Subways 2 Go G Crosstown LCL

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Overview

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Driving the (G) Train is a guide created to illustrate the almost perfect way to operate the Brooklyn bound (G) line in BVE2. Using a variety of procedures, hints, tricks and strategies, you can master the whole line from Court Square to Smith – 9th Streets. The *Driving the (G) Train* guide is the start of a series of guides of this type that will feature several lines operable in the BVE universe.

Guides like this one will start the beginning of a series of guides called "Subways 2 Go." Subways 2 Go will feature lengthy documentation on several other routes throughout the BVE world. In the near future, it is planned that the Subway 2 Go series will expand to several other simulators.

History of the (G) Line

The G lettered line is a line of the MTA New York City Subway System. Serving Queens and Brooklyn via the Crosstown Line, the G line travels between Court Square and the Smith-9th Street stations at all times. During some weekends, late nights and general orders (G.O.s) the G will travel further into Queens via the Queens Boulevard line to Forest Hills 71st Avenue. Unlike all other train lines within the system (excluding the shuttles), the G is the only line that does not enter Manhattan throughout its travel.

Throughout the history of the line, the G has traveled as far as 179th Street in Queens to Coney Island – Stillwell Avenue in Brooklyn. Starting out as a 4-stop shuttle on August 19, 1933, it became the GG Crosstown line operating between Forest Hills and Smith-9th Streets in 1937. 31 years later in 1968, the GG line was extended onto the Culver line where it ran alongside the F train service as the local to Church Avenue.

In 1985, the MTA decided to eliminate double lettered bullets from the line to eliminate confusion and bring simplicity to the system. Therefore, all double lettered lines became single lettered. The GG became the G line. In 1987, the G train was extended to Queens Plaza after the N and R lines switched northern terminals to provide better access to yards for the R line. 3 years later, the G line was extended to 179th Street to fill in for the F train which terminated at 21st Queensbridge during the late nights. At this time, the to-be-built 63rd Street Connector was not proposed yet. The 63rd Street Connector acts as the bridge between 21st, and the Queens Blvd Line. In 1997, while the 63rd Street Connector was being constructed, the G was pushed back to Court Square during evenings and off-peak hours. In 2001, the completion of the connector made Court Square the permanent terminal for the G line. To replace service alone Queens Blvd, the V line was introduced which ran to Forest Hills. At the same time, F trains no longer ran to Manhattan via 53rd Street, and now ran via 63rd Street using the new connector. During off-peak hours, the G is extended to Forest Hills to fill in for the V line when it is not running.

Today, the G line still follows the same service pattern since 2001. Due to the 2008-2009 economic crisis in the country, the MTA proposed a Doomsday budget which includes the elimination of off-peak service

to Forest Hills. On the tail end of the line, the Culver Viaduct is proposed for rehabilitation. As part of the rehabilitation plans, the G line will be extended to Church Ave starting on July 5, 2009. At the end of the rehabilitation project, Church Ave may become the permanent southern terminal of the G line adding 5 more stops along the line.

Fleet

The G line is serviced by the Jamaica yard which is located just after the Forest Hills terminal in Queens. Alongside the E, F, R and V lines, the G line runs 4 car sets of R46 cars exclusively. During weekend G.Os, the G line may be sent to Coney Island via the F line while the F line runs over the C line. During this time, the G line runs 10 car sets of R46, (from Jamaica Yard) with 10 car sets of R32, (from Coney Island) R40M/R42s, (From C.I. & Jamaica) and 8 car sets of R160s. (From Jamaica)

Line Analysis

The G line covers 6-8 miles on its run to Smith-9th Street. Using only 4 car sets of R46s, the train stops at the 6 car stop marker which can be located at or between the 6 and 10 car stop markers. The positioning varies to allow conductors as well as the operators to have a view of the whole platform including exits and fare control. During off-peak hours, the line is operated by a one man crew consisting of only the train operator.

In BVE, you take control of the duties of the train operator during rush hours. Operating from Court Square to Smith-9th Streets, you cover 15 stations. Along the run, you ensure the comfort and safety of all passengers making their daily commutes to work and school. At the end of your run, you “dump” the train at Smith-9th Street to call it a run.

