

BRONX TROLLEYS

1931-1948 (Part 1)

Starts on Page 2

NEW YORK DIVISION, ELECTRIC RAILROADERS' ASSN.

BULLETIN

VOL. 6, NO. 6

20¢

DECEMBER 1963

IRT ATLANTIC AVE.-NEVINS ST. TRACK RECONSTRUCTION COMPLETED

Reconstruction of the northbound trackage between Atlantic Ave. and Nevins St. was completed the weekend of Nov. 2-3, when the new northbound express track (formerly the northbound local track) was placed in service. Earlier, the first section of the new northbound local track, from Atlantic to the crossover, went into service the weekend of Feb. 22-25, and the other section, from the crossover to Nevins, was in service the weekend of July 12-14. The original northbound express track is being retained for use as a lay-up track.

ALL EAST SIDE IRT TRAINS NOW WITH 10 CARS, OTHER IRT NOTES

Since Nov. 4, Lex. Pelham trains operate with 10 cars, so that now all three Lexington Ave. Line trains use 10 cars during peak hours. Cars 6620-6719 have been reassigned to Pelham; their place on other lines is being taken by R-17's that are returning from Flushing and more old cars are used on Lex. Jerome; some are likely to be in service for another three or four months or so. At last report, the lowest numbered old cars yet remaining in service on the IRT are Low-V trailers 4553 and 4554....R-14 car 5809 now has a speckled blue and orange interior, as 5837 received two years ago.

Fluorescent lights will be installed in the Times Square and Grand Central shuttle stations, and in addition, the Times Square station will have ceiling fans installed.

Grade time signals were eliminated from the Lexington Ave. tunnel between Bowling Green and Borough Hall several months ago, around the time that old cars were virtually eliminated from White Plains service and drastically cut on Lex. Jerome.

ANOTHER PROPOSED IRT CAR ASSIGNMENT

The latest plan for assignment of IRT cars when all are delivered by May 1964, would have the bulk of the R-12's, 14's, and 15's operate on Lexington-Jerome, and all later R-Types (other than World's Fair) to be intermixed on the other main north-south lines, as follows:

FLUSHING: 40 R-33's, 390 R-36's	(Total) (430)
LEX. WHITE PLAINS: 450 R-29's & 33's	(450)
LEX. JEROME: 320 R-12's, 14's, & 15's	(320)
LEX. PELHAM: 489 R-17's thru 28's, 20 R-33's	(509)
W. AVE. EXPRESS: 597 R-17's thru 28's, 14 R-33's, 34 R-36's	(645)
BROADWAY LOCAL: 222 R-17's thru 28's, 252 R-29 & 33's, 30 R-14's	(504)
	Grand Total: 2858

As of the weekend of Nov. 30-Dec. 1, all Flushing cars thus far assigned to Broadway Local service have been shifted to Woodlawn-Jerome and in all probability, Flushing cars transferred to the main IRT from now on will be directly assigned to Woodlawn-Jerome service.

BMT CARS AND NOTES

D-Type 6042 has been out of service for a few months, sitting all time up in 207th St. Yard unused. Incidentally, 6042, along with 6029 and 6085, made up that special train pulled by Locomotive No. 7 that was used for our National ERA fantrip last year.

The new car washer has been installed in Coney Island Shops, and R-30 cars 8326-7 and 8328-9 have been washed down their sides to their original olive drab paint (but not clear to their ends; a 3 foot area still remains unwashed). (News Continued on Page 8)

THIRD AVENUE RAILWAY SYSTEM
STREET CAR ASSIGNMENTS, 1931-1948

December 1963 - Page T2

by BERNARD LINDER

The Third Avenue Railway System at one time operated street cars in Manhattan, Bronx and Westchester. In August 1948, rail operation was discontinued in The Bronx which had once boasted the largest network of TARS lines. (In November 1952, the final rail service of TARS ended in Westchester County.) Fifteen years after the unhappy end of Bronx Trolleys, we present a listing of car assignments at 17 periods of the last 21 years of TARS rail service.

The lists indicate assignment of street cars to each barn. If a group of cars usually ran on a specific line or lines, this fact is indicated by the code in parenthesis following the car numbers. If no line is indicated, cars were used on various lines of that barn.

