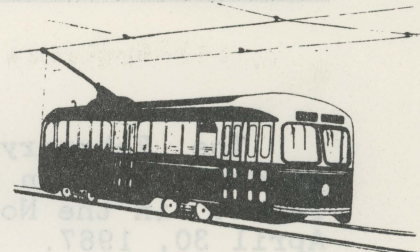
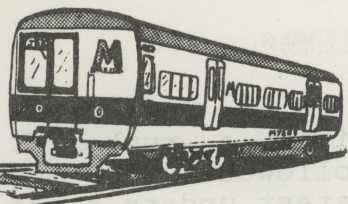


NEW YORK DIVISION

BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION

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JULY, 1987

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LIRR HICKSVILLE-RONKONKOMA ELECTRIFICATION

The Long Island Rail Road expects to complete the Hicksville-Ronkonkoma electrification project by December, 1987. Interim electric service started operating as far east as Bethpage on April 30, 1987. The first electric train left Bethpage with officials on board at 6:07 AM. During weekdays electric trains will operate between Bethpage and Penn Station, stopping at Hicksville, Mineola (rush hours only), and Jamaica. Trains leave Bethpage at 6:07, 7:54, 10:27 AM, 12:21, 3:00 PM and leave Penn Station at 8:57, 10:35AM, 12:35, 4:55PM.

On June 13th and 14, buses replaced trains between Hicksville and Ronkonkoma. During this period, the railroad tested the new signals and the third rail which was energized to a point west of New Highway, Farmingdale.

When electric trains started operating to Farmingdale on June 22nd, the trains listed above, which formerly ran to Bethpage, were operated to Farmingdale. Two additional Farmingdale evening trains were scheduled, the 5:24PM from Flatbush Avenue and the 7:00PM from Farmingdale.

SPECIAL JULY 3RD SCHEDULES

When a holiday is celebrated during the weekend, riding is usually lighter during the Friday preceeding or the Monday following the holiday. This year Independence Day fell on a Saturday and many businesses were closed on July 3rd. The three major transit systems in the metropolitan area operated three different schedules on Friday.

On July 3rd, the Transit Authority operated Saturday schedules on all subway lines. Extra rush-hour service was scheduled for the A, D, E, F, J, R, #4, #6 and #7 lines. To accommodate the crowds watching the fireworks in lower Manhattan, N trains operated via the tunnel from 6:00 PM to midnight on July 4th. On the same date, #5 trains continued running until 10:30 PM, an hour later than usual, and made local stops after 9:30 PM. From 7:00 PM-9:00 PM, the #1 trains discharged passengers at Rector Street and operated light to South Ferry where passengers boarded trains.

A recent general survey of companies, provided by the New Jersey and New York Chambers of Commerce, indicated that approximately 80% of all companies, including the Stock Exchanges would be closed. After studying this survey, New Jersey Transit decided to operate a Sunday and major holiday schedule on July 3rd, a Saturday schedule on July 4th and a Sunday schedule on July 5th. Metro-North operated a weekend schedule on July 3rd.

COMMUTER RAILROAD NOTES

by Randy Glucksman

A recent visit to Grand Central Terminal found ex-SEMTA cars 4808-4811, 4815-4817 had been repainted into the two tone Metro North silver & blue. The 100 series cars on the next track were still in SEMTA colors.

(Continued on Page Three)

NYCTA CAR EQUIPMENT PROGRAM

by Raymond R. Berger

The February, 1987 issue of the BULLETIN described a number of programs now in progress at the Transit Authority. It followed a previous report in the November, 1986 issue and herewith is the latest update as of April 30, 1987.

