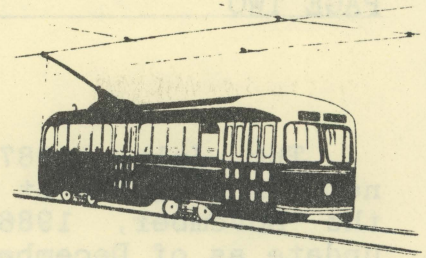


NEW YORK DIVISION BULLETIN



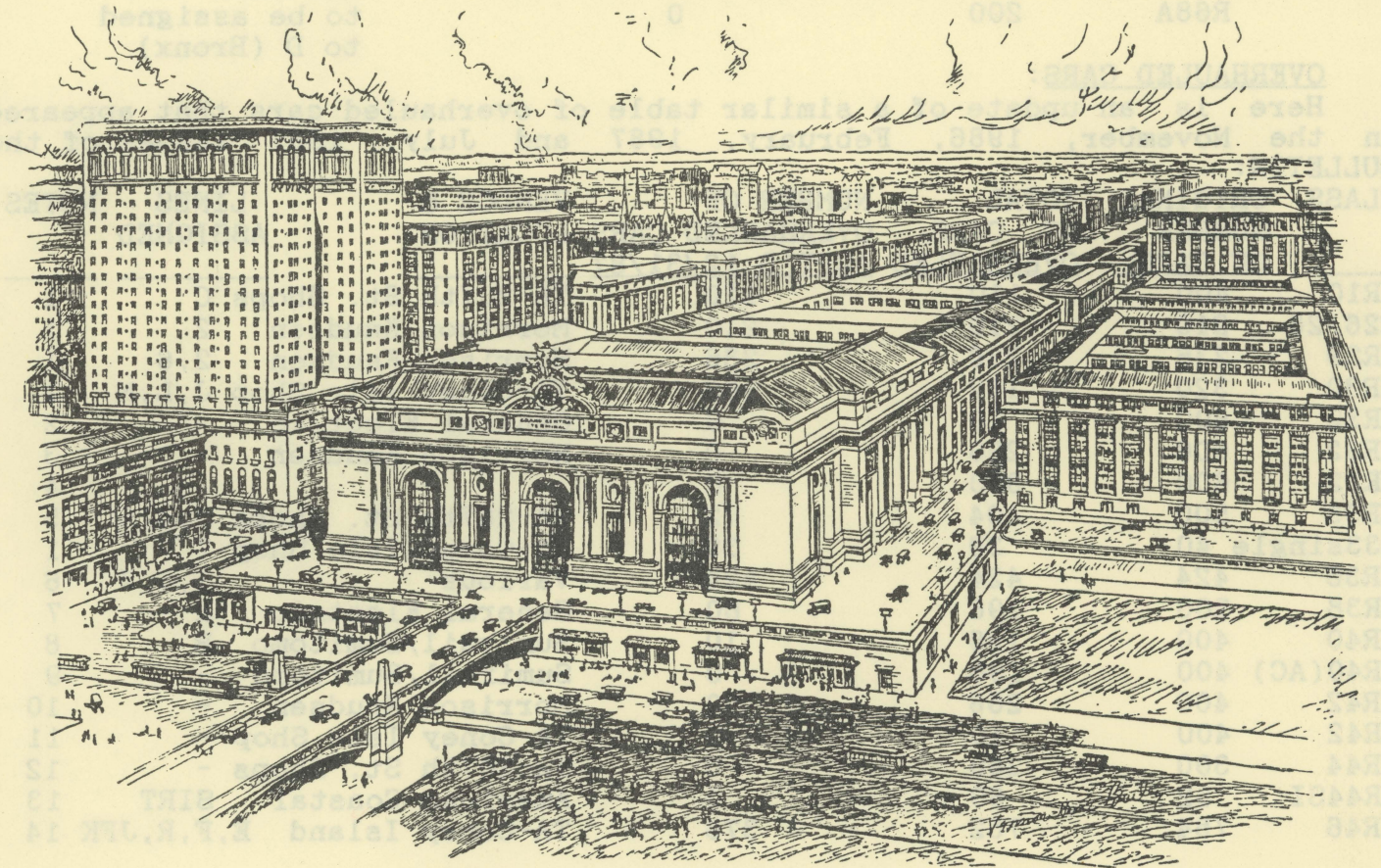
ELECTRIC RAILROADERS' ASSOCIATION

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GRAND CENTRAL TERMINAL'S 75th ANNIVERSARY

