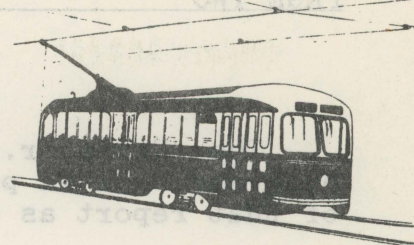
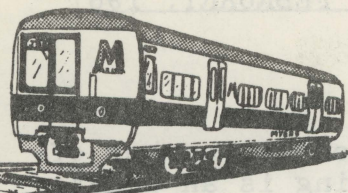


NEW YORK DIVISION BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION

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CONGRESS ORDERS LONG ISLAND RAIL ROAD STRIKERS BACK TO WORK

Long Island Rail Road employees, who had been working without a contract since December 31, 1984, went out on strike at 6 AM Sunday, January 18, 1987, two days after the 2nd 120-day cooling off period expired.

When it became apparent that a strike was inevitable, county officials attempted to provide alternate transportation facilities for the 120,000 rush hour commuters and 50,000 non-rush hour riders. Express buses from several different companies transported passengers to Queens subway stations and to Manhattan. Commuters who decided to drive their cars were encouraged to form car pools and to park at various parking lots near Queens subway stations. Metropolitan Suburban Bus Authority's buses, which operate from various points in Nassau County to Far Rockaway "A", 179th Street "E" and "F", and Main Street - Flushing #7 subway stations, were jammed during rush hours.

Because Long Island is narrow, there are only a few highways leading to Queens and Manhattan, and rush hour traffic is always heavy. During the strike there was no room for the additional vehicles and traffic slowed to 15 miles per hour. A commuter, who usually spends a little more than an hour riding MSBA's bus from Hempstead to 179th Street station of the IND, reported that during the strike the same trip took three hours in overcrowded buses. During this period the subway trains were more crowded than usual and carried 30,000 additional passengers each day.

With fifteen different unions representing the employees, negotiations were proceeding very slowly and there was no hope for a quick settlement. Meanwhile the commuters were so disgusted with the long grueling journey that they persuaded their congressman to introduce a bill ordering the strikers back to work. The bill was introduced in the House on January 26th and was signed by President Reagan two days later.

Under the provisions of this bill, trains will keep running for sixty days while the arbitrators join the negotiations. After fifty days, the arbitrators must recommend an agreement to Congress. Within ten days, Congress must decide whether to force the railroad and the unions to accept. If there is no imposed settlement, strike may resume on March 17.

As soon as the bill was signed, the railroad ordered the employees to return to work. They spent the next two days removing the snow and ice, and the trains started running again at 12:01 AM Saturday, January 31st.

FIFTIETH ANNIVERSARY OF THE QUEENS IND

In the previous issue we described the opening of the Queens IND fifty years ago. We were unaware that a celebration was held on December 30, 1986 at the 71st (Continental) Avenue station. At 2 PM several public officials gathered on the platform where Felix Cuervo, the head of the Native New Yorker's Historical Association presented a plaque marking the anniversary to David Gunn, President of the NYCTA.

NYCTA CAR EQUIPMENT PROGRAM

by Raymond R. Berger

The November, 1986 issue of the BULLETIN described a number of programs now in progress at the Transit Authority. Following is an update of that report as of December 31, 1986.

NEW PASSENGER CARS

Following is an update of new car deliveries:

<u>CLASS</u>	<u>NUMBER OF CARS ON ORDER</u>	<u>NUMBER OF CARS ACCEPTED AS OF DEC. 31, 1986</u>	<u>ASSIGNMENT OF NEW CARS AS OF DECEMBER 31, 1986</u>
R-62A	825	467	316 cars on #1 22 cars on #3 129 cars on #6
R-68	425	125	125 cars on D-Brighton

The delivery of R-62A's has exceeded the projected schedule agreed by Bombardier and the Transit Authority. By the end of 1986, it was anticipated that only 402 R-62A's would be delivered and accepted. The 467 total is an increase of 65 over that amount. At present, it is projected that both the #1 and #3 lines will be completely run with R-62As by the end of 1987. The balance of these cars will then be assigned to the #6 with final R-62A deliveries scheduled for the spring of 1988.

