

New York City Transit to Spend \$23 Million for Signals

Signal rehabilitation and modernization programs in 1961 will cost the New York City Transit Authority about \$23 million. Seven major programs are:

BMT-Myrtle Ave. Line, Metropolitan Ave. interlocking and Fresh Pond yard signaling. An electro-pneumatic interlocking at Metropolitan Ave. is to be replaced with modern equipment, and will provide for automatic operation in terminating and dispatching trains at the station. Sixteen hand-throw switches at Fresh Pond yard will be replaced with power machines and controlled dwarf signals.

IRT-Lexington Ave., 86th St. to 125th St. Install a pushbutton interlocking at 125th St. to control that plant plus 110th St. Modern signaling for expansion to 10-car train operation. Panel at 125th St. will have space for future control of interlockings on Jerome

Ave., White Plains Rd. and Pelham Lines.

IND-Concourse Line. Change existing control circuits at 205th St. interlocking for automatic or manual operation. This is part of a continuing program for automation of interlockings at terminals.

BMT-IND-Chrystie St., Manhattan Bridge connection to Houston St. connection. Install new signaling in Chrystie St., including station at Grand St., to connect present BMT tracks leading from Manhattan and Williamsburg bridges with those of IND Houston St. line. Signaling on Centre St. loop will be modernized.

This work is part of a program to permit the operation of 16 additional trains per hr to and from midtown Manhattan through the BMT DeKalb Ave., Brooklyn station. Also through rescheduling of

Williamsburg bridge-Delancey St. service, 16 additional trains per hr on the BMT Broadway-Brooklyn line and its feeders could be routed to midtown Manhattan and via Williamsburg bridge.

IRT-Flushing Line, Willets Point Blvd. Will signal new cross-overs in order to restore the Willets Point Blvd. station as a terminal station. This feature will be used to provide additional service to the 1964-65 World's Fair.

IRT-Flushing Line, Corona Yard. Signaling Corona yard expansion to store additional passenger cars required for 11-car train operation on the line.

At various locations, station platforms will be lengthened to accommodate longer trains. Signal work will be performed in conjunction with this project in order to clear for platform extension construction work.

Commercial power is subject to voltage fluctuations in most areas. To assure optimum performance, voltage regulators should be employed. Mag-

netic amplifier types are more reliable than vacuum tube types, but they are sensitive to frequency variations.

Adequate grounding systems must

be provided to protect towers, buildings and equipment. Power and communications lines should be furnished

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