Driv *use*

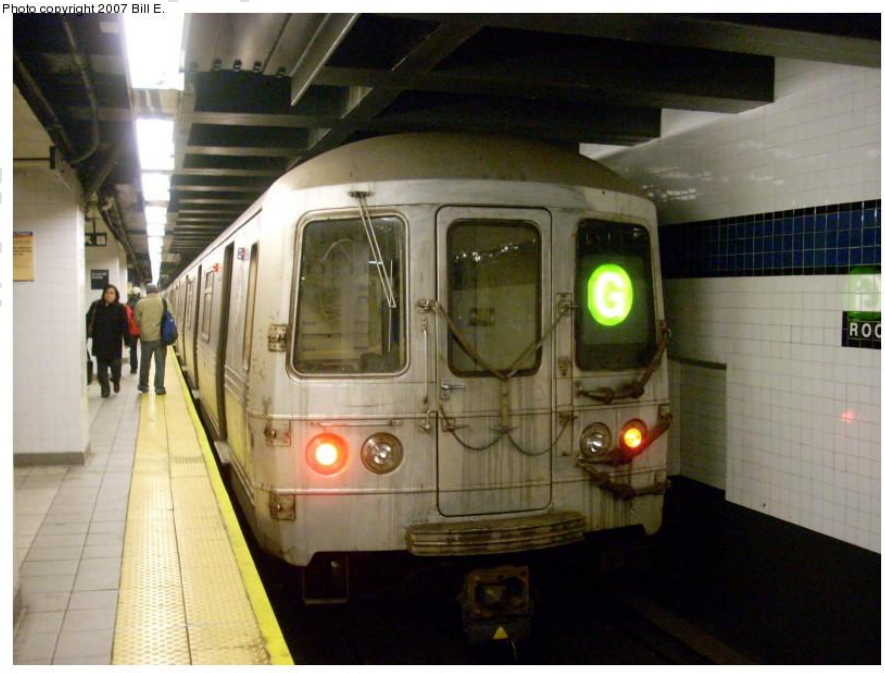
About the R46

The R46 train was created and manufactured by the Pullman Standard company. The MTA ordered 754 units of these 75 foot cars in 1975 to 1978. Even with the severe mechanical problems delivered with these R46 cars, only 2 cars have been scrapped to date. The operating "A" car can hold 70 people while all the other "B" cars can hold 6 more. The typical arrangement for the R46 car is A-B-B-A-A-B-B-A. However, there are times where complete consists feature only "A" cars or single cars.

Throughout the history of the R46, it has faced several problems including cracks in the trucks of the cars as well as defects found in the handbrake of the cars. Due to this, the R46s were pulled from service whenever it had failed inspection. Becoming the "most troubled car of the MTA", the MTA resorted to suing the Pullman Car Company for $80 million in order to make repairs to these trains in 1979. In 1981, the MTA sued again winning $72 million. Finally, in 1982, the MTA won another $80 million for the faulty trucks. The result of the R46 car order had put the Pullman Standard company out of business similar to how the previous R44 order put St. Louis Car out of business. Despite the problems faced in the starting days of the R46, it continues to see service throughout the system.

At first, the R46s were assigned to the Brighton Line in which would replace the R16 cars. However, the weight of the R46 caused excessive vibrations in which the local residents complained about. Therefore, the R46s were moved taken off the Brighton Line and put on the A and then CC lines. From 1988 to 1992, the R46s were overhauled by Morrison-Knudsen. The rebuilt featured the replacement of the rollsigns with one line LCD screens. The blue stripes that the R46 were delivered with were removed. At the same time, Morrison-Knudsen rebuilt the mechanics of the R46 making it a more reliable car than what was delivered by Pullman.

Today, the R46s are assigned to the Pitkin, 207th Street, and the Jamaica yards. The cars see service on the A, F, G, R and V lines with occasional runs on the E line.



