

ABOUT 25 YEARS AGO

NEW YORK DIVISION, ELECTRIC RAILROADERS' ASSN.

MANHATTAN  
EL SERVICES

# BULLETIN

STARTS ON PAGE 2

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## FIRST WORLD'S FAIR SMEES IN SERVICE

The first of the World's Fair SMEES went into service on the IRT Flushing Line on Thursday, September 26, 1963, leaving Times Square station at 9:26 am.

First of the World's Fair SMEES were delivered in August, including 24 of the (R-33) single units, 9306-9329, and 4 of the married pairs, 9558-9561. As of October 1, these were all in service as well as 9341, 9342 & 9344, a total of 31 cars. All R-33's and cars 9558-9563 of the R-36 contract had been delivered by October 1. The reader will note, as with many of the previous R-Type contracts, (BMT-IND R-16, IRT R-21, R-22, R-26 and R-28) the second half of the contract is being delivered before any of the cars in the first half.

Car 9306 was featured on display for the Labor Day Parade, and this was a lavish affair from which the TA withheld publicity until the last minute as they did with the Sept. 26 affair. The press and many city officials were invited and a mayor's luncheon was offered.

The cars are generally similar to previous IRT cars, but the exterior is blue (similar to the green-blue on some el and subway stations), with an off-white area outlining the windows. The windows are one piece across (except for a seam in the triple size windows), and the upper sash (roughly a third the size of the lower sash) is hinged at its bottom to swing in and out in circular fashion. The interior color of the doors appears to match the exterior blue; aside from this, the interior color scheme is generally the same as in the red cars. The white area starts behind the motorman's side window with a large stainless steel new TA seal. On the single units, the white is also circular at the other end of the car, while it goes all the way around the blind end of the car on the married pairs.

Forty cars (including some red as well as some blue cars) are equipped with special fans by "TRANE" rather than standard Westinghouse style fans. These cars are: 9266-9274, 9281-9292, 9302-9318, 9325 and 9338. (Note that some series begin or end in the middle of a married pair.) In addition, 170 cars have door controls by the Vapor Heating Co. They are: 9000-9075, 9208-9211, and 9256-9345. Twenty of the single units, 9326-9345 are equipped with four trips. These cars will be used at the end of trains to end from Coney Island over BMT tracks.

All World's Fair SMEES (Single units (R-33), 9306-9345, Westinghouse; Married Pairs (R-36), 9346-9557, W.H.; 9558-9735, G.E.) are to be put in service on the Flushing Line, with all present equipment to run on the IRT Broadway Local. As of Oct. 1, 7 R-12/14's and 39 R-15's have been shifted to the main IRT for the Broadway Local.

## OTHER IRT NOTES

The TA is planning to close the IRT station at 145 St. & Lenox Ave, and to replace it with a new station alongside the yard at 149 St. and 7th Ave. Ceiling fans have been installed in the Wall and William streets station.

Nine car trains of old cars (Low-V's or Steinways) may be seen occasionally in the rush hours on Lex. White Plains Express and on 7th Ave. Lenox Express. On Lex. Jerome, old cars may still be seen midday on weekdays as well as rush hours. Regular Steinways (non-World's Fair) are occasionally still used in Third Ave. trains with World's Fair cars and Low-V trailers. (NEWS continued on Page 7)

# IRT MANHATTAN EL SERVICE IRT

About a quarter of a century ago --by Bernard Linder

Twenty-five years ago there were four main elevated lines in Manhattan: the Second, Third, Sixth and Ninth avenues. The Sixth Ave. EL was abandoned December 4, 1938. When New York City acquired the Interborough Rapid Transit Co. (IRT) at 12:01 am, June 12, 1940, the Second Ave. (above 60th St.) and the Ninth Ave. (below 155th St.) were simultaneously discontinued. The Second Ave. service to Queens ended June 13, 1942. The last regular elevated line in Manhattan, Third Ave., ended May 12, 1955 following many cuts in services and branches.