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 APRIL 30, 1987</u>	<u>ASSIGNMENT OF NEW CARS AS OF APRIL 30, 1987</u>
R-62A	825	618	316 cars on #1 89 cars on #3 225 cars on #6
R-68	425	194 (m)	88 cars on D* 56 cars on Q 36 cars on N 14 spare cars in pool

m = effective May 24, 1987

* = Brighton D only

OVERHAULED CARS

Here is an update of a similar table of overhauled cars that appeared in the November, 1986 and February, 1987 issues of the BULLETIN:

<u>CLASS</u>	<u>ORIGINAL NUMBER OF CARS</u>	<u>TOTAL NO. CARS OVERHAULED</u>	<u>NUMBER OF OVERHAULED CARS ACCEPTED 4/30/87</u>	<u>VENDOR & LOCATION</u>	<u>LINES ASSIGNED</u>	<u>NOTES</u>
R-10	400	110	110	TA 207th St Shop	C	
R-26/28	210	210	206	Morrison/Knudsen	2,6	1
R-29	236	236	234	Morrison/Knudsen	2,6	1
R-30	317	162	146	TA Coney Island Shop	J,L,M	2
R-32	600	10	-	General Electric	-	3
R-32	600	290	-	Morrison/Knudsen	-	4
R-33	500	494	26	TA 207th St Shop	5	5
R-33s	40	39	39	TA Coney Island Shop	7	6
R-36	424	424	424	TA Coney Island Shop	7	6
R-38	200	196	8*	General Electric	A*	7
R-40	400	200	-	Sumitomo	-	8
R-42	400	286	-	Morrison/Knudsen	-	9
R-42	400	110	-	TA Coney Island Shop	-	10
R-44	300	280	-	TA 207th St Shop	-	11
R-44SI	52	52	-	American Coastal Indust	SIRT	12
R-46	754	753	276	TA Coney Island Shop	E,F,N,JFK	13

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

NOTES:

1 - Morrison/Knudsen has completed the overhaul of all R-26/28/29's except for four R-26 and two R-29 cars. These six cars were extensively damaged and the MTA Board of Directors approved additional monies for Morrison/Knudsen to repair the damage as well as overhaul the cars. The work is scheduled for completion by the end of August, 1987.

2 - Only 16 cars remain to be done in this overhaul program. All R-30 cars will have DC handbrake indication circuits, while Westinghouse R-30

and all R-27 cars have AC handbrake indication circuits, making them incompatible. R-30 cars 8339 and 8378 as well as R-27's 8121 and 8128 have composition brake shoes. A modified composition brake shoe relay is also on R-30 #8309. Tests of these brakes will be done during May, 1987.

3 - The side door stress tests for these cars has caused problems. Structural modification designs are now under consideration. Meanwhile, the cars remain at General Electric's Buffalo plant.

4 - The contract for the overhaul work was officially awarded on April 1, 1987.

5 - One 10-car train is assigned to the #2 line with the remaining cars as spares. Eventually R-33 cars will be assigned to the #5 line. These will be the last cars to be overhauled on the IRT as only 104 cars are scheduled per year.

6 - Another modified door operator is being tested on an 11-car train. Work has not yet begun on replacing all the controllers on the R-33/36's with General Electric R-62 type controllers. In addition to Coney Island Shop, other rebuilders included New York Railcar, Morrison Knudsen, Amtrak (Beech Grove Shop, Indiana) and Mechtron.

7 - Ten cars were delivered from General Electric at Buffalo, and were placed in service on May 28, 1987 on the A line.

8 - Further delays in the delivery of the first overhauled slant R-40's have occurred. No new delivery date is set at this time. Sumitomo wants to transport the R-40's to and from their Elmira plant by rail using Conrail facilities.

9 - Bids were opened on April 22, 1987 and it appears that Morrison/Knudsen will be the successful low bidder to overhaul 286 of the R-42's. Award of this contract should be in June.

10 - As part of the overhaul at Coney Island, the following new sub-systems will be installed: door operators by Vapor; lighting by luminator, brakes by WABCO, air conditioning/heating by Stone Safety.

11 - This refers to the general overhaul of the R-44's. Other programs, such as the installation of Westcode (SMEE) brakes are now in progress.

12 - Delivery of eight cars per month are expected to begin in June, 1987.

13 - The 276 cars mentioned in this tabulation have had an electrical and brake system overhaul. General overhaul of the R-46's will not begin before 1991.

* - These eight cars have returned from General Electric, but have not been placed in service by May 22, 1987. See note #7 above.