Station Listing

Station Name	Transfers	Outside Connections / Notes
Service to Court Square via Crosstown		
Smith-9th Street	F Train to Coney Island & 179 Street	F Train Service Available until Bergen Street
Carroll Street		
Bergen Street		No crossover transfer
Hoyt-Schermerhorn	A Train to Lefferts, Far Rockaway & Mnhttn C Train to Euclid Av & Mnhttn	No transfers until Metropolitan Ave
Fulton Street		LIRR @ Atlantic Ave – Pacific St
Clinton-Washington		
Classon Ave		
Beford-Nostrand Aves		
Myrtle-Willoughby		
Flushing Ave		
Broadway		
Metropolitan Ave	L Train to 8th Avenue, Manhattan and Canarsie	
Nassau Avenue		
Greenpoint Avenue		
21 Street (Queens)		
LIC – Court Square	E Train to WTC Site and Jamaica Center	7 Train to Times Square and Main Street – Out of System

Extended Service to Forest Hills – 71st Av via Queens Blvd		
Queens Plaza	E Train to WTC Site; Jamaica Center R Train to Bay Ridge, Brooklyn V Train to Lower East Side -2 Avenue, Mntthn	Transfers to R & V trains at all stops to Forest Hills.
36th Street		
Steinway Street		
46th Street		
Northern Boulevard		
65th Street		
Jackson Heights – Roosevelt Avenue	E Train to WTC Site ; Jamaica Center F Train to Coney Island ; 179th Street R Train to Bay Ridge, Brooklyn V Train to Lower East Side – 2 Avenue, Mnhttn	Q33 & Q47 Bus to LaGuardia Airport
Elmhurst Avenue		
Grand Avenue		
Woodhaven Boulevard		
63rd Drive – Rego Park		Q72 to LaGuardia Airport
67th Avenue		
Forest Hills – 71st Av	E Train to Jamaica Center ; WTC Site F Train to 179th Street ; Coney Island	Last stop

Station by Station Guide

Note: If you are using the .CSV format of the G does not have signals coded throughout. This will be fixed in the next release!

Note 2: This guide was written using BVE2 using completely default equipment. If you are using BVE4 or OpenBVE with different equipment, results may differ.

Long Island City – Court Square

Court Square is the starting point along your route. Sitting at the controls of the R46, you await the "buzz buzz" from the conductor and the lineup. At this point, you should prep the train for the run. First off, set the reverser to forward by pressing the UP arrow. Once in forward, you can start releasing the brakes by pressing the Z key. The brake gauge located in the middle of the panel will move. As the red needle nears the top, the black needle will move according to how much brake is applied. Once you see this happen, it is a sign that the train is charging up. While this is happening, ensure that everything else is in working order. (The horn, lights, brakes etc.) As the "lineup" bell rings, release the brakes to the B1 notch and wait for the conductor to close the doors and give you the indication. When the doors close, a green light will illuminate. Once the light comes on, release the brakes to the N position and continue pressing Z to move to the P1 position.

As the train moves off, press A to bring the train back to the N position. Allow the train to coast for a bit. This test is to show that the brakes are fully released and that the train isn't being dragged. After a few seconds of coasting, apply full throttle to get going. As you move along, you will be making your first and only stop in Queens at 21 Street.

21st Street – Van Alst

21st Street – Van Alst is the first stop along the line. By now, you will be around 60 KPH if you kept the throttle at full since leaving Court Square. There is a slight left curve into the station. We will use that as a reference point for stopping. As you approach the station, lower the throttle to neutral. As you round the curve, apply B3 – B5 brakes. You will see a white spot further in the station. This is the stop marker that you will have to stop at. As you approach the marker, lower the brake application and then re-apply to B3 –

B5. When you are near the marker, apply full B5 brakes to bring the train to a stop. 21st Street is the last stop in Queens. From here on, it is imperative to avoid any errors from this point on. The next stop is Greenpoint Avenue.