The code letters or numbers are used here to conserve space. In the mid-1930's, TARS started using a large letter on the front of most cars to indicate the line. Since many letters were used on two or more lines ("X" was used on nearly all crosstown lines), we have adopted our own code, which uses TARS letters when possible, otherwise letters or numbers from the route name which do not conflict. The barn or barns from which each line operated is given in the code listing.

Manhattan cars were shifted very frequently, so the list is not broken down by barns in order to save space. Manhattan cars operated with underground current collectors (plows) and did not require trolley poles. The 149 St. Crosstown, Willis Ave and Broadway-145 Street lines used trolley poles on a portion of the route and underground plows on the rest of the route. Because of this, we have listed the Broadway-145 Street Line with Bronx lines although it operated entirely within Manhattan.

In Westchester County, the cars assigned to Mount Vernon Barn were occasionally seen running on lines of the Yonkers Barn.

Some of the shift of cars was caused by conversion of cars and lines to one-man operation. Conversion of the last two-man lines to one-man cars were as follows:

Westchester Ave. (A) 4/19/31; 163 St. Crosstown (163) 5/20/31
Boston Road (B) 6/7/31; Tremont Ave. (T) 7/19/31
42 Street Crosstown (42) Spring or Summer 1932

The list includes Bronx cars assigned temporarily to Steinway Lines to account for their movements. President Huff of TARS was one of the Receivers of Steinway, but these lines were never part of TARS so there is no attempt to include other Steinway cars.

We have not listed Dyre Ave. a line which was revived as an isolated line in 1934 and generally used Birney 1651.

Those interested in full details of TARS cars and interesting details of the system are referred to "Third Ave. Railway System - Roster of Equipment" by V. F. Seyfried 112 pp., \$2.50. (Available through National ERA as P-86.) There is also available a three-section track map (June 1946) published by National ERA, M-9, 50¢. This shows the routes, carbarns and plow pits.

In the next issue, we plan to give more details of the shift of cars, together with dash letters of the various lines, the death date of each line and route number of substituted bus service, etc.

TARS CAR BARNs & OUR CODE

AM-Amsterdam Av. & 129 St.

G-Gardner Ave., Mt. Vernon

HR-Harlem (3rd Ave. & 129 St.)

KB-Kingsbridge (216 St. & 10 Av.)

WF-West Farms (175 St. & Boston Rd.)

Y-Yonkers (Main St. & Buena Vista Av.)

54-54 St. & 10th Ave.

65-65 St. & Third Ave.

THIRD AVE. RAILWAY SYSTEM STREET CAR ASSIGNMENTS

MAY 1931

Manhattan (All Barns)

- 401-450 (42)
- 819-838 (59)
- 851-883 (3A, K)
- 894-966 (K, 125)
- 995-1005 (BW, 10)

DEC 1931

Manhattan

- 401-450 (42)
- 495-497, 498 (42)
- 819-838 (59)
- 851-883 (3A, K)
- 894-966 (3A, K, 125)
- 995-1005 (BW, 10)

JUN 1932

Manhattan

- 401-450 (42)
- 819-838 (59)
- 851-883 (3A, K)
- 894-966 (125)
- 995-1005 (BW, 10)

AUG. 1933

Manhattan

- 819-838 (59)
- 851-883 (3A, K)
- 894-942 (125)
- 943-966 (BW, 10, 42)
- 995-1125 (10, 42)

DEC. 1934

Manhattan

- 819-838 (59)
- 851-883 (3A, K)
- 894-947 (125)
- 948-966 (BW, 10, 42)
- 995-1125 (10, 42)

Bronx Lines

- HARLEM BARN
- 76-100 (WL, 149)
- 884-893 (149)
- 967-994

1601-1628 (L, 138, M, HS)

KINGSBRIDGE

- 1-23
- 71-75 (207, 145)
- 101-123 (O, U, BA, SA)
- 186-200 (W)
- 201-230
- 451-501 (Z, C)
- 681-700 (207, 145)

WEST FARMS

- 58-70
- 124-151 (S)
- 231-300
- 502-528 (167)
- 582, 598, 601, 602, 608, 630, 631, 634 (SW)
- 846-850
- 720-751 (T)
- 1629-1650 (V, P, WS)

