

NEW YORK DIVISION, ELECTRIC RAILROADERS' ASSOCIATION

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END FOR BMT BX's is in sight. These consist of a 2400-series 67 ft. BMT subway semi-permanently coupled on each end of a 4000-series trailer. The first few units are in Coney Island shops. The trailer is being removed (and will be scrapped) and a 2600-series (A-unit) will be put in its place with controllers removed. The three cars (2400-2615-2401) will then be "modernized" (unused cabs removed, rewired, painted speckled green and seats altered). The lowest 25 BX's are to be treated thusly, while the upper 25 will have the trailer removed and the two motor cars coupled together into a two-car AB unit. -Hugh Dunne

LONG ISLAND RR is using passenger cars of at least three other railroads in its non-electric service. Coaches 7501-05 are ex-New York Central, have 6-wheel trucks and were built in 1925-7. LIRR designation: P-74-A. Coaches 7521-50 are ex-Boston & Maine built 1935-7, now called P-74-B. Two parlor cars formerly served the Delaware, Lackawanna & Western. No. 2012, the "Hamptons" was the Julia Ward Howe; No. 2011, now called the "Montauk" was the "Virginia Dare" on the DL&W. Incidentally, the merger of the DL&W and the Erie RR into the Erie-Lackawanna is now in effect.

AUTOMATIC TRAIN was demonstrated to the "press" last week. Consisting of R-22 cars 7513, 7509 and 7516, the train operated on the northbound express track of the BMT Sea Beach line between 18 Ave. & New Utrecht Ave. stations. At one end is equipment of the Union Switch & Signal Co. while the other end has General Railway Signal equipment. Our Division member Sy Reich had an important part in developing the latter.

RIDE IRT LOW-V CARS (slightly modified) on the IND and BMT Divisions Saturday, Oct. 29 on the National ERA fantrip. The trip will leave 59 St.-Columbus Circle IND station at 8:30 AM (promptly) and run to the 207 St. Yards, then is scheduled to run non-stop to Rockaway. The IND Concourse-Culver and BMT West End lines will also be covered.

IND R-10's 3029 and 3240, involved in a wreck on the center track at 200 St. and 8 Ave., were partly rebuilt by Pullman-Standard in 1958!

RUMOR DEP'T: NYCTA is considering sending the "F" train via Williamsburgh Bridge and Myrtle Ave. to Metropolitan Ave. via the new Chrystie St. connection when completed. Eastern Div. BMT destination signs have been made for the IND R-1--R-9 cars, possibly for above or possibly to equip all Eastern Div. lines with 60 ft. R-type cars and release BMT 2800's for the "GG" line. The R-27's will start delivery next month.

CAR NOTES: All IRT High-V's are permanently out of service. The following are on the scrap line: H-V Motors 3662, 3667, 3700, 3701, 3710, 3711, 3718, 3719, 3721, 3728, 3735, 3744, 3746, 3748, 3754; H-V Blind Motors 4223, 4230, 4237; L-V Motors 4612, 4677, 4698, 4787, 4992, 5040, 5137, 5468, 4654, 4693; Flivver Motors 4041, 4044, 4045, 4057, 4073, 4074, 4086, 4089, 4095, 4101, 4104, 4109, 4110, 4116, 4117, 4118, 4129, 4135, 4136, 4138; Flivver Trailers: 4176, 4178, 4179, 4186, 4187, 4191, 4197, 4198, 4202, 4203, 4206; Low-V Trailers 4522, 4822, 4823, 4856, 4897, 4899, 4924, 5329, 5348, 5350, 5355, 5366, 5372, 5399.