We are listing the various services so that older members might refresh their memories and younger members might learn of these faithful servants of New Yorkers of a quarter of a century ago. The services were so complicated, it is impossible at this date to compile an infallible list, but we have attempted to give a fairly accurate account of all services. Then, as now, there were many changes from time to time and it is not possible to include all. Where exact times are unknown, approximate times are indicated. Generally, rush-hour services included Saturday morning, but on Saturday afternoon, rush-hour services did not operate or started earlier since most men worked a half-day on Saturday in that era. With a few exceptions, the services were essentially the same during all the 1930's.

KEY:- Mon-Fri or M-F indicates Monday thru Friday; Mon-Sat or M-S indicates Monday thru Saturday; owl means approx. 1 am to 5 am. MUDC indicates Multiple Unit Door Control, i.e. cars that had platforms enclosed with doors replacing gates and one conductor able to operate all doors on a train; gate indicates cars retaining original open platforms and gates; Comp. indicates Composite cars (2000-3000's) (Article suggested by Karl Groh; Edited by Arthur J. Lonto)

## SECOND AVE EL - UPTOWN & BRONX SERVICE

Markers  
Key

- W W 2L1 2ND AVE LOCAL 129 Street - South Ferry (All hours except owl)  
Lv. 129 St. 5:25 am - 12:52 am (Mon-Sat) owl  
6:21 am - 12:52 am (Sun)  
Lv. South Ferry approx. 40 min. later.  
(2nd Ave. did not operate during owl hours.)
- G Y 2L2 2ND AVE LOCAL 129 Street - City Hall (Evening & Night & Sun)  
Lv. 129 St. 5:31 pm - 12:46 am (Mon-Sat) (Sun. see 2L1)  
Lv. City Hall approximately 35 min. later.  
Extras lv. 129 St. 8:48, 8:56, 9:04 am (Mon-Sat)  
This service alternated with 2L1 on Sundays and after evening rush-hours with combined service on following  
HEADWAY: rush & midday (Mon-Fri) 4; Eve. & Sat 6  
Cars: rush 4 gate or 4 MUDC; midday 3 MUDC or 2 gate  
eve. & Sat 3 MUDC or 3 gate; Sun 4 MUDC
- R G 2X1 2ND AVE EXP Freeman St. - City Hall (Rush-hours & Sat pm)  
(via Bergen Ave. cut-off and Westchester Branch)  
Lv. Freeman St. 6:28 - 8:34 am (Mon-Sat)  
Lv. City Hall 4:46 - 6:28 pm (M-F); 12noon-1:22 pm (Sat)  
HEADWAY: 10 min. (Mon-Sat);  
Cars: 5 Comp. Mon-Fri & Sat am; 3 Comp. Sat afternoon  
(Trains operated light in opposite direction.)  
(Second Ave. Exp. trains operated as locals in Bronx;  
2X1 used upper level 137-149 St., 2X2 used lower level)

