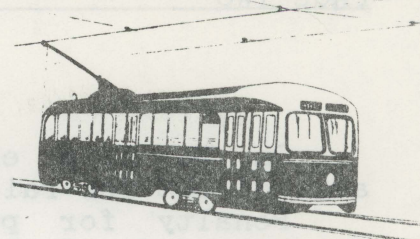


# NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

P.O. BOX 3001 NEW YORK, N.Y. 10008

Vol. 31, Number 7

JULY, 1988

IN THIS ISSUE: 8TH ST. HISTORY AND TRACK PLAN  
NYCTA CAR EQUIPMENT PROGRAM

## TRAIN SERVICE RESUMED ON THE WILLIAMSBURG BRIDGE

At 12:01 AM Sunday, June 12, train service was resumed on the Williamsburg Bridge which was closed to train traffic on April 11, 1988 because of structural defects. Normal service was resumed on the J and M lines and the increased A, C and L line service, described in the May, 1988 "BULLETIN", was cancelled. The Williamsburg Bridge Ferry also ceased operating and the JFK express conductors collected the additional fare again. The following emergency transfer privileges were also cancelled:

Transfers between buses and trains at 10 stations on A, G and L lines.

Transfers between Broadway (G) and Lorimer Street (J) stations.

Walking transfer between Marcy Avenue and Essex Street stations via the Williamsburg Bridge.

Transfer between Williamsburg Ferry shuttle bus and the M15 bus at South Ferry.

When the bridge was reopened to train traffic, the Eastern Division cars were no longer isolated from the rest of the system.

## ELECTRIC TRAINS ARE RUNNING TO LONG BRANCH

by Randy Glucksman

On June 29, 1988, an electric train made a demonstration run from Newark via the 16 mile extension of electric rail service on the North Jersey Coast Line from Matawan to Long Branch. Regular service began on July 2. Passengers riding the faster electric trains will save from 7 to 15 minutes on each trip.

A new signal system was installed on the portion of the line which was just electrified and on the original electrified section between Rahway and South Amboy. Also included in this three year project were improved bridges and communications as well as 14 miles of continuous welded rail which will furnish a smoother ride. At the Long Branch station, a new high level island platform and additional parking facilities were placed in service.

Train schedules have been revised and service has been increased appreciably. During midday on weekdays and on weekends, trains furnish direct hourly service between Long Branch and New York for the first time. From most stations, there are 8 to 19 direct trips to New York and nearly twice as many direct trips to Newark. During rush hours, five trains from Bay Head Junction provide through service to Newark. During non rush hours, diesel locomotive hauled trains from Bay Head Junction, which run every hour in the summer and every two hours at other times, terminate at Long Branch where passengers can make across the platform transfers to electric trains operating to New York. Because there are no longer any through trains from Bay Head Junction to New York, the change from diesel to electric locomotives at South Amboy has been discontinued. Railroad electrification occurs very infrequently in this country. The Long Branch to Matawan project is the second in less than a year, the first being the LIRR Hicksville-Ronkonkoma electrification which was placed in service on Dec. 28, 1987.



RAILROAD COMMUTER NOTES

by Randy Glucksman

On May 1, as expected, fares were raised on all rail and bus lines, an avg. of 10% for rail and 8% for bus. Other significant changes were:

Penalty for purchasing a ticket on board trains traveling between Newark and New York was reduced from \$1.25 to \$1.00.

The special weekend and holiday fare between New York and Newark has been eliminated.

The bus feeder fare for monthly rail ticket holders was increased to \$.35 for a one zone ride on NJ Transit operated and subsidized and certain privately operated buses.

The weekend and holiday fare for unlimited travel on those days is now \$13.00 for adults and \$6.50 for children and senior citizens/handicapped.

The 5% discount on 10 trip tickets was eliminated.

Newark City Subway fare was increased to 90 cents and the fare between stations in downtown Newark was raised to 35 cents.

NJ Transit has replaced its "CONNECTIONS" news letter with a "F.Y.I". In the April 1988 edition (Vol. 2 No. 2), is a small section dealing with today's BOONTON LINE. This 48 mile line which starts in Hoboken is made up of several private railroads.