Greenpoint Avenue

As you move along the line, you will enter the interborough tunnel between Queens and Brooklyn. In the tunnel, you should maintain speeds of 56 – 60 KPH. Be aware that there are no signals in the tunnel. This will be fixed in the next release fix of the G. Throughout the majority of the tunnel, you are turning left. After the turn, you will run up an incline. To negate the effects of gravity, keep your throttle engaged in any of the power positions. This practice will help you two-fold. You will make it over the hill without losing or gaining any speed. Once over the hill, there will be a slight S-curve. This is the exit of the tunnel and you will set up to enter Greenpoint Avenue at around speeds of 45 – 55 KPH. As you enter the station, reduce the throttle and coast into the station. The 6 car stop marker is shared with the yellow OPTO S marker, which is right after the 4 car stop marker. This is the second reference point for Greenpoint Avenue.

The beginning of the markers is near the tail end of the station. As you can see by the provided screenshot, you can coast at the recommended speeds until you pass the conductor's board. As you pass the conductor's board, you can start to apply brakes up to B3. By time you reach the marker, you should be at a speed of 15 KPH. If you are going faster, increase the brake application to B5 in order to bring the train down to speed. Once at the speed, reduce the brakes back to B3. Making note of your surroundings, you will see the only staircase to the platform. In front of it are the 6 car and OPTO markers. Once you have the staircase and the marker in sight, apply the brakes to B5 gradually as you approach the stop. Depending on your speed, you can use B3 – B5 to complete your stop. Unload and load, the next stop is Nassau Avenue.

Nassau Avenue

With full throttle from Greenpoint Avenue, you round a curve and go downhill. Reaching speeds at 70 KPH, you face the challenge of stopping at the end of the station without disturbing the comfort level of your passengers.

Nassau Avenue offers you a break since it will be the first station to provide you with an S stop marker. The difference between other markers and this one is that it defines where all trains regardless of length will stop. The only time when the marker is not used for stopping is when operating an OPTO train in which the rules of stopping at the OPTO S marker are used. Again, Nassau Avenue provides operators with a break by having the same position as the regular S marker. However, the threat of S stop markers is that there is no room for mistakes. If you overrun the marker, you will essentially miss the station.

Stopping your train is rather simple. As you enter Nassau Avenue, gradually apply brakes to the B5 notch. As you slow down to 30 – 40 KPH, release the brakes and reapply them to B3. Keep an eye out for the stop marker. As you approach the marker, apply full brakes to bring the train to a stop. If you have made it this far, you are doing well.

The conductor sticks his head out the window, looks right and then left and then closes down. He turns the key and gives you the signal to proceed. The next stop is Metropolitan Avenue.

Metropolitan Avenue

Metropolitan Avenue provides the first connection to the line in Brooklyn to the L line. Along the way, you will encounter an S curve rated at 28 mph. The start of the 28 mph curve is shown by a speed limit sign. Allow yourself a speed no greater than 46 KPH. As you complete the first right curve, maintain the speed of 46 KPH. As you complete the second curve, you will see a series of resume signs at the end of the curve before the upcoming hill. Once you reach the 'R4' sign, you can speed up to regular speeds. At the end of the curve is another decline. At the bottom of the decline, reduce the throttle to neutral. When entering the station, apply braking power up to B3. Do not exceed 70 KPH before the station.

The first stop marker is shared between the 4, 6 and OPTO markers. Once you have the markers in sight, release the brake and re apply them to the B4 or B5 position to stop your train. When executed correctly, you can perform a near perfect stop right at the marker. The placement of the stop marker is perfect to allow customers to enter and exit the train as well as provide a space where the majority of the station can be served. When the doors open, do not release the brakes to prep for departing. The positioning of the stop is on a hill. This poses as a potential for wheelslip which is extremely dangerous for everyone. By time you

finish reading this passage, the announcement will be made.

Broadway

As you pull off from Metropolitan Avenue, you will go up an incline, and run down a decline providing the perfect run into Broadway. Like Nassau Avenue, you have an S stop marker at the end of the station. Making things better, you can use the same technique for Metropolitan Avenue here at Broadway. By only using a maximum of braking power at notch B3, you can setup for a comfortable stop. At the bottom of the hill into the station, reduce the throttle to neutral and apply B3 brake power when you enter the station. As you pass the conductors board, apply up to B5 brakes. When you pass the OPTO marker, release the brakes to B2 or B3 and use your judgment to decide when to apply full brakes. If you are stopping short of the marker, release the brakes by a couple notches to allow the train to run more lightly to the marker. Once you feel comfortable, apply full brakes. Another stop is done with, and the next stop is Flushing Avenue.