- G R 2X2 2ND AVE EXP (Bronx Pk, Fordham Rd or Tremont Ave) - City Hall  
 Lv Bronx Park 6:42-8:32 am(M-S) (Rush-hours)  
 Lv. Fordham Rd 7:34 & 7:44 am(Mon-Fri)  
 Lv. City Hall 4:52-6:02 pm(Mon-Fri)(1 to Bronx Pk,  
 half to Tremont Ave., half to Fordham Rd)
- G R 2L3 2ND AVE LOCAL (Bronx Pk, Tremont or 149 St) - City Hall  
 Lv. 149 St. 4:11 - 5:19 pm (Mon-Fri)  
 Lv. City Hall 7:27 - 9:17 am to Bronx Pk.(Mon-Fri),  
 Tremont Ave. or 149 St(Mon-Sat)
- 2X2 & 2L3 HEADWAY: 10 min. CARS: am 5 gate or 5 MUDC(M-F);  
 pm 5 gate(Mon-Fri), Sat am 4 gate
- SECOND AVE EL - QUEENS SERVICE
- R R 2A11 2ND AVE LOCAL Astoria(Ditmars Blvd) - City Hall (Midday)  
 Lv. Astoria 9:06 am - 3:55 pm (Mon-Fri)  
 Lv. City Hall 9:47 am - 4:30 pm (Mon-Fri) (This service  
 started about same time on Saturday but continued all  
 afternoon and evening until 2A13 started.)  
 (After Sept. 18, 1939, this service operated during  
 rush-hours in place of 2A12 below.) CARS: 3 gate
- R W 2A12 2ND AVE LOCAL Astoria(Ditmars Blvd) -South Ferry(Rush-hours)  
 Lv. Astoria 5:46 am - 8:55 am (Mon-Sat)  
 and 4:02 pm - 6:32 pm (Mon-Fri)  
 Lv. South Ferry 6:25-9:34 am(M-S) & 4:42-7:08 pm(M-F)  
 Cars: 6 gate
- W R 2A13 2ND AVE LOCAL Astoria - 57 St & 2nd Ave(Night,  
 Owl & Sunday)  
 Lv. Astoria 6:42 pm - 6:19 am(Mon-Sat) & all day Sunday  
 Lv 57 Street 7:00 pm- 6:41 am(Mon-Sat) & all day Sunday  
 HEADWAY: 20 min. (owl) Cars: 3 gate
- G G 2C11 2ND AVE LOCAL Willets Pt(Corona) - City Hall (Midday and  
 to Queens in am rush; to Manhattan in pm rush)  
 Lv. Willets Pt 12:09-3:53 pm(M-F); 11:31 am-6:17 pm(Sat)  
 Lv. City Hall 9:53 am-12:28 pm(M-F); 9:53-11:44 am(Sat)
- Y W 2CX1 2ND AVE EXP Willets Pt(Corona) - City Hall (Midday- from  
 Queens in morning; to Queens in afternoon)  
 Lv. Willets Pt 9:07-11:54 am(M-F); 9:07-11:19 am(Sat)  
 Lv. City Hall 12:43-4:43 pm(M-F); 12:00-7:04 pm(Sat)  
 HEADWAY: 15 (M-F); 12 (Sat am & noon); 14 Sat afternoon  
 CARS: 5 gate (After 6 Ave El ceased, some MUDC cars were  
 used, and on Sat 7 gate or 7 MUDC cars.)  
 (All Second Ave trains operated as locals in Queens.)
- W G 2C12 2ND AVE LOCAL Willets Pt(Corona) - South Ferry (Rush)  
 Lv. Willets Pt 4:00-6:15 pm(Mon-Fri)  
 Lv. South Ferry 6:30-9:40 am(M-S) & 6:39-7:01 pm(M-F)
- G W 2CX2 2ND AVE EXP Willets Pt(Corona) - South Ferry (Rush-hours)  
 Lv. Willets Point 5:42 - 8:55 am (Mon-Sat)  
 Lv. South Ferry 4:46 - 6:30 pm (Mon-Fri)  
 HEADWAY: 4 (am rush-M-F); 6 (Sat am); 5 (pm rush-M-F)  
 CARS: 7 gate(M-F); 5 gate (Sat) (After 12/4/38, some  
 MUDC cars were used, and on Sat, 7 car trains.)  
 (After Spring 1939, some rush-hour trains terminated at  
 111 St, Corona, instead of Willets Pt.)

