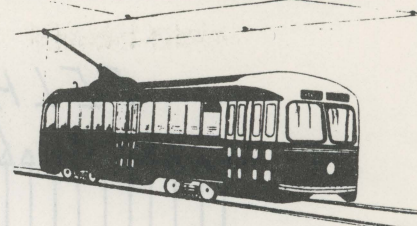
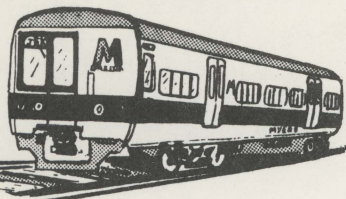


NEW YORK DIVISION

BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION

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IN THIS ISSUE: WESTCHESTER YARD TRACK PLANS

NYCTA CAR EQUIPMENT PROGRAM

by Raymond Berger

The July, 1988 issue of the BULLETIN described a number of programs now in progress at the Transit Authority. It followed previous reports in the November 1986, February and July 1987 and February, 1988 issues. By now it is obvious to even the most casual observer that these programs had positive results. Herewith is the latest update as of December 31, 1988.

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, 1988</u>	<u>ASSIGNMENT OF NEW CARS AS OF JANUARY 1, 1989</u>
R68	425	425	225 cars on D 200 cars on N
R68A	200	106	106 cars on D

(continued on PAGE FOUR)

MANHATTAN BRIDGE "H" TRACKS OUT OF SERVICE