COMMUTER NOTES (Continued from Page One)

PATH PA-4 car number 838, recently delivered, was the first PA-4 car built entirely in the U.S.A.

NJ TRANSIT reportedly will purchase from General Motors EMD Division, 10 used GP-40's which are to be completely rebuilt, to include HEP. NJT is also seeking federal funding to equip the U-34CH series of Diesel-Electric Locomotives, and Jersey Arrow cars with Automatic Train Control (ATC). Funds are also being sought to rehabilitate the Arrow III cars. The propulsion system is to be converted to AC, which provides more reliable service, and is easier to maintain.

1987 Bombardier push pull cars 5986 and 5987 were observed in Hoboken. Five more are yet to be delivered.

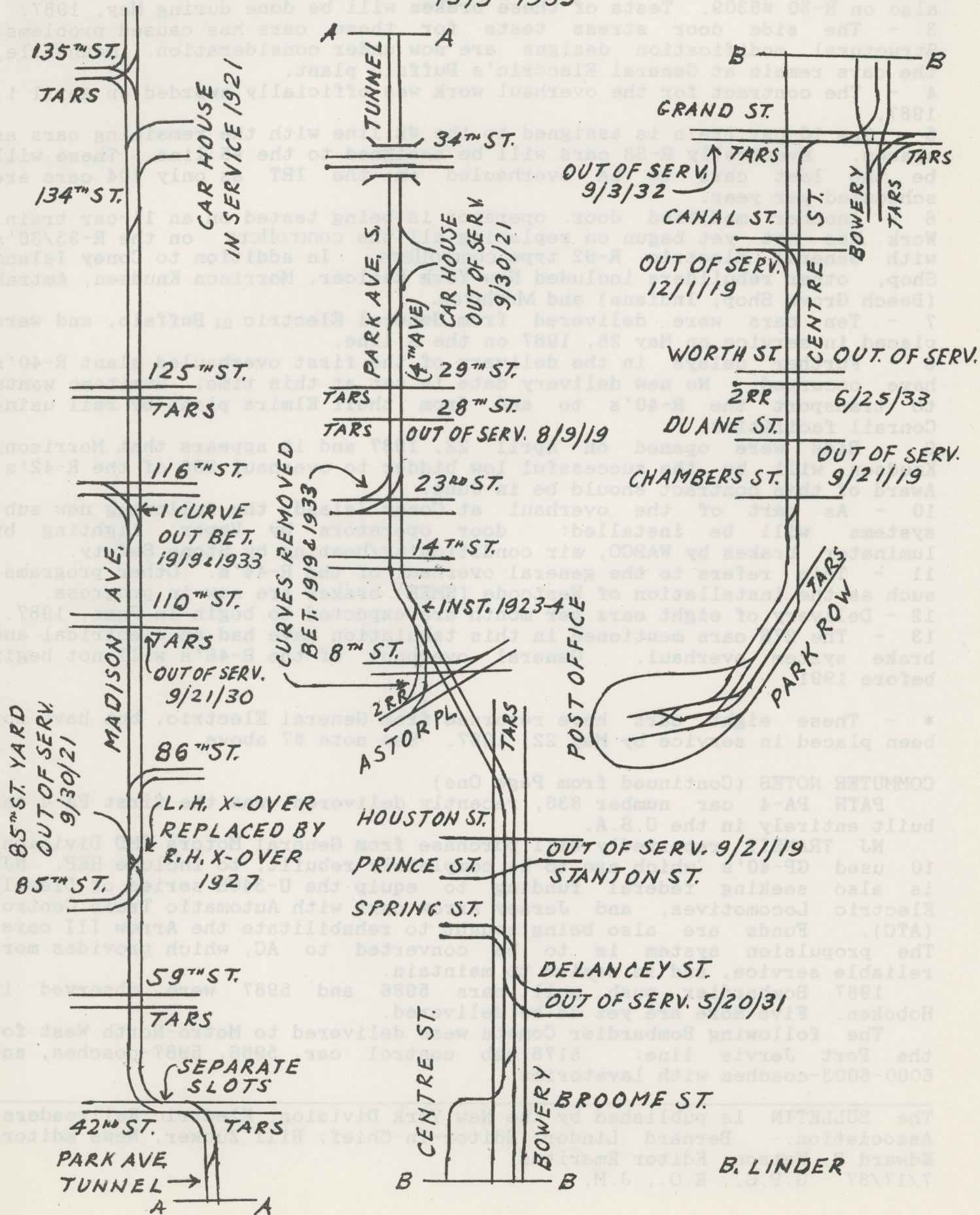
The following Bombardier Comets were delivered to Metro-North West for the Port Jervis line: 5178-cab control car, 5986, 5987-coaches, and 6000-6003-coaches with lavatories.