G W 2CL3 2ND AVE LOCAL Willets Pt (Corona) - 57 St & 2nd Ave (Night & Sun)  
 Lv. Willets Pt 6:27 pm - 5:51 am (M-S) & all day Sunday  
 Lv. 57 St 6:55 pm - 6:41 am (M-S) & all day Sunday  
 HEADWAY: owl 20; Sun 14; Weekday eve 15, Sat eve 16  
 CARS: 4 MUDC

THIRD AVE EL (Mostly discontinued 5/12/55)

G G 3L1 THIRD AVE LOCAL 129 St - South Ferry (Mon-Sat Base)  
 Lv. 129 St. 5:50 am - 10:52 pm (Mon-Sat); 12:06 am (Sun-1 train)  
 Lv. South Ferry 6:11 am - 11:17 pm, also 12:51 am (M-S);  
 1:04 & 5:54 am (Sun) (2 trains)  
 (Extra trains for So. Ferry Lv. 149 St: 6:14-6:44 am (M-F))  
 HEADWAY: rush & Sat 6; midday & evening 5  
 CARS: rush 4 gate; midday, evening & Sat 3 gate

Y W 3L2 THIRD AVE LOCAL E 241 St - City Hall (All hours except when  
 3LX1 (below) operated)  
 Lv. E 241 St 11:57 am - 5:45 pm & 7:41 pm - 5:52 am (M-F)  
 11:14 am (Sat) - (all day Sun) - 5:52 am (Mon)  
 Lv. City Hall 7:10 am - 12:36 pm & 11:44 pm - 5:38 am (M-F)  
 (Sat) 7:10 am - 11:52 am & 11:44 pm - (and all  
 day Sun) - 5:38 am (Mon)

(NOTE: -Third Ave El service is given here as operated after 1937.  
 Before that, thru service to E 241 St operated in rush-hours  
 only. A shuttle of Composite cars operated between E 241 St  
 and Fordham Road at other times while trains from Manhattan  
 terminated at Bronx Park.

W Y 3LX1 3RD AVE LOCAL-EXP E 241 St - City Hall (Mon-Sat except owl  
 and rush, southbound in am, northbound in pm)  
 Lv. E 241 St 6:07 - 6:39 am & 8:26 - 11:50 am (Mon-Fri)  
 6:07 - 6:39 am & 8:29 - 11:04 am (Sat)  
 Lv. City Hall 12:48-4:43 pm & 6:30 - 11:30 pm (Mon-Fri)  
 12:08 pm - 11:30 pm (Sat)  
 (Local expresses were Exp in Manhattan, Local in Bronx)

W W 3TX1 3RD AVE THRU-EXP E 241 St - City Hall (Rush-hours)  
 (Express south of Tremont Ave, Local north of Tremont)  
 (All Thru-Expresses operated light in opposite direction.)  
 Lv. E 241 St 6:49 am - 8:20 am (Mon-Sat)  
 Lv. City Hall 4:55 pm - 6:22 pm (Mon-Fri)

G W 3L3 THIRD AVE LOCAL Bronx Park - City Hall (Mon-Sat)  
 Lv. Bronx Park (M-F) 5:14-8:34 am & 11:57 am - 12:10 am  
 (Sat) 5:14-8:34 am & 11:18 am - 12:10 am  
 Lv. City Hall (M-F) 5:53 am - 12:42 pm & 11:29 pm - 12:51 am  
 (Sat) 5:53 am - 6:42 pm & 11:29 pm - 12:51 am

W R 3LX2 3RD AVE LOCAL-EXP Bronx Park - City Hall (Mon-Sat, morning-  
 southbound; afternoon, evening & night northbound)  
 Lv. Bronx Park 6:29-11:53 am (M-F); 6:29-11:10 am (Sat)  
 Lv. City Hall 12:54-11:24 pm (M-F); 12:02-11:24 pm (Sat)

W G 3L4 THIRD AVE LOCAL Bronx Park - South Ferry (Sunday)  
 Lv. Bronx Park (Sun) 5:15 am - 11:47 pm  
 Lv. South Ferry (Sun) 6:15 am - 12:47 am (Mon)

Y G 3TX2 3RD AVE THRU-EXP Gun Hill Rd - City Hall (Rush-hour extras)  
 Lv. Gun Hill Rd 7:15, 7:27, 7:34 am (Mon-Fri)  
 Lv. City Hall 5:24½, 5:31½, 5:45½ pm (Mon-Fri)