Bronx Lines

- HARLEM BARN
- 76-100 (WL, 149)
- 884-893 (149)
- 967-994

1601-1628 (L, 138, M, HS)

KINGSBRIDGE

- 1-23
- 71-75 (207, 145)
- 101-123 (O, U, BA, SA)
- 186-200 (W)
- 201-220, 222, 224-233
- 451-494, 496, (Z, C)
- 499-501
- 681-700 (207, 145)

WEST FARMS

- 58-70
- 124-151 (S)
- 234-300
- 502-528 (167)
- 582, 598, 601, 602, 608, 630, 631, 634 (T)
- 602, 608, 631, 634 (SV)
- 630, 631, 634
- 768-780 (P)
- 846-850 (P)
- 1629-1650 (V, P, WS)

Bronx Lines

- HARLEM BARN
- 82-100 (WL, 149)
- 884-893 (149)
- 967-994

1601-1627 (L, 138, M, HS)

KINGSBRIDGE

- 1-23
- 71-79
- 186-199 (O)
- 201-233
- 451-501 (C, Z)
- 681-700 (145, 207)

WEST FARMS

- 58-70 (3V)
- 80-81
- 234-300
- 502-528 (167)
- 582, 598, 601, 602, 608 (T)
- 630, 631, 634
- 768-780 (T)
- 846-850 (T)
- 124-151 (S)
- 1628-1650 (V, WS)
- "(P) (not summer)

Bronx Lines

- HARLEM BARN
- 76-100 (WL, K, 149)
- 884-893 (149)
- 967-994
- 1601-1627 (L, 138, M, HS)

KINGSBRIDGE

- 1-23
- 71-75
- 201-243
- 451-501 (C, Z)
- 681-700 (145, 207)

WEST FARMS

- 58-70 (SV)
- 186-199 (V)
- 244-300 (A, B)
- 401-450 (S, T, WS)
- 502-527 (167)
- 1628-1641 (WS, P)
- 1650

YONKERS

- 25-57, 701-733
- 737, 739, 743, 758, 759, 763

MT. VERNON

- 582, 598, 601, 602
- 608, 630, 631, 634
- 768-780, 859-850

Bronx Lines

- HARLEM BARN
- 71-100 (WL, K, 149)
- 884-893 (WL, 149)
- 967-994
- 1606-1627 (L, 138, M, HS)

KINGSBRIDGE

- 11-23 (Z, 207)
- 201-233 (BA, SA)
- 476-501 (C)
- 681-700 (145, 207)
- 1201-1227 (W)
- 1228-1258 (163, 1605) u, o

WEST FARMS

- 58-70 (SV)
- 234-278 (B, A, P, WS)
- 401-475 (B, 167)
- 502-527 (S, T, V)

YONKERS

- 25-57 (1, 2, 3, 4)
- 701-733, 737, 739, 743, 758, 759, 763

MT. WERNON

- 279-300
- 768-780
- STRAINWAY 1-10

THIRD AVE. RAILWAY SYSTEM STREET CAR ASSIGNMENTS

APRIL 1935

Manhattan Lines
131, 153-200 (BW)
819-838 (59)
851-883
894-966
995-1125

Bronx Lines

HARLEM BARN
71-100 } Bronx Lines
681-690 } & K
884-893
967-994

KINGSBRIDGE

11-23 } (Z, 207,
201-230 } BA, SA)
476-501 (C)
691-700 (145)
1201-1227 (W)
1228-1258 (163, U, O)

WEST FARMS

58-70 (SV)
231-276 (B, A, WS, P)
401-475 (B, 167,
502-527 } S, T, V)

YONKERS

25-57 (1, 2, 3, 4)
701-733, 737, 739,
743, 758, 759, 763

Mt. VERNON

277-300
A few 700's

STEINWAY LINES

1-10

APRIL 1936

Manhattan Lines
101-200
351-370 (3A)
819-838 (59)
851-883
894-966
995-1125

Bronx Lines

HARLEM BARN
71-100 } Also
681-690 } on K
884-893
967-994

KINGSBRIDGE

11-23 } (Z, 207, J,
201-230 } BA, SA)
476-501 (C)
691-700 (145)
1201-1227 (W)
1228-1262 (163, U)

