bradford Avenue (Flushing) or Wyckoff Avenue, and on the Grand Street Line, good to North Beach or Newtown Creek.

00880

The use of this check between the points above named affords passengers the privilege of a Single Fare to Newtown Creek, Flushing or North Beach (Bowery Bay).

JUL 28 1928

Pope's Pat.—Time limit, Nov. 21st, 1905

The Brooklyn City Railroad Company

Good only in A.M. if P.M. Coupon is detached

1 2 3 4 5 6 AM 7 8 9 10 11 12

1 2 3 4 5 6 PM 7 8 9 10 11 12

1920's Issues

THIS TRANSFER, subject to regulations printed hereon, if presented within the time limit, is accepted for transportation on the following lines:

- WILSON AVENUE. WILSON AVE.-BROOKLYN BRIDGE at DeKalb and Wilson Avenues (not operated on Sundays or Holidays). BROADWAY. RALPH-ROCKAWAY AVENUE. REID AVENUE. SUMNER AVENUE. TOMPKINS AVENUE to Fulton St. and Tompkins Ave. only or Washington Plaza. FRANKLIN AVENUE. VANDERBILT AVENUE at DeKalb and Vanderbilt Avenues only. SMITH STREET at Fulton and Smith Streets (good for a Continuing Trip Ticket to the Fifth Ave. Line at Atlantic Ave. and Smith St.). ST. JOHN'S PLACE. BERGEN STREET toward Woodhaven at Boro Hall. SEVENTH AVENUE.

Lines operating over a joint route between a terminus and a junction will neither issue to nor accept transfers from each other while on joint portion of route. Transferring lines, the routes of which come together and continue over the same tracks to a point of separation, will accept transfer tickets only at first junction point, good either direction, unless otherwise noted.

DEKALB AVENUE (A)

Special Transfer (BB)

VALID FOR A FINAL RIDE ON THE FOLLOWING LINES:

DeKalb-Coney Island; Franklin Ave.; Smith St.

Issued only on trips toward Sea Gate and to a passenger paying a cash fare and an additional charge of two cents.

C. I. & G. 00002 R'y Co.

No transfer will be issued on this ticket except to Feeder Lines.

Good only at intersection, or junction, of issuing line and within the time limit punched. Not transferable.

MAR 1 1928

Pope's Pat.—Time limit, Nov. 21st, 1905.

SEA GATE LINE

Good only in A.M. if P.M. Coupon is detached

1 2 3 4 5 6 AM 7 8 9 10 11 12

1 2 3 4 5 6 PM 7 8 9 10 11 12

Conductor's Transfer (D)

APR 19 1925

Pope's Pat.—Time limit, Nov. 21st, 1905.

GRAHAM AVE. LINE

02022 B.C.R.R.Co.

This transfer is issued to a passenger paying a cash fare on trips from Park Row, and is good for a final ride on the Greenpoint line toward Greenpoint at Classon and Flushing Aves. only, and to the Meeker or Nassau Ave. lines.

NO TRANSFER WILL BE ISSUED ON THIS TICKET.

Good only at intersection, or junction, of issuing line and within the time limit punched. Not transferable.

NOTE—Lines operating over joint route between a terminus and a junction will neither issue to nor accept transfers from each other while on joint portion of route.

Good only in A.M. if P.M. Coupon is detached

1 2 3 4 5 6 AM 7 8 9 10 11 12

1 2 3 4 5 6 PM 7 8 9 10 11 12

CONTINUING TRIP TICKET

FEB 29 1928

Pope's Pat.—Time limit, Nov. 21st, 1905.

SMITH ST. LINE

00928 C. I. & B. R. R. Co.

GOOD FOR A CONTINUING TRIP from High St. on the Bergen St., Park Ave. or Vanderbilt Ave. Line, from Boerum Pl. and Livingston St. on the Seventh Ave. or St. John's Pl. Line, from Atlantic Ave. on the Fifth Ave. Line.

Issued on trips from Park Row only.

This Ticket entitles the holder to a cash transfer on the payment of an additional two cents.

Good only within the time limit punched. Not transferable.