SIGN ROLL LISTS

IRT R-12-14-15 Side
 Destination Sign
 -top-
 Van Cortlandt Pk
 Dyckman St
 Woodlawn Rd
 180th St-Bronx Pk
 137th St-Broadway
 145th St-Lenox Ave
 South Ferry
 East 241st St
 East 180th St
 149th Street
 59th Street
 Pelham Bay Pk
 E 177th St-P'kch'ter
 Brooklyn Bridge
 Bowling Green
 Chambers St
 Wall Street
 Atlantic Ave
 Utica Ave
 New Lots Ave
 Flatbush Ave
 Ditmars Blvd
 Main St-Flushing
 Times Square
 Grand Central
 Polo Grounds
 167th St-Jerome Av
 Dyre Avenue
 Special
 No Passengers

IRT R-12-14-15
 Side Route Sign
 -top-
 BROADWAY EXPRESS
 BROADWAY LOCAL
 7th AV-BRONX PK EXP
 7th AV-LENOX LOCAL
 LEXINGTON AV EXP
 LEX-JEROME AV EXP
 PELHAM LINE EXP
 LEXINGTON AV LOCAL
 ASTORIA LOCAL
 * LOCAL
 EXPRESS-LOCAL
 LOCAL-EXPRESS
 DYRE AVE LOCAL
 SHUTTLE
 SPECIAL
 NO PASSENGERS
 SUPER EXPRESS
 *bottom-
 *"Flushing" was
 painted out.

BMT DESTINATION
 Front R-1; R-10
 -top-

ASTORIA
 VIA BRIDGE
 ASTORIA
 VIA TUNNEL
 QUEENS PLAZA
 VIA BRIDGE
 QUEENS PLAZA
 VIA TUNNEL
 57th ST-MAN
 VIA BRIDGE
 57th ST-MAN
 VIA TUNNEL
 TIMES SQUARE
 VIA BRIDGE
 TIMES SQUARE
 VIA TUNNEL
 CHAMBERS ST.
 VIA BRIDGE
 CHAMBERS ST.
 VIA TUNNEL
 BROAD
 STREET
 CANAL
 STREET
 CITY
 HALL
 NINTH
 AVENUE
 62nd STREET
 BROOKLYN
 KINGS H'WAY
 VIA BRIDGE
 KINGS H'WAY
 VIA TUNNEL
 BAY PARKWAY
 VIA BRIDGE
 BAY PARKWAY
 VIA TUNNEL
 CONEY ISLAND
 VIA BRIDGE
 CONEY ISLAND
 VIA TUNNEL

BMT R-16
 -Side (Inside)
 Destination

MYRTLE AV.
 8th AV. MANHAT'N
 EASTERN PKY.
 ATLANTIC AV.
 ROCK'WAY PKY.
 CHAMBERS ST
 CANAL ST.
 168 ST. JAMAICA
 111th STREET
 METROP'N AV.
 BROAD ST.
 ASTORIA
 57th ST.MANH'T'N
 FOREST HILLS
 BRIGHTON BEACH
 CONEY ISLAND
 95th ST.Ft.H'TON

 Front R-1; R-10
 BMT Continued
 BRIGHTON
 BEACH
 95th STREET
 Ft.HAMILTON
 FRANKLIN
 AVENUE
 PROSPECT
 PARK
 METROPOLITAN
 AVENUE
 168th STREET
 JAMAICA
 111th STREET
 LEFFERTS
 AVENUE
 ATLANTIC
 AVENUE
 EASTERN
 PARKWAY
 MYRTLE
 AVENUE
 CANARSIE
 8th AVENUE
 MANHATTAN

BMT R-16 Front
 Destination

ROCKAWAY
 PARKWAY
 EASTERN
 PARKWAY
 8th AVENUE
 MANHATTAN
 CANAL
 STREET
 BROAD
 STREET
 CHAMBERS
 STREET
 METROPOLITAN
 AVENUE
 MYRTLE
 AVENUE
 ATLANTIC
 AVENUE
 168th STREET
 JAMAICA
 SPECIAL
 NO
 PASSENGERS
 95th STREET
 FT. H'TON
 CONEY
 ISLAND
 BRIGHTON
 BEACH
 QUEENS
 FOREST H'LS
 57th STREET
 MANHATTAN
 ASTORIA
 (Destinations
 below line were
 added recently)

 SPECIAL
 NO
 PASSENGERS

Cont'd
 Middle Next Col.

