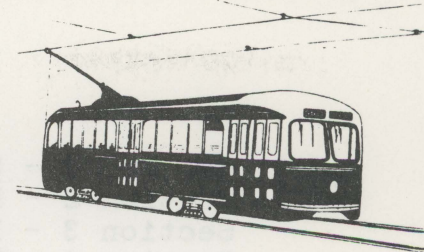


NEW YORK DIVISION

BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

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IN THIS ISSUE: IRT LEXINGTON AVENUE LINE-OPENING DATES,
SCHEDULE CHANGES AND TRACK PLAN

EIGHTH AVENUE SUBWAY CLOSED BECAUSE OF ASBESTOS CONTAMINATION

Con Edison supplies steam to many Manhattan buildings. Unfortunately its steam pipes are covered with asbestos whose fibers can cause an incurable lung disease when inhaled. On September 3rd, a water main broke during the midnight hours at 53rd Street and 8th Avenue. The water washed the asbestos from the adjacent steam pipes into the IND Eighth Avenue Subway north of 42nd Street.

The contaminated portion of the Eighth Avenue Subway was closed immediately and the following service changes were made.

A trains were rerouted via 6th Avenue. Southbound trains were crossed from the express to local track south of 42nd Street, making all stops to Canal Street. Northbound trains also stopped at Spring Street and were switched from the local to the express track north of West 4th Street.

There was no C service to Bedford Park or 145th Street. C trains operated from 34th Street-8th Avenue to Euclid Avenue or Rockaway during the same hours as previously and to Chambers Street during evenings, midnights and weekends. Trains made express stops north of Canal Street and relayed on northbound express track A-4 at 34th Street.

D trains followed the regular route and made local stops north of 59th Street-Columbus Circle.

E trains were routed via the 6th Avenue local tracks.

Until JFK service was discontinued, passengers paying the regular fare were allowed to ride between 47th-50th Streets and 57th Street. This service was discontinued on September 6th, and the 57th Street-6th Avenue station was closed after the last JFK Express arrived there at 1:40 AM. Evening, midnight and weekend B and F trains still relay there and run light between 47th-50th Streets and 57th Street.

Q trains were rerouted via tunnel and the BMT to 57th Street-7th Avenue with most trains operating on the local tracks in Manhattan. Midday service was discontinued on September 6th and rush hour service was reduced to a 12-minute headway to avoid running more than 30 trains per hour in the Montague Street tunnel. Because of this curtailment, D and Q trains were overcrowded during the rush hour. Some Q's were operated to Astoria and to Coney Island.

Rush hour Sixth Avenue trains were delayed when A trains were switched between local and express tracks. To relieve congestion, several A trains were routed via the Houston Street (F) Line from Jay Street to West 4th Street. Some F trains were routed via the Crosstown (G) Line and several E trains were diverted via the BMT to Whitehall Street. These E trains were occasionally operated over various lines to Coney Island as needed.

Because it was impossible to operate five lines (A,B,D,E and F) in the Sixth Avenue Subway without extensive delays, the schedule makers decided to extend Q service to 207th Street and to turn the northbound A and C trains at 34th Street-8th Avenue (Penn Station). (Continued on Page Six)

IRT LEXINGTON AVENUE LINE (1904-1918)
by Bernard Linder

CONTRACT I

- Section 1 - South of Brooklyn Bridge to Brooklyn Bridge
- Section 2 - Brooklyn Bridge to Bleecker Street
- Section 3 - Bleecker Street to north of 33rd Street
- Section 4 - North of 33rd Street to Grand Central Shuttle

CONTRACT II

- Section 1 - Broadway and Park Row to Bowling Green
- Section 2 - Bowling Green to South Ferry Loop

OPENING DATES

- October 27, 1904 - from Brooklyn Bridge via Lafayette Street, Fourth Avenue, Park Avenue, 42nd Street and Broadway to 145th Street.
- January 16, 1905 - Brooklyn Bridge to Fulton Street - northbound platform.
- June 12, 1905 - Fulton Street southbound platform to Wall Street.
- July 10, 1905 - Extended to South Ferry.
- About April, 1909 - Opened Bowling Green shuttle platform.
- July 1, 1918 - Opened inside platform at South Ferry.