OVERHAULED CARS

Here is an update of a similar table of overhauled cars that appeared in the November, 1986 issue of the BULLETIN:

<u>CLASS</u>	<u>ORIGINAL NUMBER OF CARS</u>	<u>TOTAL # CARS OVERHAULED</u>	<u>NUMBER OF CARS OVERHAULED ACCEPTED 12/31/86</u>	<u>VENDOR & LOCATION</u>	<u>LINES ASSIGNED</u>	<u>NOTES</u>
R-10	400	110	110	TA 207 St Shop	C	1
R-26/28	210	210	180	Morrison/Knudsen	2,6	2
R-29	236	236	200	Morrison/Knudsen	2,6	2
R-30	317	162	124	TA Coney Is Shop	J,L	3
R-32	600	10	-	General Electric	-	4
R-32	600	290	-	Morrison Knudsen	-	5
R-33	500	494	2	TA 207 St Shop	-	6
R-33s	40	39	39	TA Coney Is Shop	7	7
R-36	424	424	424	Morrison/Knudsen	7,4	7
R-36	424	424	424	NY Rail Car	7,4	7
R-38	200	190	-	General Electric	-	8
R-40	400	200	-	Sumitomo	-	9
R-42	400	394	-	To be bid	-	10
R-44	300	280	242	TA 207 St Shop	A	11,13
R-44SI	52	52	-	Amer Coastal Ind	SI	12
R-46	754	754	242	TA C.I. Shop	E,F,N,JFK	13

Locations: Morrison Knudsen - Bridgeport, Connecticut
 General Electric - Buffalo, New York
 New York Rail Car - Brooklyn, New York
 Sumitomo - Elmira, New York
 American Coastal Industries - Newport News, Virginia

Notes: 1 - New rotary screw compressors are now installed on all of the 110 overhauled R-10's.
 2 - Morrison Knudsen has completed an overhaul of 180 of the 210 R-26/28 cars. Similarly, 200 of the 236 R-29 cars are now completed. Retrofitting will be done at a new Morrison/Knudsen facility at Bridgeport, Connecticut.
 3 - New door operators are now being installed on all overhauled R-30's. The previously overhauled R-30's also have new door

- operators installed.
- 4 - General Electric still has the ten prototype cars where work is in progress on side sill repairs and door opening cracks before these cars are returned to New York City.
 - 5 - Morrison/Knudsen recently won a bid to overhaul these 290 R-32's. The work will be done after completion of the R-26/28/29's at their Hornell, New York plant and after completion of the prototype overhaul of ten other R-32's by General Electric at Buffalo, New York.
 - 6 - Work has begun on the overhaul of all the R-33 cars at the 207th Street Shops. Delays are occurring because of a cable specification change and because there is a delay in the award of a contract for the re-manufacture and conversion of air conditioners. It is hoped that 104 cars will be ready for service by the end of 1987.
 - 7 - The test of a General Electric R-62 type controller mentioned in Note 7 of this report in the November, 1986 BULLETIN was successful. The door modification as well as impact-resistant (vandal-proof) side door glass is now installed on all R-36 cars.
 - 8 - A new scheduled delivery date for the first of the overhauled R-38's is now January, 1987.
 - 9 - A new forecast for the delivery for the first of the overhauled slant R-40's is April, 1987.
 - 10 - There are 396 of the 400 R-42's remaining in service. Two cars are now disassembled in the Coney Island Shops and a thorough investigation of the undercar structure is in progress in January, 1987. New subsystems (air brakes, air conditioners and converters) will be installed and these cars will act as prototypes for a contract for the overhaul of the remaining 394 cars by an outside vendor later in 1987.
 - 11 - As of December 31, 1986, 260 of the R-44's have a Westcode (SMEE) brake system.
 - 12 - Legal complications are now overcome and all 52 of SIRTOA's R-44's will be overhauled by Newport News Industrial Corporation/American Coastal Industries in their Chesapeake, Virginia plant during 1987.
 - 13 - New door operators are being installed on all R-44's with completion scheduled for July, 1987. An eight-car prototype train of R-46's equipped with a new door control system entered passenger service for a 30-day test in mid-December, 1986.