Cont'd

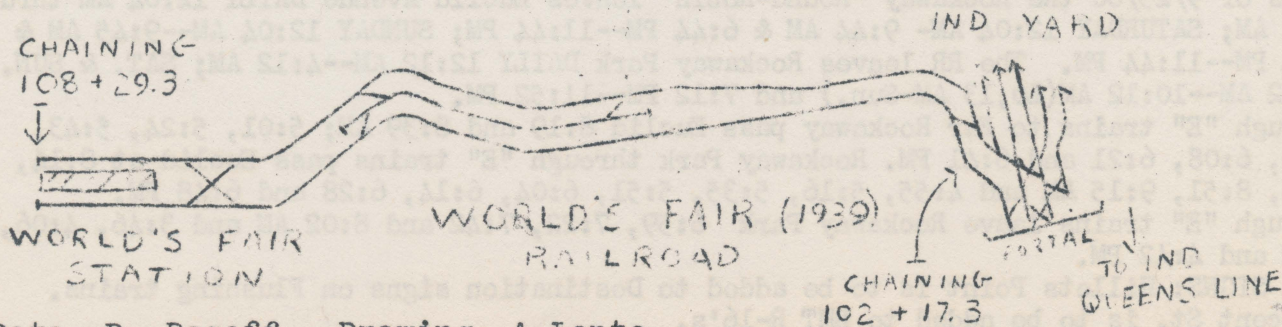
1961 CAPITAL BUDGET REQUEST OF THE NEW YORK CITY TRANSIT AUTHORITY
(Submitted to the City Planning Commission Aug.1960)

Project No. and Description	Spent to 6/30/60	* 1961 Request	After 1961
T-1 Engineering & Administ'n	\$ Continuing	\$10,017,000	\$24,411,000
T-5b Lines under operation, Improvements	"	22,837,000	15,376,000
T-5c Subway Cars	"	71,704,000	197,402,000
T-5d Signal Modernization, IRT & BMT	"	30,925,000	63,650,000
T-5g 59th & Lex: Exp. station	\$6,896,000	0	625,000
T-5h Platform Extensions	Continuing	21,600,000	26,450,000
T-5j Buses & surface facilities	"	7,806,000	23,207,000
T-5k Nevins St. realignment	0	2,150,000	0
T-18 Chrystie St; 6 Ave.	25,386,000	32,685,000	5,100,000
T-18a DeKalb Ave.	25,473,000	465,000	0
T-18c Cars for T18, T-18a	0	0	26,000,000
T-18k Rockaway Line	50,130,000	1,000,000	0
T-57 IRT 72nd St. Station Reconstruction	0	0	10,000,000
T-58 BMT JAMAICA El:Third track	0	0	29,000,000
T-60 181 St.-St.Nicholas: Underpass	143,000	7,000	0
T-61 1964 World's Fair	0	0	12,800,000
T-62 BMT-IRT Power Equip.& Cables: Modernization	0	0	30,000,000
	<u>\$108,028,000</u>	<u>\$201,196,000*</u>	<u>\$464,021,000</u>

*1961 requests include renewal of \$96,618,000 still unappropriated from the 1960 Budget as of 6/30/60 and \$104,578,000 additional funds.

-Robert Olmsted

These are only requests and the Planning Commission has acted to cut some, especially T-5c and T-58. The TA has appealed for restoration of the cuts and says the 15¢ is threatened if they are not. The Board of Estimate then must act on the Planning Commission recommendations.