Hoboken - Mountain View	Erie	Greenwood Lake Branch
Mountain View - Denville	Lackawanna	Boonton Line
Dover - Lake Hopatcong	Lackawanna	Main Line
Lake Hopatcong - Netcong	Lackawanna	Washington Branch

Under consideration is a connection with the Montclair Branch at Bay Street, which would offer riders direct access to Newark at Broad Street (M&E). When the "Kearny Connection" is completed, connections could be made for Penn Station, NY.

At its April meeting, the NJ Transit board of directors awarded a contract for design and engineering of the NEWARK-WATERFRONT CONNECTION.

When completed, riders from the Northeast Corridor, Raritan Valley and North Jersey Coast Lines will be able to travel directly to the Hudson River Waterfront. This Kearny connection between the Northeast Corridor Line and the M & E will permit trains to operate between Newark and Hoboken.

On May 21, two Conrail freight trains were involved in a collision at NJ Transit's Fairlawn station, in which a brakeman was killed.

From the middle to the end of June, Raritan Valley Line riders were subjected to delays caused by track maintenance. NJ Transit reported that Conrail was replacing 5500 ties and surfacing the track on a 6.1 mile stretch of track between Newark and Roselle Park.

On a similar note, Port Jervis line riders on the four through trains, #48, 50, 52 and 54 faced delays of between 30 and 40 minutes due to the replacement of 85,000 ties, some rail and surfacing the roadbed on its Southern Tier Line. Although the work was performed between 8AM and 5:30PM, the nature of the work requires a 10 mile per hour speed limit over the newly replaced ties, for 24 hours, when the speed is increased to 30 mph. After the final surfacing, the speed is permitted to be increased to the maximum, anywhere from 45-79 mph. In response to the gaps in train service caused by the aforementioned trains running behind schedule, NJ Transit started train #1200 (6:33AM Waldwick) and train #1250 (7:17AM Waldwick), from Suffern at 6:21AM and 6:58AM, respectively. When trains #48 and #50 arrived at Suffern, they were operated as Expresses to Ridgewood.

Bergen Shore Express service began on Saturday June 25. The trains will operate Saturdays, Sundays and holidays through Labor Day. The fare was increased by \$3 to \$13 over last year. All things considered, it is a terrific bargain! Two Shore Express trains will be operated from Hoboken.



(Railroad Commuter Notes continued)

On the equipment scene as of May 4, 1988, 4 Arrow IB cab cars and 12 Arrow IB trailer cars have been placed in service. All 147 Comet I's are back from overhaul and are in service. NJ Transit has ordered 12 additional Comets from Bombardier and they are expected to arrive beginning in September. An additional 75 push-pull coaches have been authorized to be purchased and bids were sought for this project. These cars will incorporate a new design for doors, that can close for both low level and high level platforms.

The Arrow III's which are nearing 10 years of age, are to be overhauled. Bids are being sought in July. The 8 E-60's are also scheduled to be overhauled and NJ Transit would like to purchase 6 new electric locomotives.

NJ Transit will issue new timetables effective July 1, with new fares and for the promotion of the Bergen Shore Express. Henceforth, NJ Transit's timetable changes will coincide with Amtrak's.

All NJ Transit train dispatching is now centralized at Hoboken Terminal. This occurred on April 13 and April 15, when the Raritan and North Jersey Coast Line dispatchers moved from Newark.

On May 3, a ceremony was held at the Raritan station to mark completion of the renovation.

Public transit lost one of its staunchest supporters, upon the passing of Rep. James Howard of New Jersey, on March 25. As chairman of the Public Works and Transportation Committee, he helped create legislation that consistently supported mass transit, including the 1 cent gasoline tax which is dedicated to transit.

As part of an agreement to remain a part of the MTA, Upper Hudson Line riders will benefit from 2 additional weekday and 3 additional weekend through trains. (see May 1988 NY Division BULLETIN).

Upper Harlem riders received one additional peak hour in each direction, as well as more off-peak and almost a doubling of weekend service from the April 3 schedules. There will be bus service substituting for trains between Pawling and Dover Plains, while continuously welded rail is being installed. Metro North anticipates that this project should be completed by mid summer.

Riverdallians will also get additional train service and the Melrose station will remain open until July 31, 1989, when ridership statistics will be reviewed. Starting July 11, Waterbury Branch trains will terminate in Milford rather than Bridgeport while two tracks are removed from service to facilitate repair work on the Devon Bridge.

During the summer, extra express trains will operate on all three lines Fridays only.