The BULLETIN is published by the New York Division, Electric Railroaders' Association. Bernard Linder, Editor-In-Chief; Bill Zucker, News Editor; Edward B. Watson, Editor Emeritus.

7/17/87 - G.P.S., E.O., J.M.

4TH & MADISON AVE.

1919-1933



FOURTH & MADISON AVENUE LINE

by Bernard Linder

In the Fourth and Madison Avenue history published in the November, 1982 BULLETIN we listed dates which were obtained from newspapers and other sources. Recently we found a Public Service Commission article listing dates which are different from the dates listed in the November, 1982 BULLETIN. Most of the following street car data is derived from PSC records.

OWNERS:

STREET CARS

November 14, 1832 - New York and Harlaem Railroad Company
 June 11, 1896 - Metropolitan Street Railway Company
 January 1, 1912 - New York Railways Company
 February 1, 1920 - New York and Harlem Railroad Company
 December 17, 1932 - New York Railways Corporation

Line #3 - April 1, 1913

Line #2 - December, 1932

BUSES

February 1, 1935 - Madison Avenue Coach Company Inc.
 1951 - New York City Omnibus Corporation
 June 1, 1956 - Fifth Avenue Coach Lines, Inc.
 March 23, 1962 - Manhattan and Bronx Surface Transit Operating Authority

STREET CARS

November 14, 1832 - Horse cars started operating from Prince Street to 14th Street.
 June 10, 1833 - extended from 14th Street to 32nd Street.
 May, 1834 - extended to 65th Street.
 May 7, 1837 - extended from Prince Street to Walker Street.
 October 10, 1837 - Completed line from Walker Street to Harlem River (via Park Avenue).
 May 4, 1838 - extended from Walker Street to City Hall.
 August 1, 1885 - extended on Madison Avenue from 86th Street to 135th Street.

(We have no records of the dates service was extended on Madison Avenue from 42nd Street to 86th Street).

April 30, 1890 - Second Avenue Railroad Co. granted NY&H trackage rights on Astor Place between 4th Avenue and Broadway.

March 12, 1898 - Electric operation began on entire line from Post Office to 135th Street.

1912 - Tracks removed from 42nd Street via Vanderbilt Avenue and 44th Street to Madison Avenue. Some northbound cars were formerly routed via this branch.

October 29, 1922 - Discontinued operation on Astor Place from Fourth Avenue to Broadway.

February 1, 1935 - Buses replaced street cars.

WILLIAMSBURG BRIDGE SERVICE

January 28, 1907 - Started operating from Grand Central via 4th Avenue, Bowery, Delancey St. and Williamsburg Bridge to Bridge Plaza (Brooklyn).

About 1920 - Discontinued

BUSES

ROUTE #1

February 1, 1935 - From Broadway via Park Row, Duane Street, Centre Street (Lafayette Street in opposite direction), 4th Avenue, 42nd Street, Madison Avenue to 135th Street.

July 1, 1962 - via 37th Street (westbound) and 41st Street (eastbound) instead of 42nd Street. (Continued on Page Six)

BERGEN SHORE EXPRESS IS RUNNING AGAIN

The Bergen Shore Express, which was well patronized last summer, is running again this summer. Trains make all stops from Suffern to Harmon Cove, run express to Long Branch, and then make all stops to Bay Head. Starting May 23rd, one train was operated in each direction on Saturdays, Sundays, and holidays. An additional weekend train will be operated starting July 3rd and continuing until the service is discontinued on September 7th. The ten dollar round trip fare includes free transfers to beach buses.