- 3L5 THIRD AVE LOCAL Tremont Ave - City Hall (Extra trains)  
 G W Lv. Tremont Ave 3:11 - 5:12 pm(M-F); 11:11 am-12:23pm(Sat)  
 6:30 - 7:30 am (Sun)  
 R W Lv. City Hall 8:00 - 9:00 am (Mon-Fri)  
 8:21-9:21 am & 5:12 - 6:32 pm(Sat)  
 G W 3LX3 3RD AVE LOCAL-EXP One train lv. Tremont 8:37 am to City Hall  
 W R 3L6 THIRD AVE LOCAL 149 St - City Hall (Rush-hour extras)  
 Lv. City Hall 7:30, 9:04, 9:14 am (Mon-Fri)  
 W R 3LX4 One Local-Exp to City Hall lv. 143 St. 8:23 am(Mon-Fri)

Combined Third Ave- Bronx Services(MON-FRI) HEADWAY: rush thru-exp 4 min; rush loc-exp 5; local-am(southbound)10 min; local pm(northbound) 6; midday & evening 6(241 St-12 & Bronx Pk-12); Owl 15; CARS: midday 5 MUDC; evening 4 MUDC; owl 3 MUDC; Rush-local 5 MUDC(some gate); local-exp 7 MUDC (some Comp); thru-exp 7 Comp(some gate)

SAT HEADWAY: thru-exp 6; local-exp 6; local 10; owl 15  
 SAT CARS: local 5 MUDC; local-exp 7 MUDC; thru-exp 5 comp  
 SUN HEADWAY 6 (Bronx-Pk-So.Ferry 12; E 241-City Hall 12)  
 owl 15; SUN CARS: 4 MUDC; Sat-Sun owl 3 MUDC

Note:- Some E 241 St-bound exp trains of 7 cars, cut off last three cars(after pm rush) at Tremont Ave and first four cars ran to E 241 St. These usually ran south (see 3L8) to Fordham Rd(with passengers) and then were laid-up.

- R R 3L7 SOUTH FERRY SHUTTLE Canal St - South Ferry (owl)  
 Lv. Canal St 11:31 pm - 6:00 am  
 Lv. South Ferry 11:23 pm - 5:50 am  
 (Sun night-Mon morning shuttle started approx.  
 Lv. Canal St 1:10 am; Lv. South Ferry 1:00 am  
 HEADWAY: 20 min.; CARS 2 gate  
 G G 3L8 WEBSTER EXT SHUTTLE E 241 St - Fordham Rd(am-north; pm-south)  
 Lv. E 241 St 5:50 - 7:30 pm (Mon-Fri)  
 Lv. Fordham Rd 6:35 - 7:50 am (Mon-Sat)  
 SIXTH AVE ELEVATED (Discontinued Dec 4, 1938)  
 G G 6L1 SIXTH AVE LOCAL 155 St - South Ferry (All hours)  
 HEADWAY: rush & midday 4(M-S); evening 10(M-F); 12(Sat);  
 Sat early afternoon 5, Sat late afternoon & Sun 6, owl 15  
 CARS: rush 7 MUDC or 6 gate; midday 4 MUDC; Sat pm 5  
 gate or 5 MUDC; Sun 3 MUDC  
 G W 6L2 SIXTH AVE LOCAL 155 St - Rector St (Extra trains)  
 Lv. 155 St 3:54-5:31 pm(M-F); 7:15-8:35 am & 3:36-5:28pm<sup>Sat</sup>  
 Lv. Rector St 8:16-10:10 am(M-F); 7:56-10:08 am(Sat)  
 (\*Used Red-Green markers when exp in opposite direction)  
 R G 6X1 SIXTH AVE EXP Burnside Ave - Rector St (rush-hours)  
 (operated express from 8 Ave-53 St to 155 St only)  
 Lv. Burnside Ave 7:03 - 9:19 am (Mon-Sat)  
 Lv. Rector 4:37-6:37 pm(M-F); 4:20-6:12 pm(Sat)  
 (Some pm trains operated thru to Woodlawn, Y Y markers)  
 6L3 SIXTH AVE LOCAL Burnside Ave - South Ferry(am rush & evening)  
 G G Lv. Burnside 3:05pm-midnight(M-F); 7:43pm-midnight(Sat)  
 Y R Lv. South Ferry 6:01-7:35 am(M-F); 6:31-11:25 pm(M-F)  
 6:09 pm-11:30 pm (Sat)  
 Y R Extra trains lv. Rector 7:50-8:10 am(M-F); 7:51-8:17am(Sat)