At its May meeting, the MTA board approved the funding \$11 million to expand parking facilities at 7 Westchester County rail stations. Under this plan, the MTA would pay 25% of the cost, with UMTA picking up the remaining 75%. Local governments would contribute the remaining costs by providing the necessary land for the garages or lots to be constructed.

Multi-story parking structures would be constructed at Port Chester and Tarrytown. Harlem Line parking lots would be expanded at Crestwood, White Plains North, Goldens Bridge, Purdy's and Croton Falls.

The lack of parking at many stations is an impediment to future growth in ridership, and this was the impetus behind the MTA's decision to get involved in this project. The plan was received with mixed reaction by local officials where the additional parking spaces would be constructed.

Speeds of trains operating over Metro-North Commuter Railroad trackage are as follows:

M-1 - M-4	100 mph	ACMU's (1100's)	75 mph
FL-9 w/coaches	89 mph	SPV/RDC sing/mult.	80 mph
F-40 w/coaches	100 mph	Turbo Trains	125 mph
Conrail Road Engines	65-70 mph depending on engine class w/train		
Conrail Switchers	40-60 mph depending on engine class w/train		

Continued on Page Four



8TH STREET CROSSTOWN

by Bernard Linder

This line was called the Christopher and 10th Street line until about 1905.

Owners:

## STREET CARS

- Aug. 6, 1873 - Christopher and 10th Street Railroad Company
- Apr. 26, 1890 - Central Crosstown Railroad Company of New York
- Feb. 8, 1904 - Metropolitan Street Railway Company
- Jan. 1, 1912 - New York Railways Company
- May 1, 1925 - New York Railways Corporation

## BUSES

- Mar. 6, 1936 - New York City Omnibus Corporation
- Jun. 1, 1956 - Fifth Avenue Coach Lines
- Mar. 23, 1962 - Manhattan & Bronx Surface Transit Operating Authority

Route:

## STREET CARS

June 8, 1874 - Horse cars probably started operating over the following route. From Christopher Street Ferry via Christopher Street, Greenwich Avenue, 6th Avenue, 8th Street, Avenue A, and 10th Street to East 10th Street Ferry. Cars returned via 10th Street, Avenue A, 9th Street, Stuyvesant Street, Astor Place, 8th Street, 6th Avenue, Greenwich Avenue, 10th Street, Washington Street, and Christopher Street to Ferry. Cars followed this route from 1898 until abandonment in 1936.

About 1905 - Branch from Christopher Street Ferry via above route, then Avenue A, Essex Street (Clinton Street, Avenue B and 2nd Street in the opposite direction), Delancey Street, and Williamsburg Bridge to Bridge Plaza in Brooklyn.

About 1920 - Brooklyn Service discontinued. Cars operated only as far as Clinton and Delancey Street.

April 9, 1922 - One man nights.

January 6, 1924 - One man Sunday and holidays.

July 13, 1927 - Discontinued branch between Christopher Street Ferry and Clinton and Delancey Street.

March 6, 1936 - Buses replaced street cars.

LINE #17 - 4/1/13; #10 - May, 1925; #12 - December, 1932.

## BUSES

March 6, 1936 - From West Street to 10th Street and Avenue D over same route as street cars.

October 11, 1937 - Extended from Ave. D to East River Drive (FDR Drive).

## RAILROAD COMMUTER NOTES (Continued from Page Three)

Engines traveling "light" (single or in multiple) operate at lower speeds.