INSPECTION TRIPS AND TEST TRAINS

Before the trains started carrying passengers, several inspection and test trains were operated. On February 6, 1904, guests on flat cars, pushed by a Forney steam locomotive formerly in service on the "L", rode from City Hall to 145th Street and then to 125th Street, after which they proceeded to the Claremont Hotel for a luncheon.

The Mayor and officials inspected the new subway on July 19, 1904. After making the first stop at 23rd Street, the train operated as far as 150th Street, and was backed to 104th Street. The trip ended at 125th Street and Lenox Avenue. Because there were no trains operating, the temperature in the subway was only 70 degrees.

The first test train, composed of cars 3306, 2045, 3223, operated from 96th Street to Brooklyn Bridge and back to 96th Street on August 17, 1904. Power was turned on intermittently several times before the third rails were permanently energized on September 1, 1904. All composites were removed from the "L" and test trains were operating in the subway. On September 18, 1904, the number of test trains was increased from nine to twelve.

On October 3, 1904 a special train with 150 reporters set a new record for speed. It departed from City Hall at 2:30 PM and arrived at 96th Street 10 minutes and 45 seconds later. (The 1904 express running time was 16 minutes.) This train operated to 145th Street and Broadway, back to 96th Street, then to 145th Street and Lenox Avenue, after which it returned to City Hall.

On October 10, 1904, light trains started running on a six-minute headway between 137th Street and City Hall. Trains stopped at each station, and conductors opened and closed the doors.

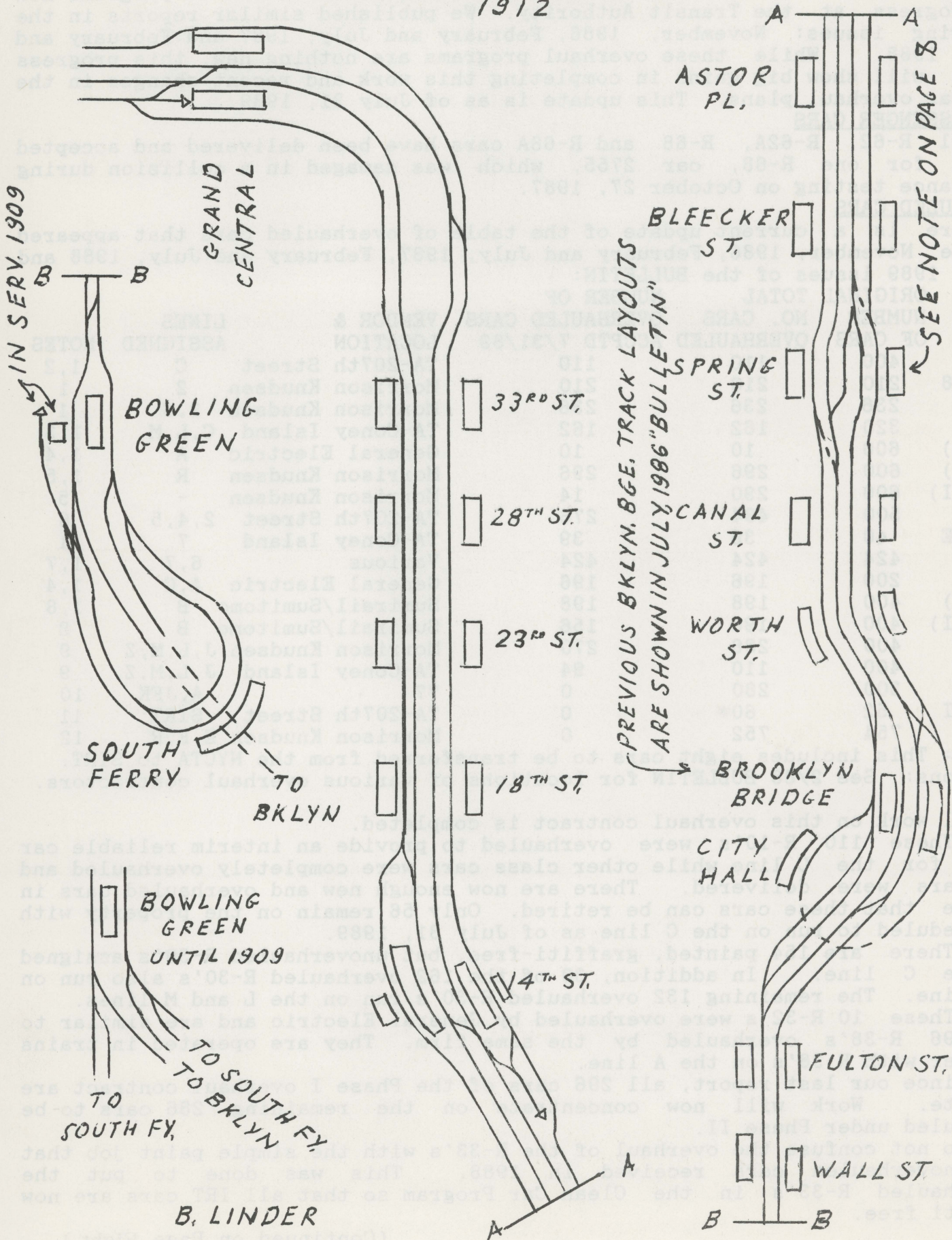
On October 21, 1904, light trains started running in accordance with the schedule that went into effect the day the subway opened.