When the magnificent building formally opened for passenger traffic on February 2, 1913, it was in the wide open expanse of East 42nd Street, a long way north of that era's central business district. Today, one can barely see Grand Central amidst the towering office buildings that have since sprung up in the so-called "Terminal City". Through the years, Grand Central handled millions and millions of travelers as well as persons who strolled through in search of shops and other amenities. It continues today, looking better than ever thanks to Metro-North Commuter Railroad's restoration effort. On February 2, 1988, the Railroad held a noontime ceremony where local officials and area workers and visitors were asked to join in. So, the N.Y. Division, ERA wishes Happy Birthday, GCT!

NYCTA CAR EQUIPMENT PROGRAM

by Raymond Berger

The July, 1987 issue of the BULLETIN described a number of programs now in progress at the Transit Authority. It followed previous reports in the November, 1986 and February, 1987 issues. Herewith is the latest update as of December 31, 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 DECEMBER 31, 1987</u>	<u>ASSIGNMENT OF NEW CARS AS OF JANUARY 3, 1988</u>
R62A	825	825	296 cars on #1 250 cars on #3 279 cars on #6
R68	425	330	225 cars on D/Q 105 cars on N
R68A	200	0	to be assigned to D (Bronx)

OVERHAULED CARS:

Here is an update of a similar table of overhauled cars that appeared in the November, 1986, February, 1987 and July, 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 ACPT'D 12/31/87</u>	<u>VENDOR & LOCATION</u>	<u>LINEs ASSIGNED</u>	<u>NOTES</u>
R10	400	110	110	TA-207th St. Shops	C	1
R26/28	210	210	210	Morrison Knudsen	2	1
R29	236	236	236	Morrison Knudsen	2,6	1
R30	320	162	162	TA-Coney Isle Shop	J,L,M	1
R32	600	10	0	General Electric	-	2
R32	600	290	0	Morrison Knudsen	-	3
R32	600	300	0	-	-	4
R33	500	494	72	TA-207th St. Shops	2,4,5	5
R33single	40	39	39	TA-Coney Isle Shop	7	1
R36	424	424	424	Various	1,6,7	6
R38	200	196	60	General Electric	A	7
R40	400	198	10	Sumirail/Sumitomo	B	8
R40(AC)	400	198	0	Sumirail/Sumitomo	-	9
R42	400	286	0	Morrison Knudsen	-	10
R42	400	110	0	TA-Coney Isle Shop	-	11
R44	300	280	0	TA-207th St. Shops	-	12
R44SI	52	60	0	American Coastal	SIRT	13
R46	754	752	375	TA-Coney Island	E,F,R,JFK	14

Locations: Morrison Knudsen - Hornell, New York
 General Electric - Buffalo, New York
 New York Rail Car - Brooklyn, New York
 Sumitomo/Sumirail - Elmira, New York
 American Coastal Industries - Newport News, Virginia
 Mechtron - Wilmington, Delaware
 Amtrak - Beech Grove, Indiana

NOTES:

- 1 - All work on this overhaul program is completed.
- 2 - General Electric's Buffalo Transit Services Division will ship the first two cars in March, 1988.
- 3 - Since our last report, Morrison Knudsen has 24 cars at Hornell, 20 of which are stripped and overhaul work is progressing on ten of them. It is expected that the first four cars will be shipped in January, 1988.
- 4 - The Transit Authority intends to advertise for bids for "Phase II" for the remaining 300 R32's in January, 1988.