6L4 SIXTH AVE LOCAL Fordham Rd - South Ferry (opposite rush)  
 G G Lv. Fordham Rd 5:24-7:09 pm(M-F); 3:18-7:26 pm(Sat)  
 Y G Lv. South Ferry 7:42-8:01 am(M-F); 6:01-8:05 am(Sat)  
 R G Extra trains to Rector Lv. Fordham 4:50-5:15 pm(M-F)  
 G G Extra trains to So. Ferry lv. Woodlawn 6:01 & 6:11 pm(M-F)

Combined Sixth Ave-Bronx Services: HEADWAY: rush 4;  
 evening 10(M-F); Sat rush 8; Sat evening 12  
 CARS: rush 7 MUDC(some gate(M-F); evening(M-S) 4 MUDC;  
 Sat am 5 gate; Sat pm 5 MUDC(some gate)  
 Note: Some 6th & 9th Ave-Bronx trains had cars added before  
 rush-hours and taken off after rush at 155 St southbound  
 in the evening and probably northbound in the morning.

#### NINTH AVE EL SERVICES BEFORE DEC 4, 1938

W W 9L1 NINTH AVE LOCAL 155 Street - South Ferry (Mon-Sat)  
 Lv. 155 St Approx 5:00 am - 11:59 pm(Mon-Sat)  
 Lv. So Ferry " 5:45 am - 11:30 pm(Mon-Sat)

W R 9L2 Extra trains to Rector St lv. 155 St 11:59 am, 12:04 pm,  
 3:15-5:54 pm(M-F); 11:23-11:29 am(Sat) These trains  
 carried passengers only to Cortlandt St after 3:33 pm  
 W W Extra trains lv. Rector St 7:32-9:15 am(Sat). On Mon-Fri  
 these trains lv. Rector 7:45-9:05 am and ran light.  
 HEADWAY: rush 5; midday (& Sat pm) 6; evening 8  
 CARS: rush 4 gate(M-F); midday & Sat 3 gate; eve 3 MUDC

R R 9X1 NINTH AVE EXP Burnside Ave - Rector St (midday)  
 Lv. Burnside 6:34, 6:42, 9:23-11:53 am(Mon-Fri)  
 6:34, 6:42, 9:23-11:17 am(Sat)

R W Lv. Rector 12:39-3:54 pm (Mon-Fri)  
 (Operated express south of 155 St, local in Bronx)

R R 9X2 NINTH AVE EXP Fordham Road - Rector St (rush-hours)  
 Lv. Fordham Rd 6:47 - 9:14 am (Mon-Sat)  
 R W Lv. Rector St 4:00 - 6:35 pm(M-F); 12:00-6:35 pm(Sat)  
 (Operated express south of 155 St, local in Bronx)

W R 9L3 NINTH AVE LOCAL Burnside Ave - Rector St (midday)  
 Lv. Burnside 11:59 am-4:23 pm(Mon-Fri) (These trains car-  
 ried passengers only to Cortlandt St after 3:23 pm.)  
 11:23 am - 12:47 pm(Sat)  
 Lv. Rector 8:25 am-12:29 pm(M-F); 8:30-11:54 am(Sat)

W R 9L4 NINTH AVE LOCAL Fordham Road - Rector St(am rush & Sat pm)  
 Lv. Fordham Rd 12:50 - 5:34 pm (Sat)  
 W G Lv. Rector St 7:31 - 8:15 am (Mon-Sat)