Flushing Avenue

Flushing Avenue is another station with the S stop marker. One reason for this involves the curve at the beginning of the station. The same strategy for the Metropolitan Avenue can be used again. However, you will have to apply a heavier brake setting in order to stop at the marker. After taking care of this stop, you will have to proceed to Myrtle-Willoughby Avenues.

Driving the (G) – *Crosstown*

Myrtle-Willoughby Avenues

Along the way to Myrtle-Willoughby is a straightaway track. As you approach the station, you will notice an incline in the track. As you enter the station, reduce the throttle to neutral. When you go over the hill and level out, apply B3 brakes and that will carry you to the markers. When you have the markers in clear view, you can continue using B3 brakes and then apply full power to stop at the marker.

Bedford-Nostrand Avenues

As you leave from Myrtle-Willoughby, you will enter a speed limit of 25 MPH. Do not exceed 50 KPH when rounding the curve as it tightens at the end. As you continue, you will see a green signal and then a switch junction after it. As you pass the green signal, you can resume to regular speeds into the station.

When entering the station, bring back the throttle to neutral, and coast into the station. The first set of stop markers should be visible at the beginning of the station, in which you would be stopping at. After 1-2 seconds of coasting, bring the brakes to the B3 position. As you pass the second set of stairs on the left, apply B5 brakes for 2 seconds, and then release them to B3. Depending on your speed entering the station, you may have to apply a heavier brake setting to stop at the stop marker.

Classon Avenue

Classon Avenue is a short distance away from Bedford-Nostrand. Along the way, you won't pick up much speed. However, the stopping technique involves quick thinking – something that wouldn't be difficult for an experienced operator. Between the stations is a slight curve that goes uphill. The train will make it over on its own power. As you enter the station, reduce power to neutral and observe the platform for the stairs. As you pass the second set of stairs, apply B3 braking power. When you pass the conductor's board, apply full B5 brakes, and quickly release them back to B3. Keeping your eye on the marker, you can use your judgment to stop at the marker.

Clinton-Washington Avenues

Onto Clinton-Washington is a near straightaway. Your stopping marker is shared with the OPTO S sign which both follow after the 4 car stop marker. As you enter the station, keep full throttle and watch for the first set of stairs. As you pass the first set of stairs, cut the throttle and apply B3 brakes. As you pass the second set of stairs, apply B5 brakes and the created power will carry you near to the stop marker. If you stop short of the marker, release the brakes and then re-apply to get a better stopping position for the train. When this stop is taken care of, you will only have 5 stops left along the route.

Fulton Street

Fulton Street is another straight through track. Along the way, you will go an incline and then go down a decline into the station. The stop marker is at the end of the station as marked by the S. As you progress, you want to ensure that you are not moving too fast as you do not have the effectiveness of your brake application to decrease. Here's an example of a bad approach into Fulton Street.

At speeds like this and by using a method for other stations, you are guaranteed to miss the marker by a couple of meters. With the stop marker at the very end of the station, overrunning is likely to occur causing unnecessary delays and a dangerous situation for your passengers.

Now here's how to do it the right way:

As you pull out of Clinton-Washington and go over the hill, you will begin the decline soon thereafter. As you go down the hill, apply B1 brakes to hold your current speed. If you gaining speed apply a heavier brake setting and then release the brakes back to B1 so that you won't slow down the train so much. Try not to exceed 50 KPH as you are approaching the station.

As you enter the station, be aware of the fact that there isn't much visual aid and that the more time you take to apply the heavier brake setting, the shorter platform you have left to stop. As you enter the station, keep holding the B1 brakes and look to your right. When you spot the garbage can, apply B4 brakes and you will carry over to the marker. If you slow down to a near stop before the marker, slowly release the brakes to neutral. If you need a boost, use P1 throttle to get over to the stop marker. When you feel comfortable, apply full brakes to stop.