Good only in A.M. if P.M. Coupon is detached

1 2 3 4 5 6 AM 7 8 9 10 11 12

ROCKLAND AND WESTCHESTER COUNTY UPDATE

by Randy Glucksman

The rehabilitation of the Piermont Branch (June, 1985 "BULLETIN") will not be done, at least at this time. The Metro-North Committee of the Metropolitan Transportation Authority, citing "community opposition", has decided not to proceed with the project. In the opinion of this reporter who attended the public hearing, the MTA did not present the proposal in a positive manner, but rather in the negative position recommended by their staff. At this time it is not even possible to dead-head trains between Suffern and Spring Valley. This would have been beneficial on July 26, 1985, when a Conrail freight derailed at Otisville, NY at 3:45 AM. Since all four train sets and the RDC's are stored overnight at Port Jervis, service during that morning's rush was affected. Some attempts were made to run two trains from Suffern. One backed up to Harriman and the other to Middletown. Buses were also used, but didn't carry many passengers.

The Allied (Outdoor) Advertizing Company has acquired a tract of land in the New Jersey Meadowlands and hopes to build an office-hotel-retail store complex to be 2½ million square feet large. Included in the plan is a "Meadowlands Transfer Station" that will permit passengers from Orange, Rockland and Bergen Counties to transfer from their NJ Transit diesel trains to Northeast Corridor electric trains for the trip to Penn Station, Manhattan. This proposal differs from the previous plan for a track connection with through routed trains into Penn Station, Manhattan. Because the track capacity as well as terminal capacity of Penn Station is now approaching saturation, service on the diesel lines would have been reduced under that plan.

In other plans, NJ Transit is close to finalizing plans for a track connection from the Morris and Essex (former Delaware, Lackawanna & Western) electric lines to the Northeast Corridor Line. This plan, called "The Kearny Connection", will permit the operation of Dover, Gladstone and Montclair trains into Penn Station, Manhattan or their existing terminal at Hoboken. Included in this plan is a new centralized main repair shop for all rail equipment, both diesel and electric.

Regarding the "Meadowlands Transfer Station", Amtrak was invited to stop there. The plan has received enthusiastic support from most political and transportation officials. One of the benefits of the plan would be a relief of the overcrowding of the PATH trains, as well as providing an alternate route for passengers bound for Manhattan. The cost of the project is estimated at about \$924 million.

Metro-North is in the process of acquiring 39 push-pull cars for the Hudson and New Haven Lines. These cars, built by Bombardier, are similar to the cars recently built for NJ Transit for use on their North Jersey Coast and Raritan Line services. The Metro-North order is composed of 19 coaches with 131 seats each, ten coaches with 127 seats and a toilet, and 10 control coaches with 117 seats, two wheelchair tie-downs and one toilet accesible to handicapped passengers. Riders were invited to send in suggestions for names for the cars. Metro-North released the names which were selected. However, the car numbers to which they will be assigned are not yet available. Here is the list:

<u>New Haven</u>	<u>New Haven</u>
Gov. John N. Dempsey	Wilton
Gov. Ella T. Grasso	Norwalk
Gov. Raymond E. Baldwin	Cannondale
The Connecticut Yankee	Fairfield County
Mountain Laurel	Charles Ives
Nathan Hale	The Nutmegger
Noah Webster	The Coast Watcher
P.T. Barnum	The Charter Oak
The Danbury Hatter	Branchville
Bethel	Redding

ROCKLAND AND WESTCHESTER COUNTY UPDATE

Hudson

Storm King
Half Moon
Henry Hudson
Washington Irving
Eleanor Roosevelt
Poughkeepsie
New Hamburg
Beacon
Cold Spring

Hudson

Garrison
Peekskill
Montrose
Crugers
Tear of the Clouds
Clearwater
Dutchess
Westchester
Putnam
Scenic Highlands

Officially these cars are classed as "Comet III's", but Metro-North now intends to refer to them as "Shoreliners" in their public statements.

Metro-North has unveiled plans for improved service on the Upper Hudson Line. Five alternatives were given:

- 1) The no-build option. Other than the 19 new push-pull cars, HEP for the existing FL-9 diesel-electric locomotives, and rehabilitation of the SPV-2000's, the only work would be track and signal improvements costing \$22 million.
- 2) Improved diesel service with minimal additional improvements. Five through trains would run from Poughkeepsie to Grand Central. These trains would run express from Peekskill to Grand Central. Three shuttles would run from Peekskill to Croton-Harmon. Service would be increased in the PM, additional diesel would be bought, Park and Ride lots would be expanded. The cost is set at \$40 million.
- 3) This option calls for all of Option #2, plus improved diesel service and stations. High level platforms would be constructed all the way to Poughkeepsie. Cost is \$60 million.
- 4) Electrification would be extended from Croton-Harmon to Peekskill, a distance of 6.7 miles. Five peak period trains would originate in Peekskill, and diesel service would improve between Peekskill and Poughkeepsie with additional trains. New diesel and electric trains would be bought, stations would be improved, parking facilities would be expanded, and high level platforms would be constructed as far as Peekskill. Cost is \$71 million.
- 5) Electrification would be extended from Croton-Harmon to Poughkeepsie, a distance of 40 miles. In rush hours, five electric trains would originate in Poughkeepsie and five more in Peekskill. Additional off-peak service would be provided with most, if not all, operating through to Grand Central. The cost for this option is \$170 million.

On Metro-North West, new station platforms and other improvements are now in place at Otisville and Sloatsburg (for the first time ever). Similar work has now begun at the Pearl River station.

BROOKLYN TROLLEY TRANSFER PRIVILEGES (Continued from Page 3)

but was listed instead on the second transfer, many passengers were probably unaware of this privilege. Many experts, who studied their transfers, often boasted that they were able to ride for a single fare on several trolley cars or buses.

When the transfers were revised again on September 12, 1982, Brooklyn finally received a simplified universal transfer system. The transfer points in the transfers and Add-A-ride tickets were combined on one transfer which was supposed to be valid at every intersection. Unfortunately the errors, omissions, and inconsistencies on the Add-A-Ride tickets were not corrected, but copied on the new transfers. At first bus operators refused to accept transfers at intersections which were inadvertently omitted from the transfers. After receiving many complaints from passengers, the bus operators must have stopped reading the fine print on the transfers. At the present time they accept valid transfers at all intersections.

NYCTA CAR NOTES

The following cars have been scrapped: 6521, 6522, 6560, 6563, 6568, 6598, 6600, 6610, 6636, 6639, 6653, 6658, 6669, 6671, 6881, 7054, 7062, 7206, 7254, 7273, 7370, 7616, 7630, 7657, 7689, 7697, 7715. Out of service awaiting scrapping are 6685, 6813, 7213, 7621, 7629, and 7704. The following were converted to rider cars: RD-347 ex-7247, RD-348 ex-7581, and RD-349 ex-7522. Cars 7055 and 7712 were transferred to Coney Island Shop for conversion to rider cars. Cars 7074 and 7092, previously designated as rider cars, may be converted later.

Effective July 20, 1985, cars 9538-9, 9542-3, 9544-5, 9548-9, and 9552-3 were assigned to line #4 and were equipped with all electric Westinghouse controllers. This train, which will be used for a 90-day test of propulsion group boxes, has one additional guard light, yellow colored, on each side of the car for indicating a dead motor condition. If the circuit is tripped five times, lockout will occur, as on unit 8345-8358, described in the August, 1985 "Bulletin"

On or about August 4, 1985, cars 8838-8867 (excluding green cars) were transferred from line #4 to line #2, and the green cars followed about two weeks later. By July 9, 9570-5 and 9578-81 were reassigned to the #4. On or about August 18, 9568-9 and 9576-7 were also assigned to the #4. There are no more old unprocessed cars defaced with graffiti left on this line.

Unit 7796-7949 was equipped with an R-62 type General Electric controller and main motor resistance banks earlier this year. Inside doors and seats were painted fox red on this unit and on 7754, 7783, 7937, and 7952. All IRT cars from R-26 to R-36, which are to be retained, will be equipped or re-equipped with General Electric SCM controllers.

Mismated unit 7913-7928 is assigned to the 42nd Street Shuttle.

Only 100 R-10's will be rehabilitated. The first R-27/30's, cars 8181, 8296, 8380, and 8389, which are being thoroughly rehabilitated at Coney Island Shops, will be painted fox red outside. Outside doors of 8392 were painted blue, similar to unit 8070-8169. R-7 cars 1502, 1586, and 1600, which were designated museum cars but never rehabilitated, and were not on any scrap list, were quietly scrapped in May. Car 1028, a yard office, will be scrapped. Car 3082, also formerly used as a yard office, has been removed from the scrap list and will be used for parts storage. Car 3651, damaged in the June 11, 1985 derailment in Concourse Yard, will be scrapped.