W W 9L5 NINTH AVE LOCAL Burnside Ave - South Ferry (owl & Sun)  
 Lv. Burnside 12:01 am-6:26 am(Mon-Sat) & all day Sun  
 W R Lv. South Ferry 11:40 pm-5:28 am(Mon-Sat) & all day Sun  
 Combined Ninth Ave-Bronx Services: HEADWAY: rush 4-5;  
 midday 6; Sat early afternoon 5, later 8; owl 15; Sun 6  
 CARS: rush 6 gate or 7 MUDC; midday(M-F) 3 gate; Sat  
 4 MUDC or 4 gate(except am rush); owl & Sun 3 MUDC

After the Sixth Ave El ended in Dec. 1938, various adjustments in 9th  
 Ave service were made, the most important was that 9L5 (Burnside Ave-  
 South Ferry Local operated after the evening rush (lv. So. Ferry approx  
 6:35 pm-7:26 am(Mon-Sat); lv. Burnside approx 5:50 pm-6:33 am(Mon-Sat)  
 and all day Sunday. Additionally, Locals operated between Fordham Rd  
 lv. 5:35-6:39 pm(M-F) (& earlier Sat) and South Ferry (lv. 5:56-7:06 am(M-S)  
 Rush-hour exps alternated between Burnside and Fordham Rd (9X1 & 9X2).

NINTH AVE. EL - After the Sixth Ave. Quit (Cont'd.)

BRONX HEADWAY: rush 3 (Mon-Fri), 4 (Sat am); midday 6; eve. 10, owl 15

155 ST HEADWAY: rush 4; midday 4, evening 10 (Sat midday 4-5)

BRONX CARS: rush 7 MUDC or 6 gate (M-F), Sat rush 5 MUDC; late Sat. afternoon 4 MUDC, all other times 3 MUDC

155 ST CARS: am rush 5 gate or 5 MUDC (M-F), pm rush 3 gate (M-F), Sat am rush 4 gate or 4 MUDC; other times 3 MUDC

Markers are given the first column opposite the service name when the same in both directions, otherwise opposite the terminal, for example the Ninth Ave. Local used White-White leaving Burnside Ave. to South Ferry and White-Red to Burnside from South Ferry (9L5). The key number in second column is for reference only and is completely unofficial. The grouping has been arranged for interest and clarity but might have been arranged much differently by others.

#### BMT NOTES CONTINUED

Low-V 5559 will go into non-revenue service as a money car, replacing Flivver 4174. The latter and 3 other Flivvers, the last ones, have been transferred to 207 St. for the scrapper.

Due to some coupler trouble, R-15's and 17's are not used in off hours in Flushing service; such trains are using R-12's and 14's exclusively. In the last few years, it was exclusively the R-15's that were used in off hours, while the R-12's and 14's were laid up.

R-29's with the lightweight trucks (8686-7, 8804-5) have been delivered and placed in service on August 12, 1963. However, 8804-5 was soon out of service again due to motor trouble.

#### NEW BMT FALL SCHEDULES: BRIGHTON SKIP-STOP POSTPONED

The new fall schedules for the BMT went into effect on Sept. 15. The RR Bway-4th Ave. Local was improved to a 4 minute headway during the peak of the rush hours, on the following schedule: Lv. Forest Hills--7:56-8:24 am, Ar. Forest Hills--5:29-5:53 pm. In order to ensure a sufficient number of trains for the increased service, one Brighton Local leaving Coney Island at 6:48 am operates to Forest Hills, then resumes service as a 4th Ave. Local.

Replacement of express service on the Brighton Line by skip-stop service, originally scheduled for 16, has been postponed until Feb. 1964 because platform lengthening will not start until then. However, "A" and "B" signs at stations have subsequently continued to be installed. A new exit stairway will be built on Church Ave. S platform.

On Saturdays, West End Expresses now cut back at 57th Street, with Brighton Locals on an 8 minute headway.