- 5 - Do not confuse the overhaul of the R33's with the simple paint job these cars are now receiving.
- 6 - A six month test of LCD electronic route and destination signs should begin in April, 1988. Vendors include Morrison Knudsen, New York Rail Car, Mechtron and Amtrak.
- 7 - General Electric delivered a total of 66 R38's of which 60 have been accepted and placed into A line service as of December 31, 1987. It is anticipated that all 196 cars will be delivered by November, 1988.
- 8 - The first 10 car train was accepted and placed into B line service on December 3, 1987. The remaining 188 cars should be delivered by October, 1988.
- 9 - An offer to overhaul the 196 R40's not included in the first contract with Sumitomo/Sumirail was accepted by the Transit Authority in December, 1987.
- 10 - Since our last report, an overhaul contract was signed with Morrison Knudsen for 286 R42's. As of December 31, 1987, 24 cars are at Hornell, 22 of which are stripped and overhaul work is progressing on ten them. It is projected that 12 cars will be shipped in January, 1988. Do not confuse this with the R32 overhaul also now in process at Hornell. See item 3 above.
- 11 - The prototype cars for the 110 R42's to be done at Coney Island Shops are 4948-49. Work is progressing.
- 12 - Again, this refers to the General Electric Overhaul of the R44's which is a few years away. However, the R44 Improvement Program is complete. All 280 cars have new air brake systems, door control system improvements, new air compressors, new air brake hoses, new vandal-proof side door windows and new air conditioning condenser hatch doors. Twelve Westinghouse R44's (all the others are General Electric) were shipped to American Coastal Industries and are a part of the overhaul of SIRTOA's 52 Westinghouse R44's. When completed, they will be permanently assigned to Staten Island.
- 13 - An aluminum belly band is installed on car 398 to replace the blue stainless band while at the TA. No date for delivery of the first car.
- 14 - The 375 cars mentioned in this tabulation have had an electrical and brake system overhaul (EOH). General Overhaul (GOH) of the R46's will not begin until 1991.