WEST FARMS

58-70 (SV)
231-268 (B, A, P)
401-475 (B, 167,
502-525 } S, T, V)

YONKERS

25-57 (1, 2, 3, 4)
701-733, 737, 739,
743, 758, 759, 763

Mt. VERNON

268-300
A few 700's

STEINWAY LINES

1-10

FEBRUARY 1937

Manhattan Lines
101-200
331-400
819-838 (59)
894-946
995-1022
1030-1125 (42)
851-883

Bronx Lines

HARLEM BARN
71-100
681-688
884-893
967-994

KINGSBRIDGE

11-23 } (Z, 207,
201-229 } BA, SA)
274, 277, 284, 285, 286,
288, 290, 294, 295 } (0)
476-501 (C)
689-700 (145)
1201-1227 (W)
1228-1262 (163, U)

WEST FARMS

58-70 (SV)
230-268 (B, A, P)
401-475 (B, 167,
502-525 } S, T, V)

YONKERS

25-57 (1, 2, 3, 4)
301-313 (7)
701-733, 737, 739, 743,
758, 759, 763

Mt. VERNON

314, 315, 321-330 (NR, MV),
269-300 *except cars
at KB

STEINWAY LINES

1-10

DECEMBER 1937

Manhattan Lines
101-200
316-320
331-400
552-555 } (BW)
601-625 }
819-838 (59)
851-883
894-966
995-1123

Bronx Lines

HARLEM BARN
71-100
681-688 (L, 138, M, HS)
884-893
967-994

KINGSBRIDGE

11-23 } (Z, 207,
201-229, 274, 277, } BA, SA)
284-6, 288, 290, 294-5 }
476-501 (C)

WEST FARMS

58-70 (SV)
230-268 (B, A, P)
401-475 (B, 167,
502-525 } S, T, V)

YONKERS

25-57 (1, 2, 3, 4)
301-313 (7)
701-733, 737, 739, 743, 758,
759, 763

Mt. VERNON

314, 315, 321-330 (NR, MV),
269-300 *

STEINWAY LINES

1-10 & 15-700's

OCTOBER 1938

Manhattan Lines

101-200
381-400
552-583 (BW)
601-625
819-838 (59)
851, 856, 902, 903,
915, 931, 938, 999 (42)
1001, 1031-1123

Bronx Lines

HARLEM BARN
71-100 (WL, 149)
287, 291, 292, 300 (L,
M, 138, HS)
881-688
884-893 (WL, 149)
967-994 (WL, 149)

KINGSBRIDGE

11-23, 201-229 (Z,
207, BA, SA)
269-278, 284-286
288, 290, 294, 295
316-320 (0)
476-501 (C)
689-700 (145)
1201-1227 (W)
1228-1262 (163, O, U)

WEST FARMS

58-70 (SV)
230-268 (B, A, P)
401-475 (B, 167, S,
T, V)
503-525

YONKERS

25-57 (a few)
331-380

MT. VERNON

301-315
321-330
279-283, 289, 293, 298
STEINWAY
1-10, 701-759 (approx 1500's)

JUNE 1940

Manhattan Lines

101-200
393-399
551-625 (BW)
626-645 (59)
851, 856, 902, 903,
915, 931, 938, 999, (42)
1001, 1031-1123

Bronx Lines

HARLEM BARN
1, 3, 4, 7, 12 (138, L, M, HS)
71-100 (149, WL)
287, 291, 292, 300 (138, L,
M, HS)
821, 823, 828-830
884-890 (149, WL)
967-994
1126-1133

KINGSBRIDGE

2, 5, 6, 8-11, 13-23
201-229, 269-298*
316-320, 370 (0)
384-388
410, 417, 476-501 (C)
1134-1145 (145)
1201-1227 (W)
1228-1262 (163, U, O)