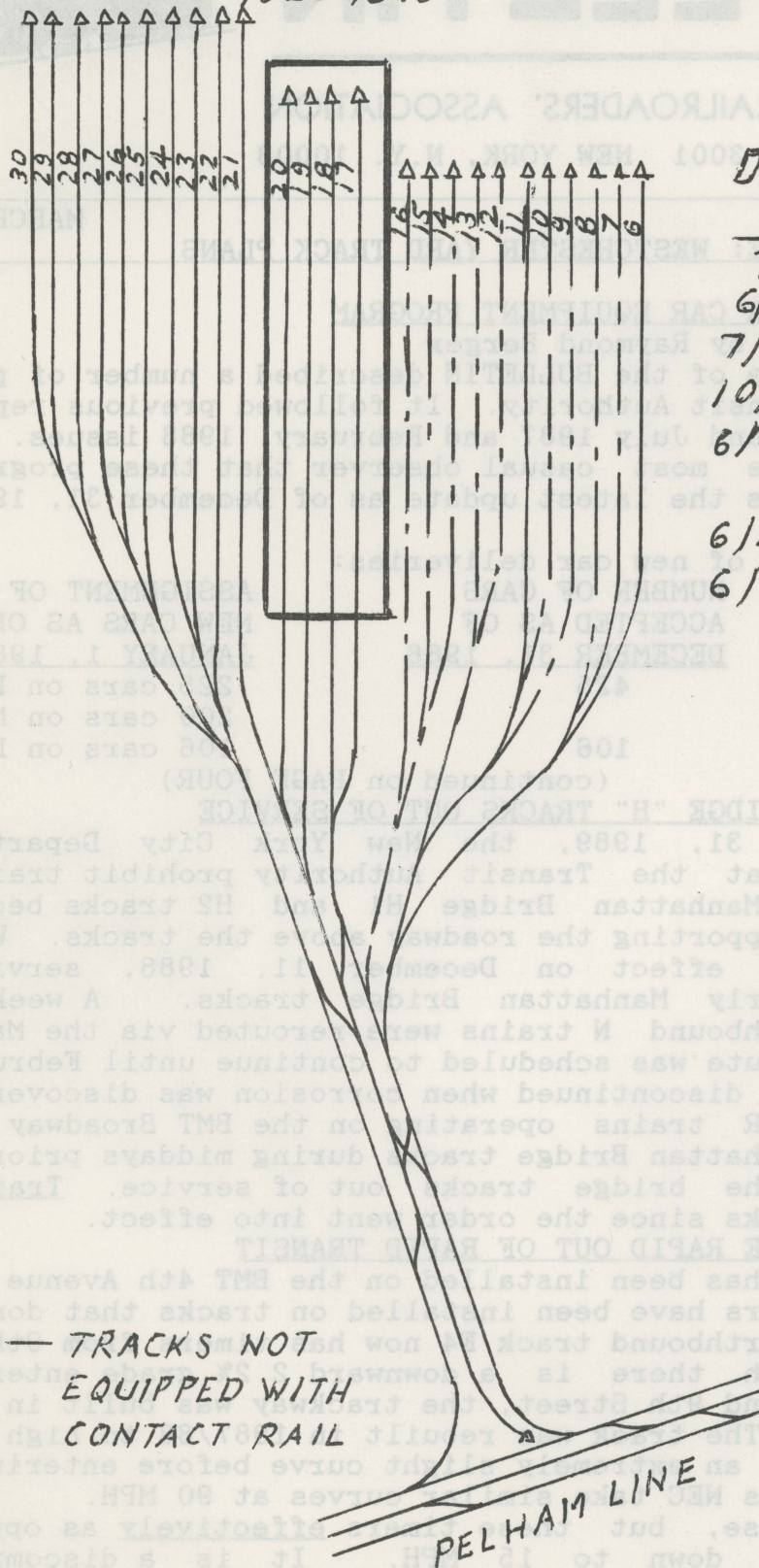
At 3:55 PM January 31, 1989, the New York City Department of Transportation requested that the Transit Authority prohibit trains from running on the southerly Manhattan Bridge H1 and H2 tracks because of corrosion in the girders supporting the roadway above the tracks. When the new schedules went into effect on December 11, 1988, service was discontinued on the southerly Manhattan Bridge tracks. A week later, December 19, midnight southbound N trains were rerouted via the Manhattan Bridge H1 tracks. This reroute was scheduled to continue until February 19, 1989, but it must have been discontinued when corrosion was discovered. We have also observed light R trains operating on the BMT Broadway express tracks and the southerly Manhattan Bridge tracks during middays prior to the January 31 order taking the bridge tracks out of service. Trains have occasionally used these tracks since the order went into effect.