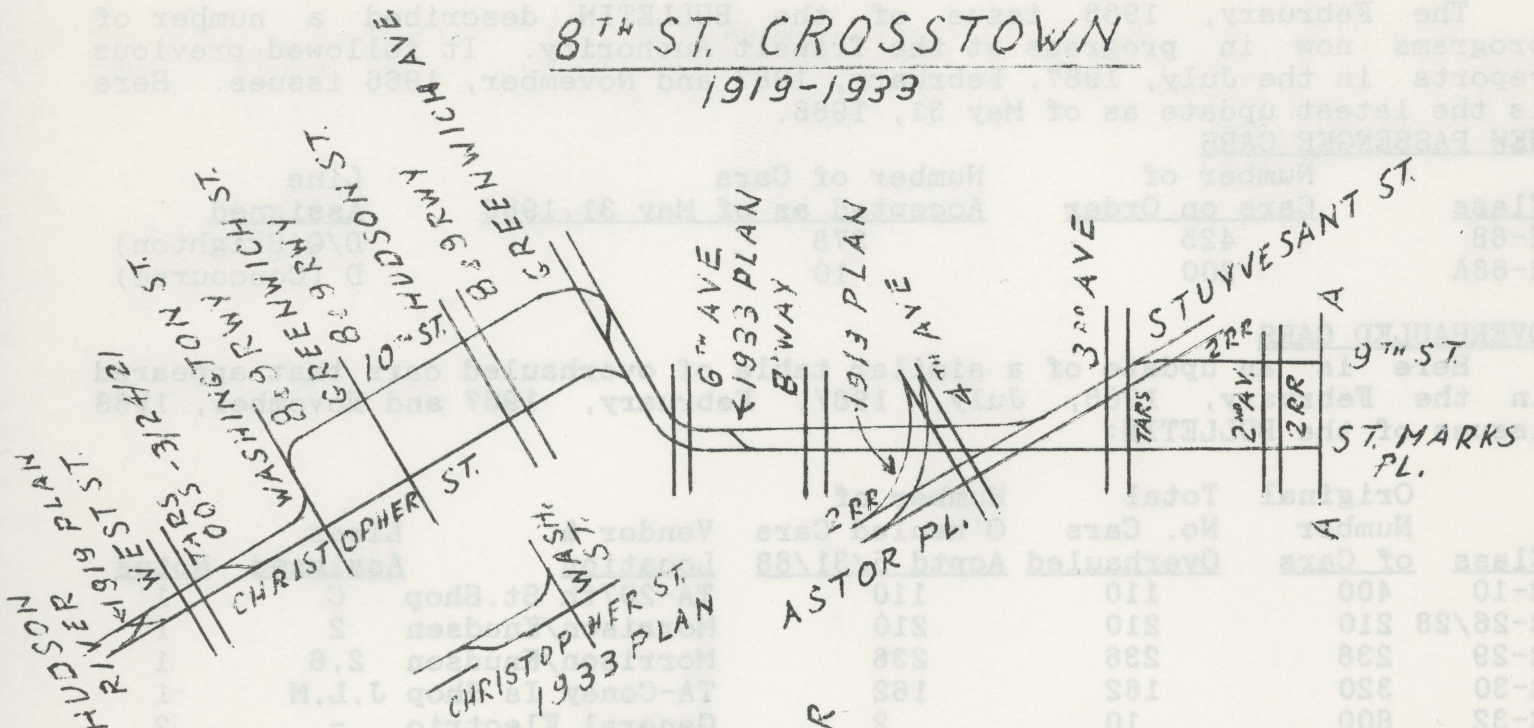
After voting 19-0 (on March 1st) to withdraw from the Metropolitan Transportation Authority, on April 27th, the Rockland County Legislature voted 11-9 to rescind the withdrawal resolution. Various considerations caused the reversal of the vote, including an agreement with the MTA to fund a bus service to White Plains, and to give the county a cash rebate. The total value would be about \$5 million. The funds would be required to be used for transportation purposes, including support for the County's Transport of Rockland bus service. No commitments were made for any upcoming capital projects including West Shore passenger service or the Secaucus Transfer Station. Orange and Dutchess Counties will also receive similar rebates.

These three counties, along with Putnam, are to have one representative (each) on the MTA Board, under legislation enacted in 1986. However, each representative's vote would only be 1/4 of a vote.

A little behind schedule, the first of four GP40-FH-2 locomotives was delivered to Hoboken during early June. #4184 is similar to the ten that NJ Transit received but is painted in Metro-North colors. #4185-4187 are scheduled to be delivered by this August. The delivery of (Cont'd on P.7)