WEST FARMS

58-70 (SV)
230-268, 299 (B, A, P)
389-392, 400 (T)
401-475 (B, 167, V)
503-519 (T, S)
646-685

YONKERS

331-369, 371-383

MT. VERNON

301-315
321-330

AUGUST 1941

Manhattan Lines

101-200
393-399
551-625 (BW)
626-645 (59)
851, 856, 902, 903,
915, 931, 938, 999, (42)
1001, 1031-1123

Bronx Lines

HARLEM BARN
KINGSBRIDGE
8-11, 13-23
71-86 (149, 145)
87-100
201-230
269-298 *
316-319 (O)
384-388
884-889
967-992 (149-145)
1133, 1142
1201-1227 (W)
1228-1262 (163, U)

WEST FARMS

2-7, 12 (138, L)
58-70 (SV)
231-268 (B, A)
287, 291, 292 (138, L)
299, 300
370, 389-392, 400 (T)
401-521 (B, V, 167)
646-685 (T, S)
821, 823, 828-830 (138, L)

YONKERS

320, 331-369, 371-383

MT. VERNON

301-315, 321-330

JULY 1942

JANUARY 1945

CHITPD AVE. RAILWAY SYSTEM STREET CAR ASSIGNMENTS

Manhattan Lines

101-200
 393-399
 551-625 (BW)
 626-645 (59)
 851, 856, 902, 903, }
 915, 931, 938, 999, } (42)
 1001, 1031-1123

Bronx Lines

KINGSBRIDGE
 9-11, 13-23
 71-86 (149, 145)
 87-100
 201-230
 269-298 *
 316-319 } (0)
 383-388 }
 884, 887, 889
 973-992 (149, 145)
 1201-1227 (W)
 1228-1262 (163, U)

WEST FARMS

2-8, 12 (138, L)
 25-57 (B, 167)
 58-70 (SV)
 231-268 (B, A)
 287, 291, 292 } (138, L)
 299, 300 }
 370, 389-392, 400 (T, S)
 406-519 (B)
 646-685 (S)(T)
 1127-1145 (V)
 821, 823, 828-830 (138, L)

YONKERS

320, 331-369, 371-382

MT. VERNON

301-315, 321-330

Manhattan Lines

101-200
 393-399
 551-625 (BW)
 626-645 (59)
 851, 856, 902, 903, } (42)
 915, 931, 938, 999, } (42, 125)
 1001, 1021-1123

Bronx Lines

KINGSBRIDGE
 9-11, 13-21, 23, 66
 71-86 (149, 145)
 87-100
 201-229
 269-298 *
 316-319 } (0)
 383-388 }
 884, 887, 889
 973-992 (149, 145)
 1201-1227 (W)
 1228-1262 (163, U)

WEST FARMS

2-8, 12, 22 (138, L)
 25-31, 33-37, 39, } (B, 167)
 42-45, 48-57 }
 58-65, 67-70 (SV)
 230-268 (B, A)
 287, 291, 292, } (138, L)
 299, 300 }
 370, 389-392, 400 (T, S)
 646-685 (S)(T)
 821, 823, 828-830 (L)
 1127-1145 (all lines)

YONKERS

320, 331-369, 371-382

MT. VERNON

301-315, 321-330
 32, 38, 40, 41, 46, 47 (MV)
 301-315, 321-330

Manhattan Lines

101-200
 393-399
 551-625 (BW)
 626-645 (59)
 851, 856, 902, 903, } (10, 42, 125)
 915, 931, 938, 999, }
 1001, 1012, 1020-1123

Bronx Lines

KINGSBRIDGE
 9-11, 13-23
 201-229
 269-298 *
 317-319, 383-388 (0)
 884, 887, 889 (149, 145)
 973-992
 1201-1227 (W)
 1228-1262 (U, 163)

WEST FARMS

2-8, 12 (L, 138)
 25-31, 33-37, 39, } (B, 167)
 42-45, 48-57 }
 58-70 (SV)
 250-268 (B, A)
 287, 291, 292, 299, 300
 370, 380-382, } (S, T)
 389-392, 400 }
 646-685 (S)(T)
 821, 823, 828-830 (L)
 1127-1145 (all)

YONKERS

316, 320, 331-379 *

MT. VERNON

32, 38, 40, 41, 46, 47 (MV)