A new service, the Hoboken Shore Express, will also operate during weekends and holidays from May 23rd to September 7th, leaving Hoboken at 8:55 AM, and Bay Head at 4:20 PM (Sundays only) and 6:20 PM (Saturdays, Sundays and holidays). These trains stop at Newark, then run express to Long Branch, after which they make all stops to Bay Head.

FOURTH AND MADISON (Continued from Page Five)

March 21, 1963 - via 39th Street (westbound) and 40th Street (eastbound) instead of 37th Street and 41st Street.

November 10, 1963 - southbound buses via 4th Avenue and Broadway

January 14, 1966 - southbound buses via 5th Avenue north of 40th Street.

April 30, 1967 - extended via 135th Street, 5th Avenue, 139th Street, Lenox Avenue to 147th Street and 7th Avenue.

ROUTE #2

February 1, 1935 - same as route #1 except via 26th Street (eastbound) and 27th Street (westbound).

July 17, 1960 - rerouted via 116th Street, Lenox Avenue to 146th Street.

January 14, 1966 - southbound buses via 5th Avenue.

March 2, 1969 - discontinued. Replaced by M-101A north of 116th Street.

DISCLAIMER

The opinions expressed regarding the rebuilt R-38's which appeared in the June, 1987 BULLETIN are not the opinions of the News Editor.

79th STREET CROSSTOWN

Streetcars never operated on the 79th Street Crosstown route. To furnish a more complete history of Manhattan's surface lines, we are including this brief summary. Other surface lines not operated by New York Railways will be covered in future issues.

November 30, 1921 - Independents operating buses under permits issued by Department of Plants and Structures.

circa 1932 - Green Bus Lines*

June 22, 1936 - New York City Omnibus Corporation

June 1, 1956 - Fifth Avenue Coach Lines

March 23, 1962 - Manhattan and Bronx Surface Transit Operating Authority

ROUTE

November 30, 1921 - route #71 buses started operating from 79th Street and Broadway to 79th Street and the East River.

June 22, 1936 - route M-17 buses from 79th Street and West End Avenue to 79th Street and York Avenue.

May 6, 1940 - extended on 79th Street from York Avenue to East End Avenue.

* = This is the same company that operates buses in Queens at the present time.

BMT-IND CAR ASSIGNMENT DATED MAY 24, 1987
CARS ASSIGNED TO EACH LINE

LINE	R-10	R-16	R-27/30	R-32	R-38	R-40	R-42	R-44	R-46	R-68	TOTAL
A					120				200		320
B/K Wash Hts							64				64
B West End			56			112					168
C	192		24								216
D Concourse							150				150
E									200		200
F									312		312
G				66							66
JFK									36		36
J			96				32				128
L			88				40				128
M			120				32				152
N				144						30	174
D Brighton				60						96	156
Q						60	30			56	146
R				128					90		218
S Franklin			9								9
S 6th Ave			24								24
Spares		21									21
TOTAL	192	21	417	398	120	172	348	200	638	182	2688

IRT CAR ASSIGNMENT DATED JUNE 3, 1987
CARS ASSIGNED TO EACH BARN

BARN	LINE	R-17	R-21	R-22	R-26	R-28	R-29	R-33	R-36	R-62	R-62A	TOTAL
240th St.	#1										322	322
239th St.	#2			11	110	100	118	44	22			405
Livonia	#3	23	3	37				112			88	263
Mosholu	#4								22	325		347
E.180th St.	#5		85	72			278					435
Westchr.Sq.	#6						118	60			243	421
Corona	#7							39	380			419
42nd St. Shuttle		16										16
TOTAL		39	88	120	110	100	236	533	424	325	653	2628

DEVIATIONS FROM CAR ASSIGNMENTS

Clean R-32's were transferred to the R on May 4th after midnight. 84 dirty R-32's were transferred to the Concourse in the spring and were returned to the Southern Division starting May 8th. Most of these cars were operated on the Q. Many R-32's with green stickers were never transferred to the Concourse, but remained in service on the Southern Division. Most R-40M/42's in service on the Southern Division were transferred to the Concourse starting May 8th, and all had been transferred by June 1st.