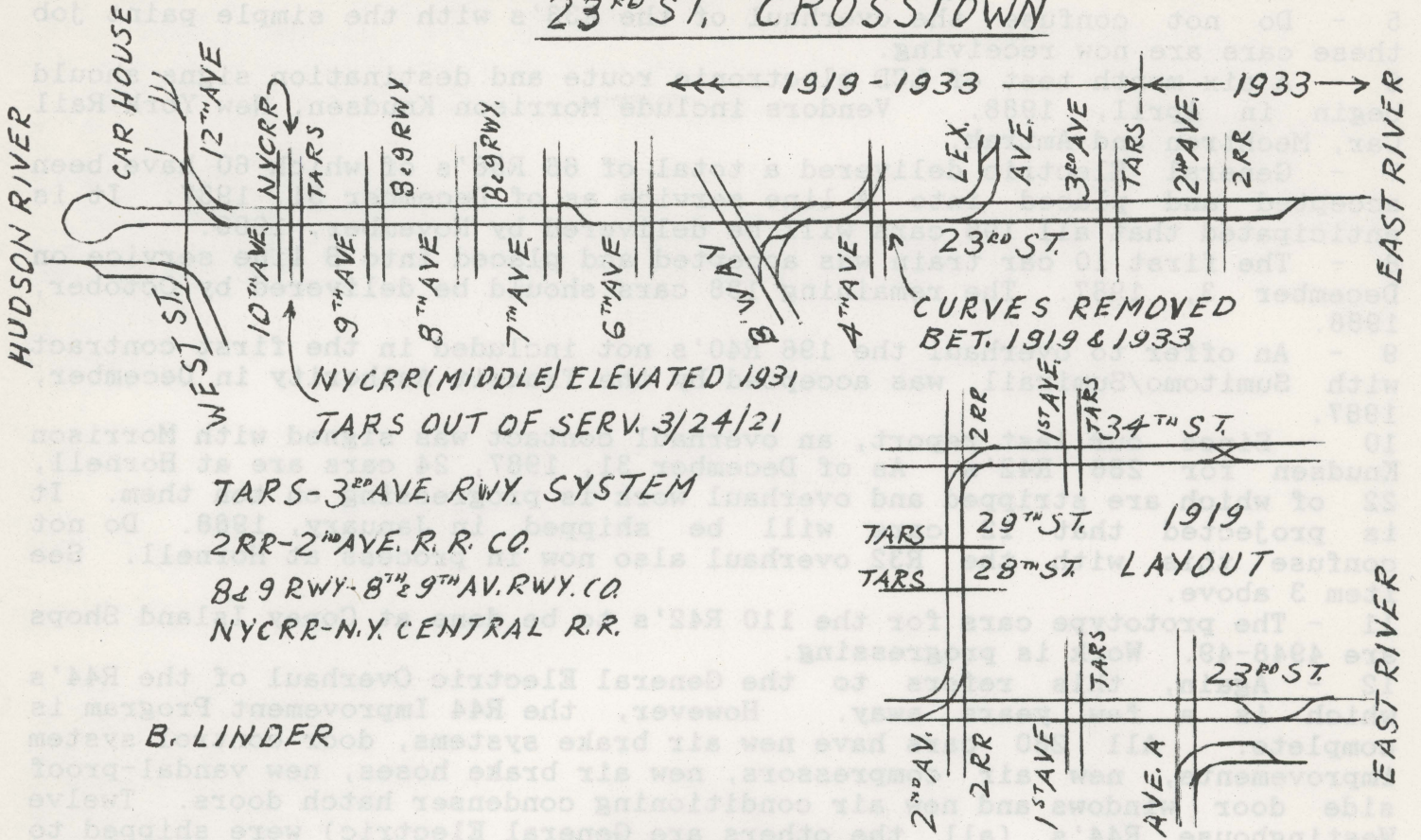
CORRECTION

In the October, 1987 issue of the BULLETIN, an article appeared that described the accelerated painting program for the R33's so that all IRT cars would be graffiti free by December 31, 1987. In it, we mentioned that "about six R21/22 cars would also be painted and added to the 16 painted R17 cars in service at that time". This was to provide two trains plus two spare cars for service on the #5. This was an error. No R21 or R22 car was painted and only one train of solid R17 cars, plus about four spares on the #5. One red R17 had major fire damage and another also had damage.

OH, NO!

On a recent trip in January to Chicago, one of your directors discovered that the rapid transit line between Howard and the South Side El (State St. North-South Line) was plagued by graffiti. The problem has only started in the last six months and is isolated to this one line. Will it spread to other lines or will the CTA stop this disease in its infancy? We shall see. By the way, the style of graffiti is virtually identical to what the NYCTA is currently getting rid of.

23RD ST. CROSSTOWN



B. LINDER

23rd STREET CROSSTOWN
 by Bernard Linder

Owners:

- STREET CARS**
- June 29, 1872 - 23rd Street Railway Company
 - April 25, 1893 - Houston, West Street and Pavonia Ferry Railroad Company
 - Nov. 29, 1893 - Metropolitan Street Railway Company
 - Jan. 1, 1912 - New York Railways Company
 - May 1, 1925 - New York Railways Corporation

- BUSES**
- April 8, 1936 - New York City Omnibus Corporation
 - June 1, 1956 - Fifth Avenue Coach Lines
 - March 23, 1962 - Manhattan and Bronx Surface Transit Operating Authority

Route:

STREET CARS

Early in 1873 - Horse cars started operating.
 We do not have a complete record of route changes prior to 1908, but we know that the 1898 route was as follows: On 23rd Street from the Hudson River to the East River, also from the Hudson River via 23rd Street, 2nd Avenue, 28th Street (eastbound), 29th Street (westbound), 1st Avenue, 34th Street to East 34th Street Ferry.
 About 1898 - Line was electrified and 34th Street branch cars were rerouted via 23rd Street, 2nd Avenue, 34th Street to East 34th Street Ferry.
 April 2, 1922 - One-man operation nights.
 Jan. 6, 1923 - Discontinued East 34th Street Ferry branch.
 April 8, 1936 - Buses replaced street cars.
 Line #20 on April 1, 1913, #8 in May, 1925, #10 in Dec., 1932.