TAKING THE RAPID OUT OF RAPID TRANSIT

A new signal system has been installed on the BMT 4th Avenue express tracks. Unbelievably, timers have been installed on tracks that don't need them. For example, the northbound track F4 now has timers from 9th Street to Union Street. Although there is a downward 2.2% grade entering 9th Street and a 1.8% grade beyond 9th Street, the trackway was built in 1915 as high speed EXPRESS track. The track was rebuilt in 1987/88 to high quality (80MPH) standards. There is an extremely slight curve before entering Union Street, but trains on Amtrak's NEC take similar curves at 90 MPH.

Timers have a purpose, but these timers effectively as opposed to theoretically slow a train down to 15 MPH. It is a discomfort for passengers because trains slow down abruptly from high speed, only to accelerate again. If timers are the wave of the future, eventually the entire system will be crawling along at 20 MPH because of an illusion that slow trains are safe trains. We must remember, subway systems were built to get people from point A to point B faster than the traffic above it.

PELHAM YARD 1927-1949



DATES TRACKS PLACED IN SERVICE

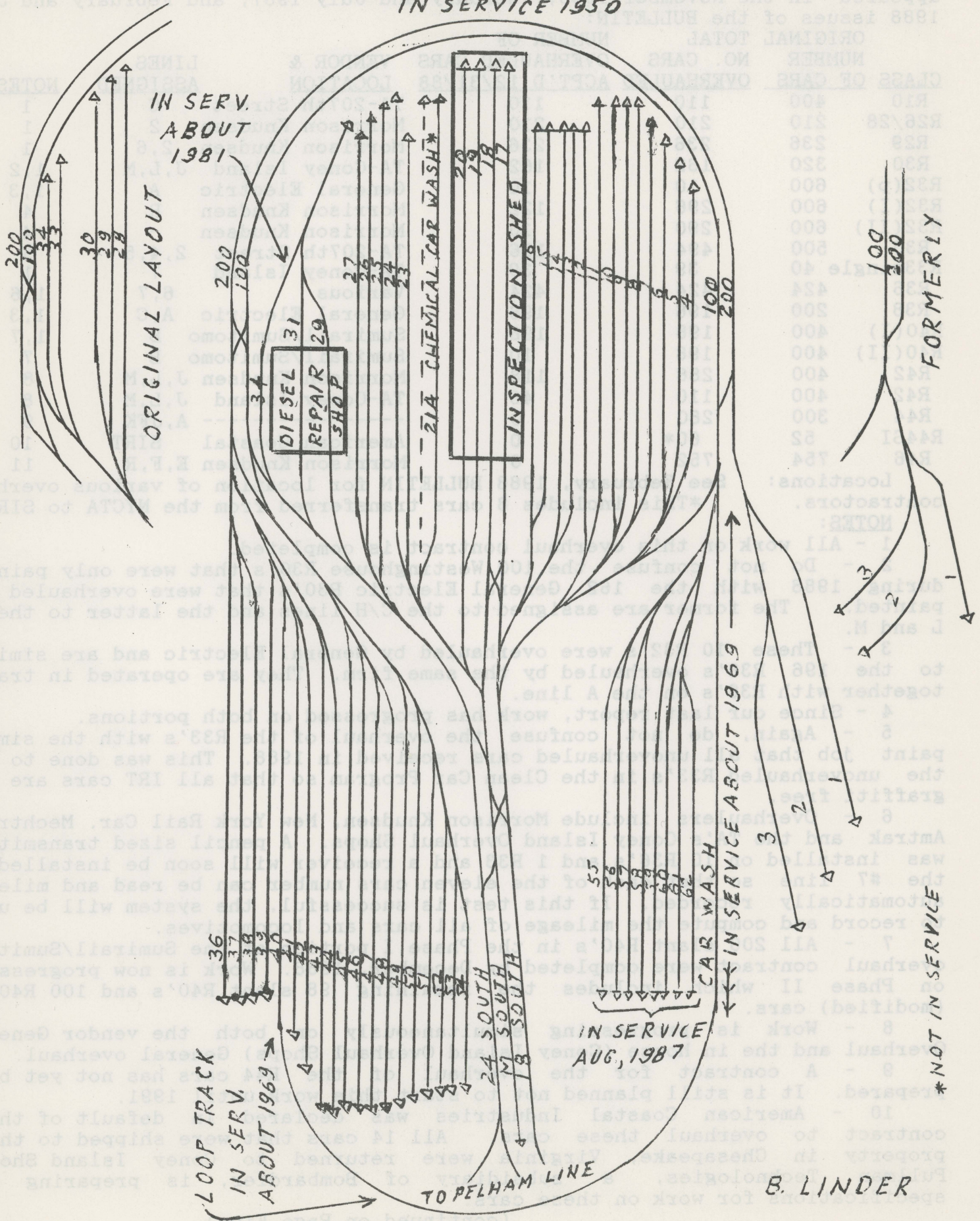
- 7/4/27- INSPECTION SHED
- 6/29/27- TKS. 17-21 & SOUTH LEAD
- 7/30/27- TK. 11
- 10/31/27 TKS. 22, 23, 24
- 6/4/28- TK. M & SOUTH AND
NORTH LEADS
- 6/18/28- TKS. 25, 26, 27
- 6/26/28- TKS. 28, 29, 30

--- TRACKS NOT
EQUIPPED WITH
CONTACT RAIL

PELHAM LINE

B. LINDER

WESTCHESTER YARD IN SERVICE 1950



(continued from Page One)

OVERHAULED CARS:

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

CLASS OF CARS	ORIGINAL NUMBER	TOTAL NO. CARS OVERHAULED	NUMBER OF OVERHAULED CARS ACPT'D 12/31/88	VENDOR & LOCATION	LINES ASSIGNED	NOTES
R10	400	110	110	TA-207th Street	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 Island	J,L,M	1,2
R32(p)	600	10	10	General Electric	A	1,3
R32(I)	600	296	122	Morrison Knudsen	R	4
R32(II)	600	290	10	Morrison Knudsen	-	4
R33	500	494	196	TA-207th Street	2,4,5	5
R33single	40	39	39	TA-Coney Island	7	1
R36	424	424	424	Various	6,7	1,6
R38	200	196	196	General Electric	A,C	1,3
R40(I)	400	198	198	Sumirail/Sumitomo	B	1,7
R40(II)	400	198	10	Sumirail/Sumitomo	B	7
R42	400	286	118	Morrison Knudsen	J,L,M	8
R42	400	110	46	TA-Coney Island	J,L,M	8
R44	300	280	0	-----	A,JFK	9
R44SI	52	60*	0	American Coastal	SIRT	10
R46	754	752	0	Morrison Knudsen	E,F,R	11

Locations: See February, 1988 BULLETIN for location of various overhaul contractors. *This includes 8 cars transferred from the NYCTA to SIRT.

NOTES:

- 1 - All work on this overhaul contract is completed.
- 2 - Do not confuse the 100 Westinghouse R30's that were only painted during 1988 with the 162 General Electric R30's that were overhauled and painted. The former are assigned to the C/H lines and the latter to the J, L and M.
- 3 - These 10 R32's were overhauled by General Electric and are similar to the 196 R38's overhauled by the same firm. They are operated in trains together with R38's on the A line.
- 4 - Since our last report, work has progressed on both portions.
- 5 - Again, do not confuse the overhaul of the R33's with the simple paint job that all unoverhauled cars received in 1988. This was done to put the unoverhauled R33's in the Clean Car Program so that all IRT cars are now graffiti free.
- 6 - Overhauled include Morrison Knudsen, New York Rail Car, Mechtron, Amtrak and the TA's Coney Island Overhaul Shops. A pencil sized transmitter was installed on 10 R36's and 1 R33 and a receiver will soon be installed on the #7 line so that each of the eleven cars number can be read and mileage automatically recorded. If this test is successful, the system will be used to record and compute the mileage of all cars and locomotives.
- 7 - All 200 slant R40's in the Phase I portion of the Sumirail/Sumitomo overhaul contract were completed by December, 1988. Work is now progressing on Phase II which includes the remaining 98 slant R40's and 100 R40M's (modified) cars.
- 8 - Work is progressing simultaneously on both the vendor General Overhaul and the in house (Coney Island Overhaul Shops) General overhaul.
- 9 - A contract for the overhaul of the R44 cars has not yet been prepared. It is still planned not to start this work until 1991.
- 10 - American Coastal Industries was declared in default of their contract to overhaul these cars. All 14 cars that were shipped to their property in Chesapeake, Virginia were returned to Coney Island Shops. Pullman Technologies, a subsidiary of Bombardier, is preparing new specifications for work on these cars.

(continued on Page Five)

(continued from Page Four)

11- Since our last report, it was decided to begin to overhaul R46 cars in 1989, rather than wait until 1991. Bids were let and during December, 1988, Morrison Knudsen was awarded a contract to overhaul all 752 of the remaining R46's. Previously, it was anticipated that 200 of these cars would be overhauled by the NYCTA at the Coney Island Overhaul Shops. However, Morrison Knudsen offered a very reasonable price if the contract were drawn to include all 752 cars rather than 552. Work will commence this year and will not affect other existing overhaul contracts.

COMMUTER NOTES

(CONTINUED FROM FEBRUARY 1989 BULLETIN)

by Randy Glucksman

NJ TRANSIT

The NJ Transit study looking into a restoration of passenger service on the West Shore Line estimates that the price will be \$500 million. Kaiser Engineers Inc., who prepared the report estimate that the line would attract between 14,000-16,000 car commuters. 5000 of the riders would come from Rockland County. The line would start in West Nyack, although Rockland transit advocates favor a West Haverstraw terminus (similar to the operation which lasted until 1959). Securing the funding for this project would be no small undertaking. With UMTA holding its purse strings tightly, the burden will shift to NJ Transit, Metro North and the private sector. As envisioned in the study, the line would terminate either in Secaucus, at the proposed Allied Junction shopping complex (not yet under construction) or in Hoboken.