OPENING CEREMONIES

The portion of the present-day Lexington Avenue Line between Brooklyn Bridge and Grand Central shuttle is a part of New York's first subway which opened on October 27, 1904. It was the biggest event that took place for several years, and it was accompanied by appropriate ceremonies. The Board of Aldermen met in the Aldermanic Chamber at 1:00 PM. The Mayor was the presiding officer and Chief Engineer Parsons made a brief speech. The officials then proceeded to City Hall Station where whistles blew at 2:00PM. Crowds gathered around every station before the Mayor (Continued on Page 6)

CONTRACT I SUBWAY (LEXINGTON AVE. LINE)

1912



B. LINDER

NYCTA CAR EQUIPMENT PROGRAM

by Raymond R. Berger

The March, 1989 issue of the BULLETIN described a number of programs now in progress at the Transit Authority. We published similar reports in the following issues: November, 1986, February and July, 1987 and February and July, 1988. While these overhaul programs are nothing new, this progress report will show big gains in completing this work and recent changes in the TA's car overhaul plans. This update is as of July 31, 1989.

NEW PASSENGER CARS

All R-62, R-62A, R-68 and R-68A cars have been delivered and accepted except for one R-68, car 2755, which was damaged in a collision during acceptance testing on October 27, 1987.

OVERHAULED CARS

Here is a current update of the table of overhauled cars that appeared in the November, 1986, February and July, 1987, February and July, 1988 and March, 1989 issues of the BULLETIN:

CLASS	ORIGINAL NUMBER OF CARS	TOTAL NO. CARS OVERHAULED	NUMBER OF OVERHAULED CARS ACPTD 7/31/89	VENDOR & LOCATION	LINES ASSIGNED	NOTES
R-10	400	110	110	TA-207th Street	C	1,2
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 Island	C,L,M	1,3
R-32(p)	600	10	10	General Electric	A	1,4
R-32(I)	600	296	296	Morrison Knudsen	R	1,5
R-32(II)	600	290	14	Morrison Knudsen	-	5
R-33	500	494	276	TA-207th Street	2,4,5	6
R-33 DE	40	39	39	TA-Coney Island	7	1
R-36	424	424	424	Various	6,7	1,7
R-38	200	196	196	General Electric	A,C	1,4
R-40(I)	400	198	198	Sumirail/Sumitomo	B	1,8
R-40(II)	400	198	156	Sumirail/Sumitomo	B	8
R-42	400	286	270	Morrison Knudsen	J,L,M,Z	9
R-42	400	110	94	TA-Coney Island	J,L,M,Z	9
R-44	300	280	0	??	A,JFK	10
R-44 SI	52	60*	0	TA-207th Street	SIRT	11
R-46	754	752	0	Morrison Knudsen	E,F,R	12

* = This includes eight cars to be transferred from the NYCTA to SIRT.

Locations: See 2/88 BULLETIN for locations of various overhaul contractors.