BUSES

April 8, 1936 - #15 buses started operating on 23rd Street between the Hudson River and the East River.
 (Continued on Page Six)

COMMUTER NOTES

by Randy Glucksman

For the convenience of commuters leaving work early on Christmas and New Years Eve, NJ Transit and Metro-North Commuter Railroad operated earlier service, much as the same as last year. In the case of NJ Transit, although these earlier trains were identified as "EXTRA", their operation generally resulted in the cancellation of a later train and the schedules were in most cases identical to those operated in 1986. See NY Division February 1987 BULLETIN on Page 6 for details, except on the North Jersey and Boonton Lines where minor timetable changes occurred.

The bargain \$1 and \$2 fare policy utilized on New Years Eve 1986 was once again in effect on NJ Transit and Metro-North portion of the same lines.

Virtually all of the Comet-1 cars are back from overhaul and there are just a few of the 5100 series cab cars still at Bombardier. During the last week of December, brand new Comet-2 cars 5752 and 5754 were observed in Hoboken, along with several of the GP-40FH-2 diesel-electric locomotives that will be assigned numbers 4130-4139 (seen were 4131 and 4133). The four identical engines for the pool of equipment for West of Hudson service are scheduled to be delivered following the completion of NJ Transit's order and will be in the Metro-North paint scheme. However, the numbers are not yet known.

Due to a series of passenger accidents with the rebuilt Comet-1 cars, which occasionally run with open doors, 5100 series cab cars and 5707-5751 coaches with traps and Metro-North 5900's and 6000's, all cars carry signs on the bulkhead doors warning passengers not to stand in the vestibule or pass through when the train is in motion.

The mid-day RDC shuttle service between Suffern and Port Jervis has been suspended since September, to enable CONRAIL to install CWR (Continuous Welded Rail) on the line. When there is a disruption of service, buses and vans are used to carry passengers to Suffern where connections are made to regular trains for the trip to Hoboken. This has generally affected trains #51/58 and 53/60.

The Rockland County Legislature is in the process of deciding whether or not Rockland County should withdraw from the MTA. Legislation was passed in 1986 and signed by Governor Cuomo, which should permit Rockland, Orange and Dutchess Counties to leave the MTA in 1989. This was due to the inequities of the contributions and the amount of services returned to these counties. It was reported that Orange and Dutchess will opt to remain. Rockland has their consultant's report which is now being studied. A decision is due by March 31, 1988. Should Rockland withdraw, they must develop a plan that will preserve at least the present levels of service effective January 1, 1989. NJ Transit would still operate the commuter service, but under a contract with Rockland County, not Metro-North, in so far as that county is concerned. Metro-North would still be responsible for the service to Port Jervis, west of Slootsburg and that involves CONRAIL, owner of the trackage west of Suffern.

In mid-December, PATH announced that all 95 PA-4 cars had arrived and were in service. When all 248 PA-1 through PA-3 cars will have been overhauled by this summer, train lengths will be increased to 7 cars on the JSQ-33rd Street line, and to 8 cars on the NWK-WTC line. The earlier than anticipated return to service of the overhauled cars, plus retention of some trains of "K" cars has permitted increased service on the HOB-WTC line to a 3 minute headway, and some 7 car trains on the HOB-33rd Street line. Recently the "k's" were seen running to WTC from HOB, but now it has been reported that they are used in JSQ-33rd Street service in rush hours. Nearly 150 refurbished cars are in service.

PATH ridership continues to increase with the latest statistics reporting 57.6 million passengers carried in 1986. This amounts to approximately 210,000 daily riders and an expectation that an additional

(Commuter Notes continued from Page Five)

60,000 new riders will be gained within 12 years.

PATH reported that at noon on Christmas Eve and New Years Eve, extra train service would operate to complement the extra service provided by NJ Transit. This reporter was unable to substantiate this on the WTC-HOB line, as it seemed a ten minute headway was in effect as per the normal schedule. Also, it was announced that additional train service would be operated between 11PM and 6AM New Years and no fares would be collected.