# 8<sup>TH</sup> ST. CROSSTOWN 1919-1933

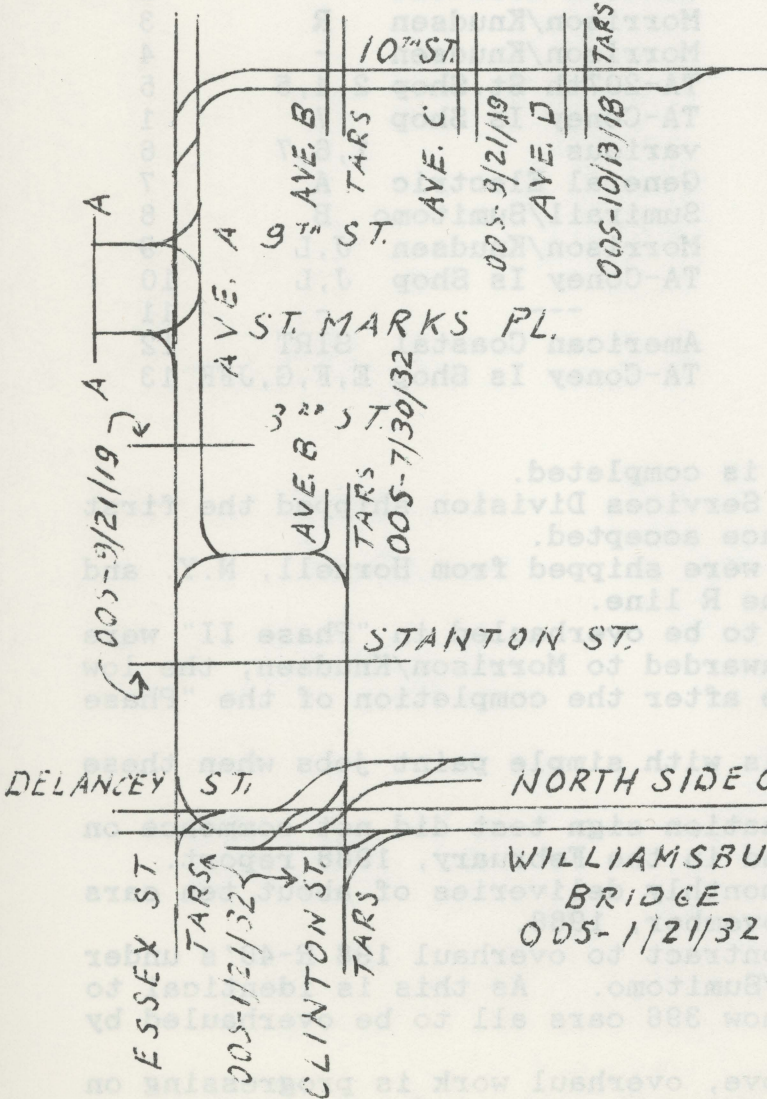


TARS-3<sup>RD</sup> AVE. R.WY. SYSTEM  
 2RR-2<sup>ND</sup> AVE. R. R. CO.  
 B & G R.WY.-8<sup>TH</sup> & 9<sup>TH</sup> AVE. R.WY. CO.  
 OOS- OUT OF SERVICE

BRIDGE PLAZA  
 BROOKLYN

WILLIAMSBURG  
 BRIDGE  
 OOS-1/21/32

B. LINDER





## NYCTA CAR EQUIPMENT NEWS

by Raymond R. Berger

The February, 1988 issue of the BULLETIN described a number of programs now in progress at the Transit Authority. It followed previous reports in the July, 1987, February, 1987 and November, 1986 issues. Here is the latest update as of May 31, 1988.

NEW PASSENGER CARS

Class	Number of Cars on Order	Number of Cars Accepted as of May 31, 1988	Line Assigned
R-68	425	378	D/Q(Brighton)
R-68A	200	10	D (Concourse)

OVERHAULED CARS

Here is an update of a similar table of overhauled cars that appeared in the February, 1988, July, 1987, February, 1987 and November, 1986 issues of the BULLETIN:

Class	Original Number of Cars	Total No. Cars Overhauled	Number of O'hauled Cars Acptd 5/31/88	Vendor & Location	Lines Assigned	Notes
R-10	400	110	110	TA-207th St. Shop	C	1
R-26/28	210	210	210	Morrison/Knudsen	2	1
R-29	236	236	236	Morrison/Knudsen	2,6	1
R-30	320	162	162	TA-Coney Is Shop	J,L,M	1
R-32	600	10	2	General Electric	-	2
R-32	600	290	18	Morrison/Knudsen	R	3
R-32	600	300	0	Morrison/Knudsen	-	4
R-33	500	494	130	TA-207th St. Shop	2,4,5	5
R-33s	40	39	39	TA-Coney Is Shop	7	1
R-36	424	424	424	various	1,6,7	6
R-38	200	196	128	General Electric	A	7
R-40	400	396	78	Sumirail/Sumitomo	B	8
R-42	400	286	20	Morrison/Knudsen	J,L	9
R-42	400	110	14	TA-Coney Is Shop	J,L	10
R-44	300	280	0	---	-	11
R-44SI	52	60	0	American Coastal	SIRT	12
R-46	754	752	415	TA-Coney Is Shop	E,F,G,JFK	13