NOTES:

- 1 - All work on this overhaul contract is completed.
- 2 - These 110 R-10's were overhauled to provide an interim reliable car fleet for the C line while other class cars were completely overhauled and new cars were delivered. There are now enough new and overhauled cars in service that these cars can be retired. Only 56 remain on the property with 16 scheduled to run on the C line as of July 31, 1989.
- 3 - There are 154 painted, graffiti-free, but unoverhauled R-30's assigned to the C line. In addition, 30 of the 162 overhauled R-30's also run on that line. The remaining 132 overhauled R-30's run on the L and M lines.
- 4 - These 10 R-32's were overhauled by General Electric and are similar to the 196 R-38's overhauled by the same firm. They are operated in trains together with R-38's on the A line.
- 5 - Since our last report, all 296 cars of the Phase I overhaul contract are complete. Work will now concentrate on the remaining 286 cars to be overhauled under Phase II.
- 6 - Do not confuse the overhaul of the R-33's with the simple paint job that all unoverhauled cars received in 1988. This was done to put the unoverhauled R-33's in the Clean Car Program so that all IRT cars are now graffiti free.

(Continued on Page Eight)

COMMUTER NOTES
by Randy Glucksman

METRO-NORTH

During July, Metro-North President Peter Stangl temporarily assumed the duties as President of the Long Island Railroad, replacing Bruce McIver who had resigned.

Having recognized that an expansion of commuter parking lots is necessary to continued growth of ridership, Metro-North has allocated \$44 million to improve parking facilities in its territory. 1,000 parking spaces will be added to lots which serve Rye, Larchmont, New Rochelle and Mount Vernon. Beacon will gain 250 additional spaces. Other approvals will be forthcoming. On the West side of the Hudson, Nanuet, already the most heavily used station, will get an additional 280 parking space lot. However, a request for a 350 spot lot in Spring Valley was rejected by Metro-North as not being warranted based on their ridership growth projections.

On August 1st, the cost of purchasing liquors on bar cars was increased by 25 cents. Metro-North operates 12 Bar Cars, which provide 20 trips during the evening hours. "Premium Liquor" was being introduced at the request of the patrons. Profits of \$5,000 on sales of \$3 million were earned in 1988.

Since 1950, the Kodak Colorama transparency in Grand Central Terminal has been a center of attraction. However, the 18 by 60 foot display may be headed the way of other advertising signs like the Camel Cigarette sign formerly in Times Square. Metro-North offered Kodak a one year renewal of its lease, which was rejected as they desired a longer contract. In 1988, Kodak paid \$500,000 for the space. In order to remove the sign, approval must be given by the City's Landmarks Preservation Commission, which designated the Terminal as a Landmark in 1980.

While the schedules of most commuter lines are geared to bring passengers into New York City, Metro-North has found that reverse commuters are increasing. The Railroad has found that since 1985, 1,470 commuters have ridden to White Plains, an increase of 63%. Passengers boarding at New Rochelle and riding north have increased 47% since 1982, at Mt. Vernon 55% and from Fordham 280%. Some of the increases are attributable to better coordination of buses feeding the various stations and acceptance by commuters of Unitickets. This joint rail/bus ticket has been marketed for several years and offers a discount on the bus ride.

Ridership on the entire Metro-North system increased by 2% for the period May 1988-May 1989. The only line to show a decrease was the Pascack Valley Line (-7%), while the Port Jervis Line was up 10% due to the completion of Conrail's track work and the institution of an express train last September.

LONG ISLAND RAILROAD

As part of the Capital Program, the LIRR is installing signal cable to enable trains to operate under signals in either direction between Manhattan and Queens. This is part of the Jamaica-Penn project and is expected to be completed by next September.

An early August visit to the East End of Long Island found rather limited train service. During middays, buses replaced the trains until July 28th. With the exception of weekends, after train #13 (5:38 AM Montauk/Jamaica), there is no service until train #19 (11:25 AM to Jamaica). There is a Monday only train, #17, which departs at 7:05 AM, and train #29 which leaves Montauk at 10:47 PM. During the afternoon there is a short turn, train #23 which leaves East Hampton at 3:15 PM. (Continued on Page Eight)

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9/30/89 - G.P.S., E.O.

LEXINGTON AVENUE LINE (Continued from Page 2)

started the first train with a silver key at 2:35:30 PM. This train was composed of cars 3371, 2118, 3369, 2083, 3359. Fifteen thousand holders of passes were allowed to ride until 6:00 PM, but regular riders were not admitted until 7:00 PM. Sixty persons attended a dinner at Sherry's to honor August Belmont. The rest of the night was described by newspapers as a carnival night in New York.