During December, the TRANSIT CENTER opened in the World Trade Center (near the Vesey Street entrance). This storefront distributes schedules from all of the rail services in New York and also sells transit items similar to those being sold at the NYCTA Transit Exhibit and the Jay Street lobby. Unfortunately, it closed after the holidays.

In the December 1987 issue of PATHWAYS on page 16, is a drawing of what the Secaucus/Meadowlands Transfer Station might look like. As reported in this column a while back, the property where the station would be built is surrounded by rail lines on all three sides and is owned by the Allied Outdoor Advertising Company. In order to permit road/highway access to this location, it will be necessary to remove the trackage presently used by the Pascack Valley and Bergen County Line trains and divert them via a new track connection on the north side of the Hackensack River to the tracks used by Mainline trains. This one project is the most significant item that could increase train travel in the area. For residents of Orange, Rockland and Bergen Counties, gone would be the required ride on PATH to get to mid-town and the need to travel into NY City to board an Amtrak train for points on the NEC or any other Amtrak served city. Residents of South Jersey would have the same access (restricted due to the limited service/hours of service provided) to Orange Rockland and Bergen Counties. Crowding would be reduced on the HOB-33RD Street line as well. Construction could start this year.

The PATH maps which were installed in the cars over the doorways omitted the listing of the Hoboken station on the daily service guide. I brought this to their attention and some newer versions of the map have since appeared.

In celebration of the 75th Anniversary of Grand Central Terminal, Metro-North Commuter Railroad has published a special calendar, using photographs from its archives. It is available at GCT for \$12.

The 4 year project to rebuild the Park Avenue Tunnel has started. Service is not expected to be disrupted as it is anticipated that only one of the four tracks will be removed from service at any one time.

23RD STREET HISTORY - (CONTINUED FROM PAGE 4)

April 2, 1949 franchise - Extended on F.D.R. Drive to 20th Street. Return via 20th Street and First Avenue.

July 1, 1974 - Redesignated route M26.

BUS CONVERSION CEREMONY

When buses started running at noon, April 8, 1936, there was a parade on 23rd Street from Fifth Avenue to the Seaplane Terminal at 23rd Street and the East River, after which the parade wended its way on 23rd Street to the Hudson River Ferry Terminal. After the ceremony, the dignitaries ate lunch at Cavanaugh's. Two buses were named the Chelsea and the Gramercy.

NYCTA CAR NOTES

by Bill Zucker

The following IRT cars have been transferred:

DATE	FROM	TO	CARS
On or about 12/30/87	#5	#7	9560-3, 9566-73
On or about 12/30/87	#7	#6	9514-23
On or about 12/30/87	#3	#6	1907-1909
On or about 12/30/87	#1	#6	2160-2179
On or about 12/30/87	#6	#5	9116-7, 9122-7, 9136-9 9144-5, 9154-7, 9160-7 9170-1, 9176-9, 9182-93 9194-7
1/18/88	#2	#5	9140-1, 9148-9
1/18/88	#5	#2	9108-9, 9252-3, 9264-5 9276-7, 9280-1, 9294-9
1/18/88	#5	#4	9262-3, 9278-9, 9284-7 9290-1

The last train of R21/22's composed of cars s-7609, 7097, 7543, 7078, 7156, 7173, 7547, 7558, 7596, 7165-N was operated on the #5 line during the December 30, 1987 morning rush hour. It departed from 241st Street at 7:57 AM and was scheduled to operate to Flatbush Avenue. When the crew observed smoke, the train was rerouted to Utica Avenue where it was turned and operated light to E 180th Street.

The following cars are on the scrap list:

6305, 6339, 6382, 5785, 5788, 5790, 5799, 5817, 5830, 5864, 6251, 7050, 7052, 7056, 7080, 7082, 7091, 7103, 7108, 7144, 7146, 7162, 7172, 7526, 7564, 7565, 7567, 7576, 7585, 7590, 7528, 7538, 7557, 7559, 7562 and 7614.