New side signs, which are being installed in cars 4584-4695, are not color coded, but have white route letters on a black background. The ends of R-32's are being cleaned completely, and the ends of the R-42's are being repainted all silver without a blue stripe.

In the August, 1985 "Bulletin" we reported that cars 4666-7 had been reunited. They are mismated again with 4667-4658 back in service. Cars 4666-4659 are not yet in service.

DEVIATIONS FROM CAR ASSIGNMENTS

On February 22, 1985, an R-46 train, which was not rerouted, ran on the D all day. On June 10, 1985, during the AM rush, an R-42 QB train was converted to an N and ran to Continental Avenue, after which it probably returned as such. During June and July several D trains composed of R-40M and R-42 cars were rerouted via the Culver line. Starting July 14, 1985, slant R-40's became frequent again on the D. They were also seen again on the QB and RR during the Morning and evening rush. When trains were rerouted on the Manhattan Bridge starting August 10, 1985, there were no oddities. A few R-38's were seen on the northern part of the D and on the AA/B. A few R-27/30's, probably additional cars for increased service, were operating on the N. On August 22nd and 23rd, an R-38 was seen on the south half of the B. We have an unconfirmed report of an R-32 on the F on August 23rd.

NEW RAIL LINK BETWEEN HIGHBRIDGE YARD AND OAK POINT YARD

by Neil Wotherspoon

Because New York City's freight rail system has not been modernized, it is unable to accommodate the newer cars which require 18 foot clearances. To correct this condition, the New York State Department of Transportation is spending more than \$130 million on several projects that started in 1978 and should be completed by 1987.

Eighteen bridges on Metro-North's Hudson line with less than 18 feet clearance were rebuilt or modified. Work was completed in 1983 at a cost of \$20 million. Highbridge Yard has been renovated and the Harlem River Yard will be rebuilt to furnish an intermodal facility.

The most expensive project, which will cost \$78 million, involves the construction of a single track freight railroad connection between the former New York Central Highbridge Yard and the former New York, New Haven and Hartford Harlem River Yard. It will be built on the existing waterfront and on landfill on the shore of the South Bronx. The only part of the project now complete is the concrete trackway and load-bearing walls below the Third Avenue Bridge, which was begun in 1982 and was completed in 1984. The girders of the fixed span at the Bronx side of the bridge were too deep to allow clearance for oversized freight, so the bridge structure was modified to allow for the removal of part of the girders. The two concrete wall structures north and south of the trackway now bear the bridge load. No other work has been done to prepare the site for landfill, or to remove the remains of the former Erie Railroad car float bridges and other abandoned industrial buildings along the waterfront. The New York State Erie Canal Terminal will probably become isolated from the Harlem River by the projected railroad right of way. The purpose of the project is to remove the many curves and tight clearance restrictions which are a constraint on the use of the present St. Mary's Park freight branch of the New York Central, in use since late in the 19th Century. The need to cross the Harlem Line between Mott Haven and Melrose limits traffic to two trains per day during the midnight hours. This restriction will be eliminated by the new freight connection. This will be the only impact on electric passenger railroad operations. The freight service will continue to be operated by Conrail, although the new railroad will be owned by the Department of Transportation of the State of New York.

ALL FOX RED CARS ON THE FLUSHING LINE

During the early part of August, 1985, the last train of R-36 and single R-33 cars in the white paint scheme was taken out of service for repainting in the current fox red, black trim and grey roof colors. Thus the repainting program on the #7, which includes maintaining all fox red cars free from graffiti is complete. There still are some R-17 cars on the #7 because the single R-33 cars are in the process of being overhauled and rebuilt just as the R-36 cars were. When this work is completed, the R-17 cars will be returned to the main lines. Meanwhile, the #4, #7, E, 42nd Street Shuttle and JFK express lines run with cars that are graffiti-free.

CORRECTIONS

In the August, 1985 "Bulletin", we reported that car 3651 was damaged on June 11, 1985. This mishap occurred at 9:30 PM (not AM) and the motorman did not back up over the switch.

DERAILMENT SOUTH OF DE KALB AVENUE

Car 8233 was damaged when a southbound M train derailed on August 9, 1985 south of DeKalb Avenue. Because this mishap occurred on track B-1 (used only by the M) just north of the junction with A-3 (the track used by the D and QB), service was not interrupted on the B, D, N, QB, and RR lines. The damaged track was still out of service during the evening rush, and most southbound M trains were rerouted via the N Sea Beach line.