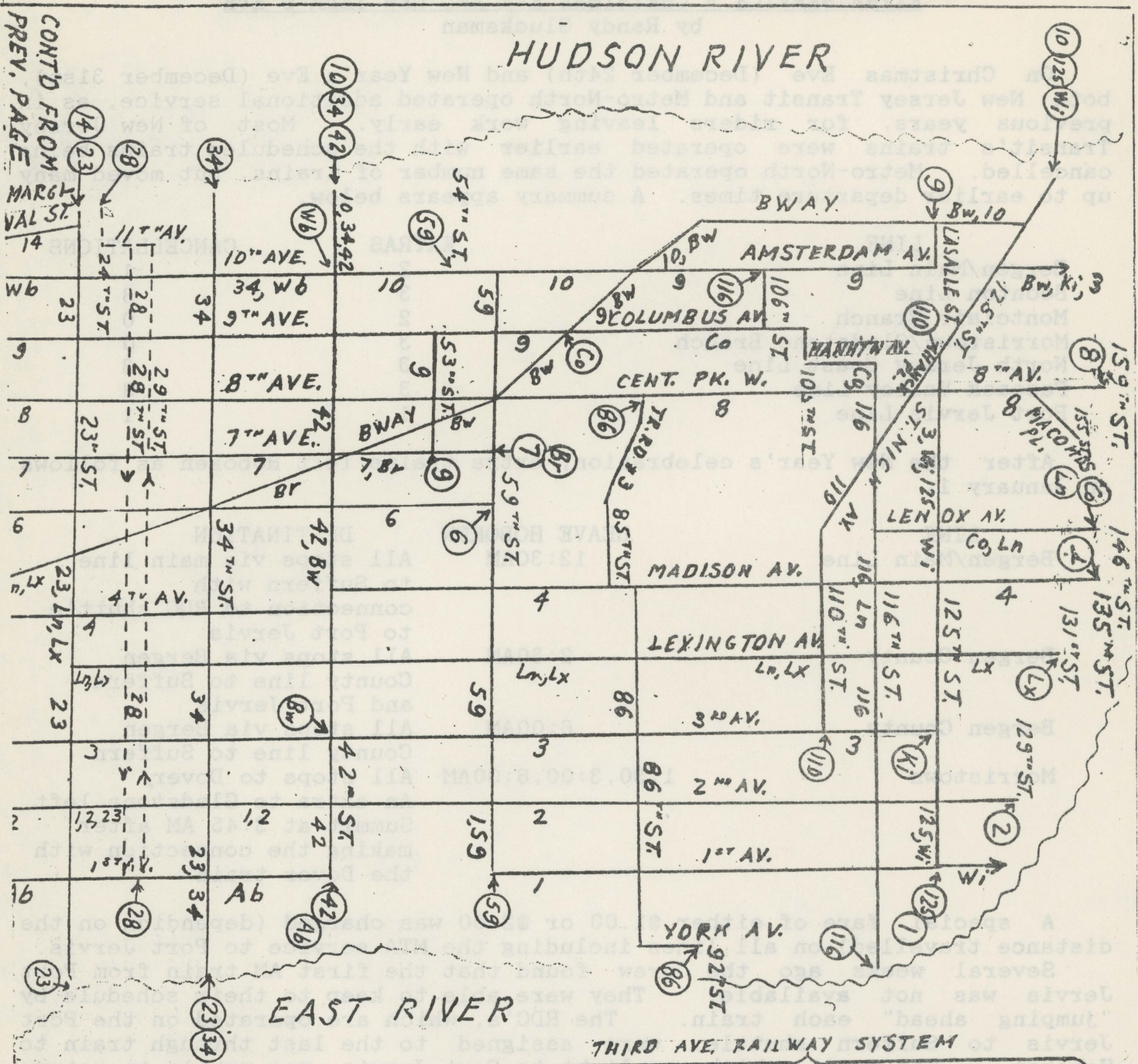
CORRECTION

In the January issue, we erroneously reported that 4848-9 were stripped. The correct statement is "Cars 4948-9 were stripped, probably for rebuilding. An R-62 controller has been installed in 4918-9."

PENN STATION WEST END CONCOURSE

On December 22, 1986, the Long Island Rail Road opened its newly constructed West End Concourse which provides passengers from Track 13 through Track 19 direct access to the 8th Avenue Subway and the street level at 33rd Street and 8th Avenue. Until the work is completed, the concourse will be open on weekdays from 6:30 AM to 9:30 AM and 3:30 PM to 7:30 PM.