Before August 1, 1918, trains operated from Brooklyn via Broadway, Park Row, Lafayette Street, Fourth Avenue, Park Avenue, 42nd Street and Broadway. On August 1, 1918, the track layout was rearranged and the Chief Engineers of the IRT and the Public Service Commission drove two silver spikes at 8:43 PM in the southbound express track south of Grand Central. Shortly afterwards, Mayor Hylan drove the first train from Grand Central to South Ferry to Times Square. Then the guests proceeded to the Hotel Astor.

SCHEDULE CHANGES

Following is an incomplete record of the schedule changes prior to August 1, 1918.

There was no express service during the midnight hours. Before the South Ferry extension was opened, midnight Lenox Avenue locals operated to Wall Street and Broadway locals were turned at City Hall. When the South Ferry extension was opened on July 10, 1905, midnight Lenox Avenue locals were turned at City Hall and Broadway locals ran alternating to Bowling Green and South Ferry. We have no record of the daytime and evening service.

When the line was extended to Borough Hall on January 9, 1908, Bronx Park expresses and midnight Bronx Park locals operated to the new Brooklyn destination. Broadway Expresses and midnight Broadway locals were turned at South Ferry. City Hall Station was closed during the midnight hours. Daytime and evening locals terminated at this station.

Brooklyn riding increased so rapidly that it was necessary to operate all rush hour expresses to Borough Hall. When this schedule change was made, the IRT could not run rush hour trains to South Ferry without delaying the Brooklyn trains. The company decided to rearrange the track layout south of Bowling Green, build an additional track, and a short 140-foot platform west of the existing tracks. Construction started February 23, 1909 and was completed about April, 1909. Bowling Green-South Ferry shuttles provided rush hour service to this short platform. Starting February 23, 1909 the IRT routed all rush hour expresses to Brooklyn and started running rush hour shuttles between Bowling Green and South Ferry.

The following service was in effect early in 1918:

	NON-RUSH	RUSH HOURS
Express	180th St-Bx Pk to Atlantic Ave	180th St-Bx Pk to Atlantic Ave, Brooklyn Bridge, South Ferry
Express	242nd St to South Ferry	242nd St, 215th St, Dyckman St to Brooklyn Bridge, Atlantic Ave
Local	137th St-Broadway to City Hall	Dyckman St to City Hall or 137th St to South Ferry
Local	145th St-Lenox to City Hall	Freeman St, 145th St to City Hall

EIGHTH AVENUE CONTAMINATION (Continued from Page One)

Effective September 11th, trains were routed as follows:

A trains operate from Lefferts Boulevard and Far Rockaway, and C trains operate from Rockaway Park and Euclid Avenue during the same hours as previously. Evening and weekend C service from Chambers Street is discontinued. Most A and C trains operate via the express track north of Chambers Street and all trains skip Spring Street and 23rd Street. Trains terminate at the north and southbound express track and the southbound local track at Penn Station. Trains terminating on the southbound local track are routed via this track to Canal Street skipping 23rd Street. Rush hour service was curtailed slightly.

(Continued on Page Seven)

BMT-IND CAR ASSIGNMENTS

The car assignment was revised on September 6 when the summer light riding supplements were discontinued. Because of the water main break at 53rd Street and 8th Avenue, this assignment was not in effect on the A, C and Q lines. This assignment was revised again on September 11th when the A, C and Q lines were rerouted and JFK Express service was discontinued.

LINE	CARS REQUIRED		CARS REQUIRED	
	9/6/89		9/11/89	
A	10 R32,140 R38,192 R44		200 R44	
B	190 R40		SAME	
C	8 R10,160 R30,24 R38		60 R30,60 R38,24 R44	
D	88 R68,176 R68A		96 R68,176 R68A	
E	200 R46		SAME	
F	328 R46		SAME	
FS	8 R32		SAME	
G	60 R32,18 R46		SAME	
J/Z	48 R40M,104 R42		SAME	
JFK	32 R44		DISCONTINUED	
L	24 R30,120 R42		SAME	
M	48 R30,104 R42		SAME	
N	80 R32,200 R68		90 R32,192 R68	
Q	70 R40,80 R68		10 R32,100 R38,70 R40, 80 R68	
R	250 R32,88 R46		SAME	

Before the R-40M's were overhauled, they were operated in the same trains with R-42's and we listed them together. After they were overhauled, red stickers were placed under the numbers of the R-40M's and they were not mixed with R-42's. Because of this, we will list them separately. Following is a summary of the car assignments of the overhauled R-40M's which were first listed on the June 16, 1989 assignment.