Hoyt-Schermerhron Street

Hoyt-Schermerhorn has a history behind it. As a train operator, you should already know. In case you don't, you wouldn't want to add to it either. (In a bad way) As you leave Fulton Street, you can keep the throttle at full power. Keep in mind that you don't exceed the speed limit. When you enter the station, apply B3 brakes until you reach the yellow signal above. From there, release the brakes and apply B5 brakes. As you approach the 4 car stop marker, release the brakes and apply B3 brakes. From there on, keep adjusting until you stop at the 6 car stop marker.

Here are some quick pointers of Hoyt-Schermerhorn:

Fact 1: The outer platforms of the station (with the darken lights), are the abandoned portions of the station. However, the tracks remain in service as they lead in/out of the Transit Museum located at Court Street.

Fact 2: The same outer tracks are used for movie shoots that take place in the subways of New York City. (Most recently known to be used in the 2009 remake of *The Taking of Pelham 1 2 3)*

Fact 3: You can transfer to the A, and C train across the platform. Occasionally, the F train serves Hoyt-Schermerhorn during weekend G.O.s

Now onwards to Bergen Street…

Bergen Street

With the final 3 stops left to serve, traffic patterns usually begin to tighten since the F line joins up with the G before the station. Usually, the service pattern alternates between both lines all the way to Smith-9th Street. As you leave Hoyt-Schermerhorn, you encounter a slight left curve out of the station rated at 21 mph. Keep a steady speed around 40 KPH until you reach the green signal after the curve.

When you enter the station, reduce the throttle to neutral. When you pass the green signal, apply B3 brakes. This will be sufficient due to the positioning of the markers. The 6, 8, 10 and OPTO S markers are shared at the end of the station. As you get near to the 4 car stop marker, apply a heavier brake setting and re-adjust to stop at the marker. After this, there are only 2 more stops to go.

Carroll Street

Carroll Street is the last stop where the stop marker is not at the end of the station. As you approach the station, keep a steady speed and reduce the throttle to neutral. When you pass the yellow signal, apply B3 brakes. Between the conductor's board and the 4 car stop marker, apply full B5 brakes. You should be able to stop near the marker so adjust your brakes/throttle as necessary. Smith-9th Street will be the last stop.

Smith-9th Street

Smith-9th Street is the only station on the route that is outdoors. The el also marks the start of the Culver Line in which the F uses to travel to Coney Island. Along the way to Smith-9th Street, you will slowly gain speed. This allows for a good setup for stopping as the marker is at the end of the station. When you enter the station, observe to the left for the green signal on the express tracks. From there, you can reduce power to neutral and then to B3 braking power. As you continue down the station, you will pass the 4 car stop marker just after the canopy ends over the platform. Release the brakes to neutral, and coast to the stop marker. Even though you are moving at a slow speed, the view of the stop marker will pass you quickly on your side. As you lose sight of the markers, apply B5 brakes and adjust to stop. When stopped, apply the emergency brakes to dump the train. When you have done this, your shift is done and your run will be completed.

Note: In reality, there is an acceptable stopping range due to the length of the conductor's board. The same concept can apply here since trains go to a relay point further beyond the last stop. Do not worry much if you slightly overran the marker.

This is just about an acceptable stopping range. It is a slight overrun but it isn't anywhere close to the end of the station. Experiment to find an acceptable stopping method for this stop.

So what's next?

That is a very good question. After Smith-9th Street, there is nowhere left to go. There's always the usual nonsense to do in BVE if you don't bother catching a train to head home or submitting your report. If you have already gotten the T-Shirt for all of that, then consider these options:

- Play the route again – Do another run using this guide and try to fine tune your skills as a train operator.
- Consider leaving feedback about this guide. There's always room for improvement you know. We want to hear whatever comments, suggestions and ideas that you may have. This way, you can definitely expect to see those submissions in future editions.
- Consider joining the one man team behind this manual. Even with the constant contributions from outside people and sources, the creation of the guide is still a long, enduring process. Joining the team will allow us to complete more projects and expand deeper into the world of BVE and even train simulation.
- Check out the Resource Page below for links to community sites related to BVE, the New York City Subway, this guide and more.