MANHATTAN STREET CAR LINES-1920



SYMBOL	LINE
Ki	3 RD AVE RAILROAD CO. BWAY-KINGSBRIDGE
3	3 RD & AMSTERDAM AV.
125	125 TH ST. CROSSTOWN BELT LINE R.WY. CO.
E6	EAST BELT LINE
Wb	WEST BELT LINE
59	59 TH ST. CROSSTOWN
28	MID CROSSTOWN R.WY. CO. 28 & 29 TH ST. CROSSTOWN
Bw	42 ST -MUNTLIVL-&ST. NICH. R.WY. CO. BWAY
10	10 TH AVE.
42	42 ND ST. CROSSTOWN
110	110 TH ST. CROSSTOWN
AB	DRY DOCK, E. BWAY, BATTERY R.WY. CO. AVE. B
Gf	GRAND ST.
Gb	GRAND ST. & BKLYN
Pb	POST OFFICE & BKLYN NEW YORK RAILWAYS CO.
Br	BWAY-7 TH AV.
Co	COLUMBUS & LENOX AV.
Cr	CHRISTOPHER ST. FX.
Ln	LEX. & LENOX AV.
Lx	LEXINGTON AV.
Sp	SPRING & DELANCEY ST.
6	6 TH AV.
7	7 TH AV. & BKLYN
Ei	8 TH ST. CROSSTOWN
14	14 TH ST. CROSSTOWN
23	23 RD ST. CROSSTOWN
34	34 TH ST. CROSSTOWN
116	116 TH ST. CROSSTOWN
1	2 ND AV. R.P. CO.
2	1 ST AV.
86	2 ND AV. 86 TH ST. (2 ND AV. TO 92 ND ST.)

EXTRA SERVICE - CHRISTMAS EVE AND NEW YEAR'S EVE

by Randy Glucksman

On Christmas Eve (December 24th) and New Year's Eve (December 31st), both New Jersey Transit and Metro-North operated additional service, as in previous years, for riders leaving work early. Most of New Jersey Transit's trains were operated earlier with the scheduled trains being cancelled. Metro-North operated the same number of trains, but moved many up to earlier departure times. A summary appears below.

LINE	EXTRAS	CANCELLATIONS
Bergen/Main Line	2	1
Boonton Line	3	3
Montclair Branch	2	0
Morristown/Gladstone Branch	3	0
North Jersey Coast Line	3	3
Pascack Valley Line	3	3
Port Jervis Line	1	1

After the New Year's celebration, extra trains left Hoboken as follows on January 1:

LINE	LEAVE HOBOKEN	DESTINATION
Bergen/Main Line	12:30AM	All stops via main line to Suffern with connection to RDC shuttle to Port Jervis
Bergen County	2:30AM	All stops via Bergen County line to Suffern and Port Jervis
Bergen County	6:00AM	All stops via Bergen County line to Suffern
Morristown	1:30, 3:00, 6:00AM	All stops to Dover, An extra to Gladstone left Summit at 3:45 AM after making the connection with the Dover train

A special fare of either \$1.00 or \$2.00 was charged (depending on the distance travelled) on all lines including the MTA service to Port Jervis.

Several weeks ago the crew found that the first AM train from Port Jervis was not available. They were able to keep to their schedule by "jumping ahead" each train. The RDC's, which are operated on the Port Jervis to Suffern shuttle, were assigned to the last through train to Hoboken. The train, which ran light to Port Jervis, was unable to return in time for its next regular run which was covered by buses and vans hired by Metro-North.

Metro-North operated three "sweeper trains" leaving Grand Central at 2:30 AM on January 1st. The Harlem Line train stopped at Fordham Road, Mount Vernon West and all stops to Brewster North. The Hudson Line train stopped at Marble Hill, Ludlow, and all stops to Poughkeepsie. The New Haven Line train operated express to Mount Vernon and then made all stops to New Haven. There was no connecting branch line service. Regular fares were charged as the MTA Board voted not to reinstate the New Year's Eve free ride policy due to the on-going funding problem that had been the source of much debate in Albany.

NYCTA also operated increased service on IRT lines 1,2,3,4,5,6, and 7, IND lines A,E,F,G, and K, and BMT lines B,N,Q, and R to carry the extra crowds in the midtown area. NYCTA also operated increased service on many lines during the PM hours to handle anticipated riders doing holiday shopping and on the E and F lines on Saturday afternoons.