Manhattan Lines

101-200
 393-399
 551-625 (BW)
 626-645 (59)
 851, 856, 902, 903, }
 915, 931, 938, 999, }
 1001, 1012, 1020-1123

Bronx Lines

KINGSBRIDGE
 9-11, 13-23
 201-229
 269-298 *
 317-319, 383-388 (0)
 884, 887, 889 (149, 145)
 973-992
 1201-1227 (W)
 1228-1262 (U, 163)

WEST FARMS

2-8, 12 (L, 138)
 25-31, 33-37, 39, } (B, 167)
 42-45, 48-57 }
 58-70 (SV)
 250-268 (B, A)
 287, 291, 292, 299, 300
 370, 380-382, } (S, T)
 389-392, 400 }
 646-685 (S)(T)
 821, 823, 828-830 (L)
 1127-1145 (all)

YONKERS

a few 100's

MT. VERNON

a few 100's

** 101-200 cars were scattered on all lines.

* Indicates excluded cars listed in another barn.

OUTLINE ROSTER OF CARS - THIRD AVENUE RAILWAY SYSTEM

TYPE	CAR NUMBERS	BUILT BY	YEAR	REMARKS
D.T. Conv.	1-100	Brill	1909	
S.T. Conv.	101-125	"	1914	
S.T. Conv.	126-150	"	1915	
S.T. Conv.	151	"	1924	
D.T. Semi-Conv.	176-200	"	1906	
D.T. Conv.	201-300	"	1911	
D.T. Closed Box	401-528	Brill, Jewett, & Std. Steel	1908-10	Purchased from New York Railways in 1924
D.T. Closed Box	571-673	Brill	1904-06	
D.T. Conv.	681-700	"	1909	
D.T. Closed Box	701-850	"	1908	(830 is at Branford)
D.T. Conv.	851-1125	"	1909	(884 is at Branford)
S.T. Conv.	1601	TARS		
S.T. Conv.	1602-1650	Brill	1924	

NEWER LIGHTWEIGHT CARS

Car NUMBERS	BUILT BY	YEAR	REMARKS
101-150	TARS	1935	(Formerly S.T. 101-151)
151-200	"	1934-5	(Formerly S.T. 1601-1650)
301-400	"	1935-7	
551	Brill	1936	
552-555	TARS	1937	Peter Witt Used exclusively on Broadway until abandonment (some used on K briefly)
556-600	"	1938	
601-625	"	1936-7	
626-627	TARS	1938	
628-685	"	1939	
1201-1225	Osgood-Bradley	1924	Second Hand from Richmond Railway in 1934
1226-1227	" "	?	Eau Claire, Wis. 1934
1228-1229	Wason	1922	Androscoggin & Kennebec Ry. (Me.) '34
1230-1239	American Car	?	San Antonio P.S. (Texas) 1934
1240-1249	St. Louis	1925	" " " " " "
1250 (ex-1702)	St. Louis	1924	Kankakee & Urbana Traction (Ill.) '30
1251-1256	American Car	1923-5	Lake Superior Dist. Power (Mich.) '34
1257-1258	Wason	1925	Interstate St. Ry. (Mass.) 1934
1259 (ex-1605)	TARS	1934	
1260-1262	Brill	1926	Sunbury Selinsgrove Ry. (Pa.) 1936 (D.T. Birneys)

OUR CODE SYMBOLS & CAR BARNs USED BY EACH LINE

code	line	barn	code	line	barn/	code	line	barn
A	Westchester Av.	(WF)	O	Ogden Av.	(KB)	10-10th Avenue	(AM & 54)	
B	Boston Road	(WF)	P	Pelham Bay Park	(WF)	42-42nd St.	Crosstn. (34)	
BA	Bailey Av.	(KB)	PW	Webster Ave.	(G)	59-59th St.	" (54)	
BW	Broadway	(AM)	S	Southern Blvd.	(WF)	125-125th St.	" (HR)	
C	Bronx & Van		SA	Seagwick Av.	(KB, WF)	138-138th St.	" (HR)	
	Cortlandt Pk.	(KB)	SV	Classon Point	(WF)	145-Bway.-145th St.	(KB)	
H	Pelham Manor	(G)	T	Tremont Av.	(T)	149-149th St.	Crosstn. (HR)	
HS	Harlem Shuttle	(HR)	U	University Av.	(U)		(KB)	
J	Glen Island	(G)	V	Williamsbridge	(V)	163-163rd St.	" (KB)	
K	Bway-Amsterdam	(AM & HR)	W	Webster & White		167-167th St.	" (WF)	
	Av. & 125 St			Plains Av.	(KB)	207-207th St.	" (KB)	
L	St. Ann's Av.	(HR, WF)	WL	Willis Av.	(HR)			
LH	Hudson Park	(G)	WS	Willis Shuttle	(WF)			
M	Morris Av.	(HR)	Z	180 St.	(KB)			
MV	Mt. Vernon "B"	(G)	3A	3rd & Amsterdam				
NR	New Rochelle "A"	(G)		Ave. (65 & HR)				