On May 16th, we observed a ten-car train of R-62A's on the #3 composed of cars assigned to the #1, #3 and #6. Two days later it was back in service on the #1.

Several dirty R-32's are in service on the B, and an occasional R-46 turns up on the G. As of June 1, one train of R-16's was still in service on the M.

On May 26th in the PM rush, a southbound M train composed of red R-30's was rerouted via the Brighton Line. On June 1, PM rush, a train of regular R-27/30's on the M to 95th Street was similarly rerouted.

E and F trains were rerouted via the Broadway BMT and Crosstown G lines because of a broken rail in the 53rd Street Tunnel during the PM rush on June 1st.

NYCTA CAR NOTES

As of July 10, 1987, R-62A cars 1651-1686, 1688-2367, 2369, 2371-2397, 2399, and 2400 were delivered. Cars 1651-1686, 1688-2355, 2357, 2359, 2361, 2362, 2366, and 2367 were in service.

The last R-16's were ordered out of service on June 26th. Does anyone know when the last R-16 train was operated in passenger service? We would also like to know the numbers of the cars used in this train.

On June 22nd, R-62A cars 1898-1906 were transferred from the #1 to the #6, and cars 2158 and 2159 were transferred from the #1 to the #3.

Green diamonds alongside the numbers on cars 1886, 1894, 2160 and up indicate that they have Vapor door controls and will remain on the #1. Cars to remain on the #1 and cars to be transferred to the #3 are kept in separate trains.

As of May 1st, there were no more 6800-series R-17's operating on the #6. This line now uses only R-62A's, red R-29's, and dirty white R-33's.

The following IRT cars are out of service: 6868, 7130, 7154, and 7158. The following cars have been scrapped: 6823, 6824, 6826, 6851, 6856, 6863, 6875, 7219, 7406, 7416, and 7439.

As of June 26, 1987, R-68 cars 2500-2502, 2504-2707, 2709-2712, and 2715 were delivered. As of the same date, cars 2500-2502, 2504-2623, 2625-2667, 2669-2685, 2687-2707, and 2709-2712 were in service.

R-32 cars 3616-7, which were damaged by a fire several years ago, were repaired and placed in service. About a year ago they were damaged in a collision. Car 3617 is being repaired, and 3616, which has a buckled floor, may be scrapped. R-10 3248 derailed in Concourse Yard on July 6th.

ERRORS AND OMISSIONS

Following are some errors and omissions found in the June 1987 issue:

Page 3 - G - BROOKLYN-QUEENS CROSSTOWN LOCAL

CONTINENTAL AVENUE SERVICE - Leave Smith-9th Streets should read "5:17 AM - 8:37 PM (Monday-Friday) 8:02 PM (Saturday), 11:45 PM (every day)"

Page 4 - N - SEA BEACH-BROADWAY-QUEENS

Last column should read:

EXPRESS-BROOKLYN, LOCAL-MANHATTAN
VIA BRIDGE

Leave Coney Island: 7:31-10:23 PM (Monday-Friday)
6:33 1/2 AM-10:23 PM (Saturday)
7:22 AM-10:23 PM (Sunday)

Leave Astoria: 7:45 1/2 PM-12:18 1/2 AM (Mon-Fri)
6:26 AM - 12:18 1/2 AM (Sat > Sun)
6:49 AM-12:18 1/2 AM (Sun > Mon)

D/Q - BRIGHTON-BROADWAY

Add the following "The 6:59 AM weekday D from Coney Island leaves Continental Avenue as the 8:22 1/2 AM R train to 36th Street."

Page 8 - In the last paragraph one car was omitted from the train used as an exhibit for the Goetz trial. The correct consist is 2992-7638-7636-7646-7639-7680-7690-3039.

DEVIATIONS (Continued from Page Seven)

On June 21st, a train of red R-33's assigned to the #5 was operating on the #4.

There are 40 R-27/30 cars in Pitkin Yard. On or about June 1st, R-38's were no longer running on the C, and R-40M/42's were no longer running on the BMT Southern Division.