DATE	CARS ASSIGNED		DATE	CARS ASSIGNED	
	TO M LINE			TO J/Z LINES	
6/16/89	8		7/19/89	24	
7/ 3/89	16		8/11/89	32	
			9/ 6/89	48	
			9/11/89	48	

Blue stickers have been placed under the numbers of the R-32's assigned to the Franklin Shuttle.

EIGHTH AVENUE CONTAMINATION (Continued from Page Seven)

A trains operate on a 5 minute headway and 10 car C trains run on a 10 minute headway. Most northbound A and C trains must wait outside of the 23rd Station until a southbound train clears the crossovers. Because of the time required to switch these trains, there are extensive rush hour delays.

All D trains still make local stops on the Grand Concourse and express stops between 145th Street and 59th Street. E trains are still routed via the 6th Avenue local tracks.

Q trains leaving Brighton Beach from 5:58 AM to 8:41 PM and 207th Street from 5:36 AM to 8:17 PM make express stops between Brighton Beach and 168th Street. At other times, including weekends, Q trains make all local stops and carry passengers between 207th Street and Broadway-Lafayette Street, after which they run light to Second Avenue.

To remove the asbestos, the contractor will scrub the tunnel thoroughly. Meanwhile, the unfortunate passengers must ride in overcrowded rush hour trains. Of course, 57th Street-6th Avenue and three 8th Avenue subway stations (23rd Street, 42nd Street and 50th Street) will be closed during this emergency.

Clean-up work has since been completed and regular service on 6th and 8th Avenue began again on Sunday, October 1, 1989. The tunnels appear cleaner, but the stations in the area look relatively unchanged.

LAST R-10 TRAIN IN PASSENGER SERVICE?

What apparently may be the last passenger train of forty-year-old R-10 cars consisted of N-3209-3157-2961-3159-3181-3169-3008-3168-S. It operated as a put-in from Rockaway Park Yard at 7:36 AM on Friday, September 8, 1989. An R-10 train, possibly the above set, was reported on Friday, September 15th. These are the last reported sightings of the vintage machines.

NOTE FOR TRACK PLAN ON PAGE THREE

The following dates indicate the sketchy history of the mysterious Spring Street middle track and the associated switches in the area. The siding was almost never used and its original intent is unknown.

February 4, 1904 - a drawing shows the crossovers, siding track and its turnouts, as seen on page three.

April 11, 1906 - a drawing shows the disconnected siding and no switches to the local tracks.

December, 1908 - a report shows siding in place with switches to express tracks.

Removal date of the siding is unknown, but most probably was before WWI.

NYCTA CAR EQUIPMENT PROGRAM (Continued from Page Four)

7 - Overhaulers include Morrison-Knudsen, New York Rail Car, Mechtron, Amtrak and the TA's Coney Island Overhaul Shops. The mileage reading transmitters mentioned in the March, 1989 report are being tested.

8 - All slant R-40's are now overhauled and back in revenue service. This includes 198 under Phase I and 98 under Phase II. Sumirail/Sumitomo has finished 58 of the 100 R-40M's and these are in service on the J and Z lines only.

9 - The greatest progress since our last report in March, 1989 is with the R-42 cars. Work is still progressing simultaneously on both the vendor General Overhaul and the in-house (Coney Island Overhaul Shops) General Overhaul. Only 16 cars remain to be done by each.

10 - A contract for the overhaul of the R-44 class cars has been prepared, but not yet awarded.

11 - The Transit Authority's 207th Street Overhaul Shops will overhaul these cars. Work on five cars is now in progress. The dispute between the TA and American Coastal Industries, the original overhaul vendor, is in litigation.

12 - Work has started on the first 24 R-46 cars at Morrison-Knudsen's Hornell plant. These cars are scheduled for delivery later this year.