Amtrak reportedly is not in favor of any proposal which would send more trains on to tracks which its Metroliner service uses. Several ideas for providing service from the proposed Allied Junction transfer station would have :

- Dedicated trains running between Secaucus and Penn Station, N.Y.
- NJ Transit trains stopping in Secaucus (en route from Newark)
- Extending LIRR trains which normally terminate in Penn Station

With the last item, there would be institutional problems to overcome, as the railroad have different operators, unions, work rules etc.

LONG ISLAND RAIL ROAD

On Christmas Day, December 25, 1988, curtailed service was operated between approximately 6AM and 3PM, and regular Sunday service was operated at other times. Following are the details of the curtailed schedule:

<u>LINE</u>	<u>HEADWAY</u>
Penn Station to Ronkonkoma	Every hour
Penn Station to Babylon	Every hour
Flatbush Ave to Hempstead	Every 2 hours
Flatbush Ave to Long Beach	Every 2 hours
Jamaica to Oyster Bay	Every 3 hours
Hicksville to Huntington	Every 2 hours
Hicksville to Port Jefferson	Every 2 hours
Valley Stream to Far Rockaway	Every 2 hours
Valley Stream to West Hempstead	no morning service, every 2 hours in afternoon buses
Ronkonkoma to Greenport	regular Sunday schedule
Penn Station to Port Washington	one train
Jamaica to Montauk	every 2 hours
Babylon to Patchogue	includes 1 train to Speonk

When the curtailed schedule was in effect, the LIRR made transferring at Jamaica easy by scheduling all trains in an 8 minute period each hour.

On December 23 and 30, extra eastbound trains were operated between noon and 4:30PM to accommodate early departures before the holiday weekend.

Unlike NJT, normal weekday schedules were operated on Monday December 26th and January 2nd.

(Continued on page 6)

(Continued from page 5)

A recent evening peak trip on the Oyster Bay Branch revealed the presence of a private coach, just behind the engine of train #560 (5:19PM Jamaica). Car # 2017 was doing the honors, and from an interview form the train crew, I was told that there is only other such car on a regularly scheduled train, and that runs on the Montauk Branch. One of the riders in that car (it costs "a few hundred dollars" extra per year for the privilege) reported that on summer Friday evenings, the car is taken away, no doubt for use on the Montauk parlor car service.

Bar cart service was cut back after January 1st. This was done in an effort to save money. The LIRR reported that in 1988, this service lost about half a million dollars.

METRO NORTH COMMUTER RAILROAD

Special timetables were issued for Fridays December 23, and 30th

Departure times were adjusted, express service instituted, and stops added to some trains. Below is a table indicating the net effect of the changes.

LINE	TIME PERIOD	NORMAL SCHEDULES			12/23 & 12/30		
		OFF PEAK	PEAK	TOTAL	OFF PEAK	PEAK	TOTAL
New Haven	12:02PM-7:17PM	16	38	54	28	25	53
Danbury	12:07PM-6:07PM	2	3	5	3	2	5
Hudson	12:20PM-7:20PM	11	24	35	18	14	32
Harlem	12:00N -7:20PM	14	33	47	25	24	49

Danbury branch thru service was operated with trains departing GCT at 2:08PM and 3:08PM. These replaced connecting trains. Train # 1860, 5:30PM (GCT) was cancelled. Connections for the Waterbury branch were virtually unchanged. Upper Harlem connecting service to Dover Plains was unchanged from the normal Friday service.

The proposed budget for Metro-North for the year 1989 totals \$442.9 million. Major funding:

Income from ticket sales / other revenues \$217.2 million

Deficit (MTA share) \$176.4 million

Deficit (CONN DOT share) \$ 43.0 million

This year there has been funding appropriated for overhauling M1 (44 cars), M2 (33), M3 (4) and the eight 1978 GE Comets which operate on the West of Hudson lines operated by NJ transit.