Data: D. Rogoff Drawing: A. Lonto

NEW HAVEN RAILROAD - - - ELECTRIC LOCOMOTIVES

<u>Loco. Number</u>	<u>Year Built</u>	<u>Class</u>	<u>Type</u>	<u>Service</u>	<u>Builder</u>	<u>Dia. of Drivers</u>	<u>Wt. on Loco.</u>	<u>Total Weight of Loco.</u>	<u>Tractive Effort</u>	<u>Cont. H.P. Rating</u>
350 to 359	1931	EP-3b	AC-DC	Pass.	G-E	56	273900	403500	68400	2740
360 to 365	1938	EP-4	AC-DC	Pass.	G-E	56	273000	432000	68200	3600
155 to 159	1943	EF-3a	AC-DC	Freight	G-E	57	360000	493000	90000	4860
150 to 154	1942	EF-3b	AC	Fr't.or P.	BLW-W	57	360000	492000	90000	4860
370 to 379	1955	EP-5	AC-DC	" " "	G-E	40	350500	350500	87625	4000

Total Pass. 14; Total Frt. 3; Total Frt.or Pass. 13; Grand Total 30
As of June 30, 1959

-Hugh Dunne

NEW HAVEN RAILROAD - MULTIPLE-UNIT EQUIPMENT

<u>Series</u>	<u>Type</u>	<u>Year Built</u>	<u>Non A-C</u>	<u>Air Cond.</u>	<u>Inside Length</u>	<u>End Const.</u>	<u>Note</u>
2758-9,2767	Baggage-Mail Trailer	1915	3		30'2"-Mail 30'0"-Bagg.	2B	1
4031-4055	Motor Coach	1914-1922	11		60'9"	2V	
4070-4109	Motor Coach	1926-1931	40		60'9"	2V	
4228-4251	Trailer Coach	1914-1922	10		60'9"	2V	
4252-4313	Trailer Coach	1926-1931	59		68'5"	2V	
4400-4488	Motor Coach	1954		89	75'4"	2V	
4660-4661	Baggage-Smokr.Trailer	1931	2		18'1"-Bagg. 50'1"-Smokr.	2V	2
4670-4676	Baggage-Coach Motor	1954		7	18'4"-Bagg. 57'0"-Coach	2V	2
5110-5113	Club-Motor	1954		4	75'4"	2V	3

Notes: 1- 25000# Baggage capacity; 2- 10000# Baggage Capacity; 3- #5113 has buffet.

NYCTA CAR NOTES: The following IRT Low-V Trailers were transferred to the BMT Div. on Oct. 8, 1960: 4536, 4544, 4549, 4814, 4816, 4826, 4829, 4830, 4852, 4873. They are slated to be used in place of wood work cars or maybe they will be scrapped. The following BMT cars are ready for scrapping: 4584 (ex-IRT); 2903, 2900, 2907, (ex-SIRT), 2006 (ex-2500), 2007, 2008, 2631, 2708, 2713, 2768, 2769, 2770, 2866, 2867, 2868, 4000, 4001, 4002, 4003, 4004, 7004, 7006, 7008, 7009, 7010, 7012, 7013, 7015, 7016, 7018, 7023, 7024, 7026.

Six IRT R-26 cars are at Coney Island Yards to "break-in" BMT motormen in preparation for the BMT-IND R-27's.

ROCKAWAY DIVISION

As of 9/25/60 the Rockaway "Round-Robin" leaves Euclid Avenue DAILY 12:04 AM thru 3:44 AM; SATURDAY 12:04 AM- 9:44 AM & 6:44 PM--11:44 PM; SUNDAY 12:04 AM--9:45 AM & 6:44 PM--11:44 PM. The RR leaves Rockaway Park DAILY 12:12 AM--4:12 AM; SAT. & SUN. 12:12 AM--10:12 AM(LO;13 AM-Sun.) and 7:12 PM--11:52 PM.

Through "E" trains to Far Rockaway pass Euclid 8:19 and 8:39 AM; 5:01, 5:24, 5:43, 5:56, 6:08, 6:21 and 6:41 PM. Rockaway Park through "E" trains pass Euclid at 8:14, 8:35, 8:51, 9:15 AM and 4:55, 5:16, 5:35, 5:51, 6:04, 6:14, 6:28 and 6:48 PM.

Through "E" trains leave Rockaway Park 6:59, 7:22, 7:42 and 8:02 AM and 3:46, 4:06, 4:22 and 4:42 PM.

ROLL SIGNS: Willets Point is to be added to Destination signs on Flushing trains. Crescent St. is to be added to BMT R-16's.