COMMUTER NOTES (Continued from Page Five)

No trains were spotted laying over in the Montauk Yard during the week, only on weekends. Trains composed of five cars were moved with a GP-38 on one end, and either an Alco power-pack or an MP-15 on the other end.

An article about train service which appeared in one of the local newspapers decried the fact that as the population of Long Island has increased, the train service has decreased.

On the Montauk Branch, the following stations have been abandoned: Shinnecock Hills, Water Mill, Wainscott and Napeague. On the Greenport Line, the following stations were abandoned: Aquebogue, Jamesport, Cutchogue and Peconic. Two bus operators, Hampton Jitney and Hampton Express, have stepped in to provide frequent service with modern motor coaches.

PATH

PATH's turnstile mechanics have devised a way to retrofit the existing turnstiles to accept the \$1.00 Susan B. Anthony coins. This is to be done at Hoboken, Journal Square, Newark and World Trade Center. If successful, it will be expanded to the other stations. Still in design is a previously reported project to use multi-ride tickets while retaining the cash fare system. Five locations will test turnstiles which can accept \$1 and \$5 bills. The series "UNSEEN PATH" continues in the July PATHWAYS.

New schedules were put into effect on April 30, 1989. (Cont'd on Page 9)

Peak hour service was reduced on the HOB/WTC and NWK/WTC by eliminating one train set on each line. Forty train sets are now required for each peak hour service (See P.6 of the June, 1988 BULLETIN for service requirements).

Saturday service on the JNL SQ/HOB/33 line was reduced from a ten to a twenty minute headway. On Sundays, there is a thirty minute headway in effect all day on the NWK/WTC line with two train sets providing the service. Previously, trains were scheduled to operate every twenty minutes between 8 AM and 11 PM, but more often than not, due to construction, trains operated on a thirty minute headway.

NJ TRANSIT

While it is not electrically operated, it is nonetheless RAIL, and even if it is not in the Metropolitan area, it comes under the category of expansion of transit service. The "IT" is the inauguration of rail service to Atlantic City by NJ Transit. Although the equipment (four push-pull train sets) will be stored and serviced by Amtrak in Philadelphia, they will have to deadhead to Lindenwold to pick up the first passengers. Amtrak has passenger rights from Philadelphia to Atlantic City, and PATCO has passenger carrying authority from Philadelphia to Lindenwold. NJ Transit has Lindenwold to Atlantic City. The service to be operated is geared to transporting the employees who work in the casinos.

Trains are numbered 4500 (daily), 4600 (Saturday) and 4700 (Sunday). Even numbered trains are westbound (A.C.-Lindenwold) and odd numbered trains are eastbound (Lindenwold-A.C.). There are nine westbound and eight eastbound trains on weekdays and Saturdays, and eight westbound and six eastbound trains on Sundays. Special introductory fares are 50% off of the normal fares through the end of November, e.g., Lindenwold to Atlantic City one way fare is only \$3.

During an August visit to Washington D.C., NJ Transit GP40FH-2 4131 was working in MARC service while AEM-7 4902 was running on the North Jersey Coast Line.

GP40FH-2 locomotive 4144 was observed in Hoboken on August 29th, and 4143 was seen on September 15th. This completes the current order. Newark Division cab cars 5139, 5141, 5144 and 5154 are in Hoboken. Arrow II 1435 has damage to the area of the cab and is out of service.

The more things change, the more they stay the same. NJ Transit, which had followed Amtrak's lead in issuance of timetables three times per year, will return to its previous method of changing timetables when clocks are changed for daylight saving time and eastern standard time, or as necessary.

METRO-NORTH (9/89 NOTES)

Train service was disrupted during the evening rush hour of September 8th, when vandals set fire to a switching station at 135th Street/Harlem River. All signal service was out between 135th Street and Grand Central. Until it was restored just after 6 PM, passengers were advised to take subways to Marble Hill (Hudson Line) or 233rd Street (Harlem and New Haven). It was determined later that about 100 feet of copper wire was also stolen. This was the second incident within two weeks of a similar nature. The previous occurrence was near the Fordham Road station.

A contract has been signed with Morrison-Knudsen to overhaul eight 1973 Metro-North GE Comet IA's, 5198 and 5199 cab cars and 5994-5999 cab cars. The first two cars, 5198 and 5998, will be released during September and returned nine months later. Upon acceptance, other cars will be sent out.