Running time for GG trains between Forest Hills and Queens Plaza was restored to the original 19 minutes at all hours. In 1955, when the 60th St. Tunnel Connection opened, the running time was increased to 20 minutes during the hours that BMT trains ran to Forest Hills.

#### BMT CAR NOTES

Following is the disposition of the seven B-Types damaged in the 14th St.-Canarsie Line fire last April:

2446-2639-2447 is permanently out of service, apparently retained for spare parts.

The remainder are back in service with new enamel number plates installed. Numbers 2437 and 2693 have been repainted Patterson green inside, (the latter now has a black roof outside) while 2681 and 2688 have not been repainted.

Since June, D-Types may be seen in rush hours about as often on the Sea Beach as on the West End. B-Types on the Brighton Express in the post evening rush may occasionally be seen.

## BMT CAR NOTES (Continued from Page 7)

D-Type 6099 A has speckled green fans, (casings and blades) possibly transferred from an out of service rebuilt B-Type. At least three D-Types have had a standee post or two removed. This (along with the replaced roll signs) puts these cars on an uncertain status and raises the possibility of their surviving until 1966 or 1967, after the IND R-1's go instead with delivery of the (R-32) stainless steel order.

The 2800's may remain until 1970, (unrebuilt) possibly still with their use on the GG Line. One unit has already been repainted.

## IND DIVISION, OTHER NYCTA NOTES

Headlights for the pre-war IND cars are apparently to be installed on cars 900 and up, rather than from 400 as was planned originally.

The painting of R-10's red on the outside will be discontinued, with future cars to be painted once again in gray.

Track and signal contracts for the Chrystie St. connection have been let and some of this work is already visible at the Manhattan end of the Manhattan Bridge, on the north (east) wall.

On September 18, the City Planning Commission gave its approval for a new East River Tunnel from 64 St., Manhattan to 41 Ave., Queens. Routes and connections are to be decided at a later date.

The new Flushing Yard trackage has been completed and will soon be put into service.

During a thunderstorm on September 12, a plane was hit by lightning, went out of control, and crashed in Coney Island Yards. The pilot bailed out and escaped injury, and the plane landed between two sets of tracks, so that there was no damage to any property in the yard.

The station house at Rockaway Parkway-Canarsie was extensively damaged by fire last month. New Lots Rd. is to get new platforms

## NEW LONG ISLAND RR CARS, OTHER NOTES

The first of 30 new M-U cars for the L.I.R.R. bought under the New York State plan were put in service August 27. The 18 control motors will be numbered 2525-2542 and called MP75c while the blind motor cars will be numbered 2675-2686 and classed MP75t. The new cars have all square windows and have dynamic brakes but will m-u with older cars.

A new 6-track LIRR bridge over the Brooklyn-Queens Expy. at Woodside was put in place on Sept. 21 and Oct. 5.

The New York, Susquehanna & Western RR has signed a contract with the State of New Jersey. The State is to subsidize the road in an effort to "sustain" and "improve" service. Earlier, the road sought to abandon all passenger service, even offering to pay commuters not to use its service, if all the commuters would quit using it.

On September 17, an experimental bus service for Rockland County sponsored by the Tri-State Transportation Committee started an 18 month trial period. It is offered as an experiment to determine whether the riding public will shift to mass transportation facilities if made more easily available. The buses make 24 round trips and start at New City, passing through Nanuet, Nyack, and South Nyack, and across the Tappan Zee Bridge, connecting with New York Central Hudson Division trains at Tarrytown. The project is being subsidized by the Housing and Home Finance Agency of New York State.

On October 8 and 9, NYCTA plans to train men at East 180 St. Yard to run the new vacuum cleaner train.

Pre-fab panels with concrete slabs instead of ties are being assembled in the IRT Pelham Bay Line Yard.

NYCTA may scrap all work motors originally numbered below 5400 and replace them with cars in the 5400's and 5500's.

This month's news edited by Bill Zucker, late news by Arthur Lonto.