YONKERS LINES ARE LISTED BY THEIR REGULAR ROUTE #'s.
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CORRECTION- T-TREMONT AV. -WF-
U-UNIVERSITY AV. -HR-
V-WILLIAMSBRIDGE -WF-

BMT News (Continued from Page 1) The latest word on the R-32 and R-32A cars from Budd is that the seats in the conductor's (non-operating) cabs will be eliminated at the approx saving of \$27 per car. As yet, there has been no strong reaction from Mike Quill and the TWU.

At least 4 Q-Types have been fitted with subway type shoes to date.

Preliminary work is underway at the north end of Brighton Line station at Newkirk Ave. in preparation for the extending of platforms soon to begin. A new substation (Quentin) is under construction north of the Kings Highway station on this line.

Southbound platform of New Lots Rd. station of Canarsie Line was closed for four months starting Dec. 2, to allow for reconstruction of the platform. A shuttle bus will be provided during PM rush hours.

When work is completed, the northbound platform will be similarly closed for the same period.

Stations on the Sea Beach Line are being painted, with the pillars and the wall area below the ad posters in green similar to recently painted stations. The rest of the wall area, and also the ceilings and station houses, are being done in light cream. Rather curiously, exposed metal ribs in the concrete pillars and walls were covered with orange primer, but the cracks were not patched!

Early in November, minor track changes were made in the 38th St. Yard. ... On some weekends, various Southern Section trains have been operating via tunnel, sometimes in one direction only. ... A rumor has it that R-1 to R-9 type cars will soon be operated on the 14th St. Canarsie Line and also on Myrtle-Chambers.

IND NOTES, OTHER NYCTA NOTES

Trackwork for the Christie St. connection is now visible south (east) of the Broadway-Lafayette St. station, also a connection from the isolated express tracks at 2nd Ave. station to the local tracks.

On December 6, bids were opened for construction of the stub extension on 6th Ave. to 59th St.

R-10 cars 3035 and 3135 were badly damaged in a collision on November 7 on one of the center tracks at 200th-Dyckman St.

For those who have seen several IRT R-Types and IND R-1 to R-9's running with various colored strips of tape on or under the number plate, these are limited service cars, temporarily missing certain parts, but needed for use so as to meet service requirements. The following cars have been seen running to date (some may already be restored to normal service as you read this):

Green (no motors) IRT 5803; Red (no compressors) IRT 6612, 6690, 7231, 7355, 7718, 8625, IND 247, 254, 981 and 1353; Yellow (No motor generators) IRT 7426, 7539 and 7553.

A new subway line along Water St. has been advanced as part of a Downtown Manhattan redevelopment project. The proposed line would connect with "any existing or to be built East Side Line."

On November 25, at noon, the movement of all NYCTA trains was halted for one minute, in commemoration of the late President Kennedy, and in accordance with President Johnson's proclamation of a national day of mourning. Some railroads halted their trains at 11 AM. The IND alone (of the three subway divisions) operated a holiday schedule.

OTHER NOTES

The Pennsylvania Railroad is now running 50 former "roomette" cars converted to reclining seat coaches, numbered in the low 1500's. They are used for New-York-Washington trains and sometimes to Boston.

New Budd stainless steel M-U's, numbered in the lower 200's, are in service in the Philadelphia. Similar cars, numbered in the 9000's are used on the Reading Lines.

News edited by Bill Zucker, all stencils by Arthur Lonto.