NOTES:

- 1 - All overhaul work on this class car is completed.
- 2 - General Electric's Buffalo Transit Services Division shipped the first two cars during April, 1988 and were since accepted.
- 3 - Since our last report 18 cars were shipped from Hornell, N.Y. and accepted. They are now in service on the R line.
- 4 - Bids for the remaining 300 R-32's to be overhauled in "Phase II" were received in April, 1988 and will be awarded to Morrison/Knudsen, the low bidder. The overhaul work will be done after the completion of the "Phase I" R-32 and R-42 contracts.
- 5 - Again, don't confuse R-33 overhauls with simple paint jobs when these cars are put into the Clean Car Program.
- 6 - The LCD electronic route and destination sign test did not commence on the R-36 cars in April, 1988 as mentioned in the February, 1988 report.
- 7 - General Electric makes regular monthly deliveries of about ten cars and completion is still scheduled for November, 1988.
- 8 - Since our previous report, a contract to overhaul 198 R-40's under "Phase II" was awarded to Sumirail/Sumitomo. As this is identical to "Phase I", we have combined them to show 396 cars all to be overhauled by Sumirail/Sumitomo.
- 9 - As you can see by the table above, overhaul work is progressing on both the R-32 and R-42 class cars simultaneously at Morrison/Knudsen's Hornell, N.Y. plant. (Continued on Page Seven)



NYCTA CAR EQUIPMENT (Continued from Page Six)

10 - Since our previous report, 14 cars were overhauled and placed in passenger service, the first cars of this class done at Coney Island Overhaul Shops.

11 - No general overhaul is scheduled until 1991.

12 - A dispute over the quality of work and production scheduling has arisen between American Coastal Industries and the Transit Authority. It is intended to terminate the overhaul contract and seek new bids from another vendor. Meanwhile, 14 cars now at American Coastal Industries' Chesapeake, Virginia plant will be returned. American Coastal Industries has protested the TA's actions and intends to initiate a lawsuit.

13 - Again, this is the "E" or Electrical Overhaul (EOH) of the R-46's. General Overhaul was not expected until 1991. However, the EOH is cancelled at the 415 cars done. Instead, the Authority will accelerate the GOH program for the R-46's, to be advertised in October, 1988.

BMT-IND CAR ASSIGNMENT

On June 20, 1988, the following changes were made in the assignment published in the June BULLETIN.

LINE	CARS REQUIRED
A	10 R-27/30, 2 R-32 (sic), 108 R-38, 216 R-44
D (Concourse)	30 R-32, 110 R-42, 8 R-68A
J	72 R-27/30, 56 R-42
M	80 R-27/30, 72 R-42
N	70 R-32, 112 R-68
D (Brighton)	30 R-32, 112 R-68

R-32's appear to have replaced most of the R-27/30's on the B (West End). Due to complaints from passengers riding non-air conditioned cars, several trains of R-68's were in service on the B (West End) during the July 2nd-4th weekend.

COMMUTER RAILROAD NOTES (Continued from Page Four)

these locomotives should signal the scheduling of the Orange County express train, perhaps by the fall timetable change.

Metro-North issued new editions of the Port Jervis Line timetables effective May 1st, to reflect the higher fares on the NJ Transit controlled portion of the line. Fares were not raised for the MTA (New York State) stations.

TEST OF SKIP-STOP COMPATIBILITY OF SIGNAL SYSTEM

by William Zucker

Trains operating in skip-stop service must not exceed 15 miles per hour when they skip a station. If trains skip a station at higher speeds and are tripped by a red signal, they may collide with the train ahead before stopping. To determine whether the signal protection is adequate, the following test was conducted.

On May 17, 1988, a four car R-68 train departed from Tower B in Coney Island Yard at 9:30 AM and operated via the Brighton Line, Broadway BMT Subway, and the Queens IND local track to the Jamaica Yard loop track. The train returned via the same route.