PATH (9/89 NOTES)

A ceremony was held on September 13th to mark the opening of the brand-new Exchange Place station. Three new escalators will move passengers 75' down to the track level, to a wider passageway connecting the two platforms. The existing elevators will be closed and rebuilt. As reported previously, the outbound platform extension is in service for the eight-car Newark trains. However, the first car for trains operating in NWK/WTC service still do not open at Exchange Place.

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

by Bill Zucker

The following cars have been scrapped: 6571, 8020, 8028, 8032, 8056, 8077, 8085, 8087, 8089, 8091*, 8096, 8097, 8105, 8108, 8113, 8126*, 8129, 8134, 8143*, 8144*, 8148*, 8157*, 8158*, 8159*, 8163, 8166*, 8171*, 8176, 8177*, 8186*, 8198, 8205, 8206, 8218, 8223, 8224*, 8241*, and 8247. An asterisk denotes a red R-27.

On September 19th we observed an F train composed of cars N-1000, 593, 773, 770, 1046, 961, 991, 1026-S with electronic side signs. Unlike the signs in the R-44's, these signs have black square dot-pattern letters on an extremely bright yellow background. The end signs on these cars have not been replaced. This train has been spotted several times on the F line since then, including at 3 AM.

Because of design deficiencies, the converter inverter on the overhauled R-38's was unable to handle the electrical load during the hot weather. All cars were taken out of service during the August 5th-6th weekend. Most cars were back in service on August 7th, with half the lights turned off to reduce the electrical load on the lighting inverter which in turn reduced the load on the converter inverter.

Overhauled Westinghouse R-33's must not be operated in the same train with overhauled General Electric R-33's.

R-68's 2726 and 2755 have been stripped for eventual possible rebuilding. R-40's 4208-9 (overhauled) have also been stripped for possible reconstruction. R-42 4726, involved in the 135th Street wreck about two years ago, came back from the rebuilder as a shell.

The D and E continuous welded rail carrying cars listed in the September, 1989 BULLETIN were renumbered on paper only. The cars still carry the original number plates.

CORRECTION

We made several errors in the September, 1989 BULLETIN. Following are the correct statements.

Cars 6665 and 9179 were damaged in a collision at East 180th Street Yard (not 239th Street). Car 3502 was damaged by fire on July 10th, (not July 12th).

Because we omitted the asterisks next to the numbers of three red R-27's, we are correcting and reprinting the entire list of last month:

"The following cars have been scrapped: 2951*, 2955*, 2966*, 2973*, 2975, 3011*, 3013*, 3026*, 3029*, 3033*, 3037*, 3038*, 3040*, 3048*, 3053, 3079, 3085, 3114*, 3138*, 3144*, 3150*, 3158*, 3184*, 3191*, 3201*, 3220*, 3221*, 3248, 3336, 8022, 8025, 8036, 8040, 8042**, 8048, 8049, 8059, 8079, 8082, 8140, 8155, 8172**, 8173**, 8187**, 8197, 8234, 8236**, 8243 and T200. Note that the * = green R-10's and ** = red R-27's.

DEVIATIONS FROM CAR ASSIGNMENTS

by Bill Zucker

On August 7th, slant R-40's 4150-4221 were ordered assigned to the Q line. After initial attempts to sort the cars, this project was abandoned.

From August 30th to September 10th, virtually all slant R-40's, which were operating on the Q line, were in service on the N line. During this period, one train of slant R-40's remained on the Q line and the R-32's, which were operating on the N line, were in service on the Q line in addition to the R-32's which were previously in service on this line.

One train of R-32's operates regularly on the B line in the evening rush and occasionally during middays.

Since September 11th, all R-32's, which were in service on the Q line, were transferred to the N line. All R-40's, which were in service on the N line, were transferred to the Q line. Effective the same date, R-38's, slant R-40's, R-68's and the ten R-32's rebuilt by GE as part of the R-38 contract were assigned to the Q line. As it turned out, though, starting September 11th until about the 13th, a few R-38's remained on the A and C with most on the Q. In the middle of that week, the rest were sent to the Q. Most of the R-40's on the Q went to the N. Also on this date, R-10's were no longer listed on the car assignment.