Work car 5806 is out of service.

Recently several cars were damaged in accidents. During the evening of January 31, car 4726 operating on a northbound D train split a switch at 135th Street and was badly damaged. On February 3rd shortly after midnight, car 1624 sustained slight coupler and anti climber damage when it collided with work car 7700 on Grand Central Shuttle Track 1. The R62 train "overshot" the station at Grand Central. Cars 1564 and 1554 were also damaged very slightly. Car 1554 was seen back in service.

On February 3rd before the morning rush hour cars 4851-0, 4858-9 etc. hit the bumping block at 14th Street & 8th Avenue on the L line. The first car, 4851, was badly damaged. The second and third cars, 4850 and 4858, were also damaged.

On January 25, 1988, R68 car #2503 was in service, nearly two years after the other low numbered 2500's were placed in service.

DEVIATIONS FROM CAR ASSIGNMENTS

by Bill Zucker

Since December 23, 1987, Westinghouse and General Electric R32's have been operated frequently in the same train. A train of General Electric R32's was in service on the Brighton D from Dec. 23 to 31, 1987 and a train of Westinghouse R32's was observed on the R line from January 6 to January 13, 1988.

On January 11, January 26 and February 5, trains of R62A's assigned to the #3 line were in service on the #4 line in ten car trains. On January 12, a train of R29's assigned to the #6 was in service on the #4. On February 2, a train of R62A's assigned to the #3 was in service on the #6. On the same date the red R17's and an R33 train assigned to the #5 were in service on the #2.

When there are train delays, red R30's or R42's in M service, are frequently seen operating to Coney Island on the Brighton or West End line.

IRT CAR ASSIGNMENTS

Because of new car deliveries, scrapping of old cars and the January 17, 1988 schedule changes, the car assignment was revised twice.

<u>LINE</u>	<u>CARS ASSIGNED TO EACH LINE</u>	
	<u>12/23/87</u>	<u>1/18/88</u> (If no entry, same as 12/23/87.)
#1	10 R36, 260 R62A	
#2	100 R26, 90 R28, 100 R29	100 R26, 90 R28, 104 R29 & 6 R33
#3	207 R62A	
#4	20 R33, 290 R62	30 R33, 290 R62
#5	10 R17, 40 R21, 40 R22, 260 R33	10 R17, 320 R33
#6	100 R29, 20 R36, 230 R62A	100 R29, 10 R33, 30 R36 & 210 R62A
#7	32 R33, 320 R36	
42nd St. Shuttle	10 R62	

BMT-IND CAR ASSIGNMENTS

Because of new car deliveries and the November 22, 1987 schedule changes, the car assignment has been revised twice.

<u>LINE</u>	<u>CARS ASSIGNED TO EACH LINE</u>	
	<u>12/23/87</u>	<u>1/18/88</u> (If no entry, same as 12/23/87.)
A	10 R27/30, 120 R38, 208 R44	
B/K	64 R42	
B West End	70 R27/30, 120 R40	60 R27/30, 10 R32, & 120 R40
C	135 R10, 32 R27/30, 24 R38	
D Concourse	30 R32, 120 R42	
E	200 R46	
F	320 R46	
G	66 R32	
J	104 R27/30, 32 R42	
L	88 R27/30, 40 R42	
M	80 R27/30, 64 R42	
N	140 R32, 56 R68	100 R32, 88 R68
D Brighton	136 R68	40 R32, 104 R68
Q	60 R40, 80 R68	40 R40, 96 R68
R	180 R32, 88 R46	
S Franklin	8 R27/30	
S Sixth Av.	18 R27/30	
JFK*	32 R46	

*4 car trains were operated during the Holiday season. Three-car trains are operated at other times.

Effective 1/15/88 - One R32 train may be used on the B West End line.

R-17 TRAIN UPDATE

The following consist was observed on the #5 Line in the AM rush hour on January 5th: S-6681-6624-6623-6619-6616-6699-6614-6627-6620-6579-N. It is possible that the remaining clean, red R-17's will be in passenger service for a while.