Resources

- BVE Home Site – The original site of Boso View Express. Led by Mackoy, BVE core development is still strong as BVE 5 has been announced and is underway.
- OpenBVE – The open source alternative to BVE. With a new engine, re-designed interface, and added features added constantly, the freely editable simulator has taken storm since its development by Michelle.
- Train Sim Central – The one stop shop for UK based routes particularly relating to the London Underground.
- BVEStation – Another one stop shop for everything related to New York City Subway route and train development in the BVE Universe. BVEStation is also the home of the Motorman's Institute if you are ever so interested in joining the NYCTBA world.
- New York City Transit Forums – A community forums focused on transportation within New York City. Including the New York City Subway, discussion topics include New York City Bus, Metro North, NJ Transit and Amtrak. Contributions from several users have helped to expand on the knowledge of the various systems.
- NYCSubway.org - Community site where user-submitted photos of the New York City Subway can be found in addition to the history and several featured articles relating to the subways.

Glossary of Terms

Car Stop Marker –A marker with a number indicating the amount of cars for a train. Its positioning in a station indicates where a train with that amount of cars should stop.

"Charging Up" – Term used to refer to the process of the train releasing its emergency brakes and having the brake pressure build up for service

Conductor (C/R) – Person responsible of adhering to the issues of the customers making sure their safety is at hand. The C/R is mainly responsible for closing and opening the doors at each station, and for making announcements pertaining to any service changes.

Conductor's Board – A small rectangular board that alternates between black and white stripes positioned in stations where the conductor operates. It is also the indicator to the conductor that the train is in the correct stopping position and that no overrun or underrun has occurred. Stickers with numbers, line bullets or car types may be found on a conductor's board indicating that the board is for that specific train. (For example, R160 would mean that the board is for R160 trains while a G train bullet may indicate that the stop is for G trains only.).

"Dumping the Train" – Term referring to when a train operator applies the emergency brakes after a stop.

Grade Time (GT) – A timer that forces a train to slow down to the required speed limit before being allowed to pass. Grade timers can be found before tight curves and at terminal stops.

One Person Train Operation (OPTO) – Refers to runs where there is only one crew member on board which is the train operator. The train operator is responsible for operating the train while doubling up as a conductor responsible for closing and opening the doors. OPTO runs are done during off-peak hours while it is done full time on the shuttle routes.

Station Time (ST) – A timer that allows two trains to travel closely together in/out of a station. For example, Train A can be departing the station while Train B is at the beginning of the same station waiting at a red signal. Once Train A clears the majority of the station, the red signal guarding the station will change to yellow. Train B will then continue at the posted ST speed to enter the station while Train A clears the upcoming blocks. This allows service to be somewhat continuous therefore reducing delays and improving service by using the time that would have been wasted waiting for a red signal to clear to a green signal.

Timer – A configured signal designed to regulate the speed of a train throughout curves, junctions, yards, etc. Timers enforce a regulated speed by displaying a red signal therefore forcing the operator to slow the train in order to clear the signal. (In which the signal will change to yellow or green when the regulated speed is met)

Train Operator (T/O) – The person in charge of operating the train from the end car depending on the direction of travel. Depending on the run, a T/O may work with a C/R, yard personnel or by himself.

Credits

Here are the credits for all the people who have contributed to this guide.

In no particular order:

Bill (Error46146) – Cover Page Picture; Picture Submission

Mtaboy94 – For providing the PDF file for this guide

Tristen (4 Brooklyn to the Bronx) – Picture Submission; Screenshot Help

Kevin (ipaclansite) – For adding this guide to the next release version of the (G).

Dave (Dave160) & Philips (pjiang6211) – For providing some insight on the font that exists throughout the system.

Philips (pijang6211) – [Again] – Provided the track signage on the cover page.

You – Well if you are reading this, it means that you have taken the time to download and read (or at least skim) through this guide. Your interest is appreciated and it is what keeps the world going.

This is the end of this guide. Hopefully, you have learned something new towards operating the (G) line. If not, you have probably learned some new techniques. Please look forward towards new issues of the Subways 2 Go guides.

Notes