Tests to determine the distance required to stop a train that is tripped were performed at the following locations:

STOP AT	SKIP	SPEED SKIPPED	TRIPPED BY SIGNAL	LOCATION OF SIGNAL
Kings Hwy	Avenue M	25*	A2-572	450 ft. s. of s. end, Ave.J
North.Bldv	65th St.	25	D2-1390	50 ft. n. of n. end, 65 St.
Roos.Ave.	Elmhurst Av.	20	D2-1442	50 ft. n. of n. end, Elm.Ave.
Grand Ave.	Elmhurst Av.	25*	D1-1425	1,100 ft.s. of s.end Elm.Ave.
Roos.Ave.	65th St.	30	D1-1382	50 ft. s. of s. end, 65 St.
Avenue H	Avenue J	20*	A1-583	650 ft. n. of n. end, Ave M

\* = Accelerate to maximum speed before being tripped by signal.



## N.Y.C.T.A CAR NOTES

by Bill Zucker

As of July 5, 1988, R-68 cars 2500-2855, 2857-2860, 2863, 2864, 2866-2871, 2873-2884, 2886-2889, 2892, 2895, 2897-2899, 2901, 2906, and 2908 were delivered, and cars 2500-2754, 2756-2855, 2857-2860, 2863, 2864, 2866-2871, 2873-2884, 2886-2889, 2892, 2895, 2897-2899, 2901, 2906, and 2908 were in service.

The following cars will be scrapped: 2980, 2986, 2994, 2998, 3046, 3057, 3094, 3188, 3225, 3243, 3269, 3270, 3302, 3304, 3306, 3322 and 3334.

More cars from all groups of unrebuilt R-27/30's are being transferred to Pitkin Yard.

At 7:06 AM June 22, 1988, car 1050, which was in a northbound F train composed of cars N-918, 669, 977, 822, 1050, 1145, 569, 970-S, derailed leaving Van Sicklen station and tore up tracks and roadbed. Normal service wasn't resumed until 4:20 PM.

Cars 9166-7 and 8926-7 were involved in a derailment on track 14 at East 180th Street Yard on June 28, 1988. Tamper T-231 derailed at Beverley Road (Brighton) at 10:00 PM, June 22, 1988.

About April 25, 1988, cars 9538-9, 9542-5, 9548-9, and 9552-3 were transferred from the #1 to the #6 and the E-cam controls were removed. About May 1st, cars 2170-2179 were transferred from the #6 to the #1. About June 1st, cars 2160-2169 were transferred from the #6 to the #1.

The first train of rebuilt R-32's, which was tested on the E, was placed in service on the R line on June 20th. Two trains of rebuilt R-42's are in service on the J line and two trains of rebuilt R-42's are running on the L line.

G-7358 and G-7350 are rubbish collection cars. Cars 7408 and 7460 will be converted to rubbish collection cars. Cars 7314, 7410, 7449, and 7496 will be converted to revenue collection cars. Cars 7386 and 7459 will be converted to pump cars. Cars 7416 and 7486 will be converted to work motors. There seems to be a total of six brown R-33's on the #5. In addition to 9040-1, there are also 8942-3 and 8948-9. These cars are not yet overhauled.

CORRECTION: We omitted one of the Steinways from the list on Page Six of the June, 1988 BULLETIN. We never saw car 4216 in service on the 155th Street Shuttle, but one of our members rode a train composed of cars 4216 and 4218 on the last day of operation, August 31, 1958.

## DEVIATIONS FROM CAR ASSIGNMENTS

by Bill Zucker

On June 2nd, a clean slant R-40 train was in service on the Q. On June 8th and 9th, four cars assigned to Pitkin Yard were included in a ten car train of R-27/30's observed on the B. Red stickers have been placed under the numbers of R-27/30's assigned to Pitkin Yard. When the Williamsburg Bridge was closed, cars assigned to the JFK Express were operating on the E, F, and R lines. On June 8th and June 21st-23rd, a train of R-46's was running on the N line. On June 9th, a train of R-62A's assigned to the #3 was operating on the #4. On June 23rd and 24th, a train of slant R-40's was operating on the M line. We have unconfirmed reports of two other trains of slant R-40's and a train of R-32's on the M line.

## PATH FARE COLLECTION STUDY

Apparently not being satisfied with current fare collection practice, PATH is spending \$860,000 for a study to devise a new method. The choice has been narrowed to either magnetic tickets or tokens. As many of you know, tokens were used years ago by PATH and the predecessor Hudson and Manhattan Railroad.

Although the use of a magnetic ticket is a new concept, around 1978, a ten-trip ticket (for \$3.00) was offered. Each time the ticket was inserted into the specially designed turnstiles, one ride was "chopped" off.