NJ TRANSIT

After the serious on time performance problems of last summer, OTP has improved, but ridership is off. According to a report in the New York Times, some lines have lost as much as 10% of their ridership, and despite the May 1988 fare increase of nearly 9% (see NYD BULLETIN July 1988) may face a deficit of some nearly \$4.5 million. Since October 1987 the following ridership fall offs have been reported:

- Total bus and rail ridership off 4.5%

- M & E off 9.8%

- Main, Bergen, Boonton and Pascack Valley off 12.2%

Other declines have been reported by Metro-North, LIRR and the Port Authority in the number of vehicles that use the Trans-Hudson bridges and tunnels.

The 3 switchers that NJ transit has received are 501 - 503, and were formerly Pittsburgh and Lake Erie 1501- 1503 (SW - 1500 Models). Also on order are 5 more diesel electric locomotives (GP40FH-2's??) for September 1989 delivery.

The station at Summit (M & E) has been completely modernized. This station which is the busiest (except for Hoboken), was originally built in 1905. The Suffern station (Bergen/Main) is also being renovated. The intertrack fences have been removed at: Hohokus, Waldwick, Allendale, Mahwah and Suffern.

The Elberon station (Coast Line), which was destroyed by fire in May 1988, will be rebuilt. The NJ Transit Board of Directors has approved funding for the architectural design and engineering of a new building.

(continued on Page Seven)

(continued from Page Six)

Effective January 16, NJ Transit has formally announced that they would be operating diesel hauled push pull equipment on the M & E, in order to alleviate a shortage of Arrows. Trains selected were #618 (7:25 AM Dover) to leave 5 minutes earlier and arrive in Hoboken 2 minutes earlier. PM train #637 (5:07 PM Dover) will leave at its presently scheduled time, but will require an additional 3 minutes to make its run. (Diesel hauled equipment does not accelerate as quickly as the electric MU cars do). Some additional information: for the M & E, 156 cars are required, and owing to out of service equipment, NJ Transit reports that they have been falling short of this number by an average of 12-14 cars. Substitution of push pull cars will ease this shortage. Help is on the way for the aging (built 1978-79) Arrow III's. UMTA has awarded \$48.6 million to overhaul these cars. NJ Transit has already allocated \$33 million for this project.

The other line that uses Arrows is the Northeast Corridor Line, but due to the restrictions on the use of diesel equipment in the tunnels, it came down to the M & E to accept the diesels. Recently, all the unrebuilt MTA (GE cars) had been arranged in solid consists and rarely used. They are now spread out among the trains in the Hoboken pool. 5198 (a control cab) was seen as a middle car in a consist during January.

In an effort to assure more reliability for Port Jervis line riders, an extra diesel locomotive is deadheaded up, usually on train #63, and if not needed, it returns on train #54.

(COMMUTER NOTES CONTINUED IN APRIL 1989 "BULLETIN")

BMT - IND CAR ASSIGNMENT

On December 27, 1988, the following changes were made in the December 11, 1988 car assignments listed in the December, 1988 "BULLETIN":

<u>LINE</u>	<u>CARS REQUIRED</u>
C	72 R10, 88 R27/30, 32 R38
D	184 R68, 80 R68A
J/Z	48 R27/30, 104 R42
N	80 R32, 192 R68
Q	70 R32, 100 R40M/42

The following changes were made when the car assignment was revised again on January 27, 1989:

<u>LINE</u>	<u>CARS REQUIRED</u>
C	56 R10, 104 R27/30, 32 R38
D	176 R68, 88 R68A
J/Z	32 R27/30, 120 R42
N	70 R32, 200 R68

When the new IRT schedules went into effect on January 22, 1989, service was increased on the #6 Lexington Avenue Local and three additional trains were assigned to this line. By reducing running time on the #7 line, the TA was able to furnish the same service with one train less than previously.

On January 23, 1989, the following changes were made in the May 4, 1988 assignment published in the June, 1988 "BULLETIN":

<u>LINE</u>	<u>CARS REQUIRED</u>
#6	100 R29, 50 R36, 230 R62A
#7	31 R33, 310 R36

DEVIATIONS FROM CAR ASSIGNMENTS

by Bill Zucker

On February 2, a train of R68A's made a round trip on the F line.

On February 3, a train of R68A's was in service on the N line.

On January 26 and February 16, a train of R46's was in service on the N. R32's and R40M/42's are commonly on the B.

On February 17, a train of R62A's assigned to the #6 line was in service on the #4 line.

On February 19, at least one train of R68's was running on the B line.

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

by Bill Zucker

As of February 17, 1989, R-68A cars 5001-5048, 5050-5139, 5141-5143, 5152-5155 and 5164 were delivered. As of the same date, cars 5001-5023, 5025-5048, 5050-5100, 5102-5109, 5111-5117, 5119, 5121-5123, 5125, 5131-5133, 5136, 5138 and 5139 were in service.

The following cars have been scrapped: 3064, 3273, 5997, 6571 and 7291. The following cars are out of service: 8029, 8030, 8035, 8037, 8054, 8055, 8058, 8060, 8062, 8073, 8090, 8095, 8098, 8100, 8111, 8114, 8119, 8120, 8124, 8131, 8175, 8179, 8226, 8227, 8238, 8239 and 8244. If these cars are scrapped, they will be the newest non-experimental steel subway cars to be extirpated.

On February 7th, car 2431 was hit from behind by locomotive OL901 at 137th Street and Broadway. On February 11th, car 3173 hit the bumping block in 207th Street Yard and derailed.

R26's, R28's and R29's assigned to the #2 line are running in mixed trains again.

CORRECTION

Please disregard the incorrect list of revenue collection and locker room cars in the February, 1989 "BULLETIN". Following is the correct list of revenue collection cars and locker cars which must not be uncoupled:

<u>REVENUE COLLECTION CAR</u>		<u>LOCKER ROOM CAR</u>		<u>TRAIN NO.</u>	<u>LOCATION</u>
<u>NEW NO.</u>	<u>ORIGINAL NO.</u>	<u>NEW NO.</u>	<u>ORIG. NO.</u>		
OR714	7194	IR714	7422	2	East 180th Street Yard
OR715	7343	IR715	7424	3	Corona Yard
OR716	7355	IR716	7410	1	148th St Yd. (Livonia)
OR717	7313	IR717	7414	3A	" " " "
OR718	7379	IR718	7374	IRT SPARE	" " " "
OR719	7389	IR719	7386	7	Jamaica Yard
OR720	7337	IR720	7444	8	Concourse Yard
OR721	7392	IR721	7449	5	36th St YD. (C.I. Yard)
OR722	7368	IR722	7459	6	" " " "
OR723	7490	IR723	7496	BMT-IND SPARE	" " " "

PATH

When the westbound platform at Exchange Place was extended to accommodate eight-car Newark trains, it was built beyond the switch where the Newark and Hoboken bound tracks diverge. This platform extension is adjacent to the Newark bound track, but curves away from the Hoboken bound track. If a seven-car Hoboken train misses the seven-car mark, the first car will be beyond the switch and there will be a large gap between the car and the platform. If this occurs, a flashing sign warns the conductor not to open the doors of the first car.

Work continues on the platform modernization of Pavonia/Newport Station. All the signs that were installed on the columns have disappeared. Over several weekends in January temporary schedule changes have reduced the amount of normally scheduled service. Thirty minute headways have been operated on the Newark-WTC and JSQ-HOB-33RD Street lines for construction activity.

BIDS FOR R-110 CARS!

The Transit Authority will advertise for bids for R-110 cars which will incorporate the latest technology. Builders will be requested to furnish one 10-car train plus one spare car for the IRT and one 9-car train plus one spare for the BMT-IND. We will publish more details in the next issue.