

BULLETINHISTORY OF BMT
SUBWAY & "L"
SERVICES-Part 3
Cars Used and
Train LengthsVOL.9
NO. 5
OCTOBER
1966**FIRST R-38'S (3950-4149) IN SERVICE ON "E" AND "F" LINES**

On August 23, the first trains of new BMT-IND R-38's went into service on the "E" and "F" lines. Following ceremonies at Queens Plaza station, at which NYCTA Chairman O'Grady and Commissioners Gilhooly and Scannell, as well as Queens Borough President Cariello, were present, and during which all southbound local trains were rerouted to the express tracks, the first train of R-38's, consisting of cars (south end) 3963-2, 3967-6, 3955-4, 3960-1, 3956-7, left Queens Plaza (from southbound local track D-1) at 9:50 AM and operated via the "F" line to 2nd Ave. It was followed a few minutes later by a second train of R-38's, consisting of cars (south end) 3950-1, 3953-2, 3965-4, 3958-9, 3968-9, which operated via the "E" line to Hudson Terminal. After returning to 179th St.-Jamaica both trains were placed in regular service. These are the first of an order of 200 cars (3950-4149) being built by St. Louis Car Division of General Steel Industries, Inc. and the strike at the St. Louis plant now being over, these cars are continuing to arrive at the rate of 5 per week (compared to at least 10 per week for earlier orders, but these are St. Louis' first stainless steel subway cars). It had been originally planned to assign these cars to the "D" line, but the decision to run them on the "E" and "F" lines, a surprise generally, was prompted by the increasing car shortages on the Queens IND, caused by numerous breakdowns of R-1/9 cars. The first 160 of the R-38's are to be used on the "E" and "F", while the last 40 are slated to be air-conditioned and be used on various BMT and IND lines. As of Sept. 9, 50 of the R-38's had been delivered (in order) and 30 approved for service. On Oct. 8, unit 3996-7 was seen in service. Cars 4014-5 were in service Oct. 12, so it appears they are not being put in service in order. Cars 4040-9 were seen on the Pennsy in New Jersey on Oct. 23. R-38's used in rush hours on the "E" run to Euclid Ave. and are not used to Rockaway or Lefferts.

The interiors are generally similar to the higher R-32's (3800-3949) but there are minor differences: above the windows, less stanchions, side windows on the R-38's are larger (and so the door pockets are narrower). There is considerable difference with the controls, and the TA has ordered that these cars not be used in trains with other cars, unless the electrical connections are first cut off. They are the only post-war cars on the NYCTA that are not compatible with the other post-war cars. The R-11's were originally not compatible but have been made to be so.

R-16'S ON "GG"

To ease further the shortage of cars on the Queens IND, 32 R-16's were transferred from the BMT to the IND, and were placed in service September 12 on the "GG" Line. Various 6300's and 6400's are used. They retain their original roll signs (Eastern Div. BMT) and had "CONTINENTAL AV" added to upper destination; "SMITH-9th ST" to lower destination and "GG B'KLYN-QUEENS" to side route signs and to front route and destination signs. An additional 8 cars was used in the IND "Jamaica" Yard to train motormen. This is besides the 6 car train of R-16's still being used on the center track of the Culver Line. Several out of service rebuilt B-Types were returned to service and now B-Types provide virtually all service on the Broadway-Bklyn Local, and have also been seen on Broadway-Jamaica. There is talk of the remaining R-16's going on the "GG", with B-Types running on the BMT Broadway-Jamaica Line. Most of the lower 300's have been assigned to Bronx and Wash. Heights service.

R-40's SOON TO BE ORDERED, 5 CAR "UNITS" ON QUEENS IND

NYCTA has received bids for the R-40 order of 400 BMT-IND cars, 200 to be financed by the Federal Government. Following the recommendations of the engineering firm of Loewy-Snaith, the cars are slated to have curved sides, ends that slant out from the roof and the manufacturer will pick the interior colors. The obsolete all side seating arrangement is slated to remain and seats reduced to 44 per car. Although earlier plans for 5-car units with full width cabs were dropped in favor of the conventional 2-car unit with regular cabs, our sources indicate the cars will have no marker lights and route and destination signs will not be illuminated. This seems to be in line with TA's policy to make its vehicles harder to identify. One story said the signs would be a semi-permanent plastic whereas another one says there will be sign rolls with only 3 or 4 spaces per roll. This would prevent their use on the "E" Line which presently uses 5 different southbound destinations.

Nevertheless, experimentation with 5 car units continues. Weekday "E" and "F" service is operated with 5 or 10 cars (see AUG. BULLETIN). Several of the higher numbered R-1/9 cars in Queens are running in groups of 5 consecutively numbered cars. The R-38's in off hours are split into trains of 4 and 6 cars. Weekend service with R-38's uses only 4 cars.

Weekday "F" trains again terminate at Bway-Lafayette since Aug.30.

On Sept. 28, the AM rush trains (1 "E" & 1 "F") that were eliminated July 11, were restored on the Queens IND.

ERIE-LACKAWANNA ELECTRIC SERVICE CUT

On October 3, Erie-Lackawanna cut service on several commuter lines including their electric lines. While the railfan favorite GLADSTONE Line had only had minor changes, the MONTCLAIR Line was reduced to a rush hours only operation with only 4 roundtrips on weekdays against the former 26. There is no weekend service where there was 4½ Sat. roundtrips under the old schedule. The MORRIS & ESSEX Div. to Dover has been cut (weekdays) from 56 WestBound and 52 EB trains to 31 WB and 35 EB. Sat. service was reduced from 22 to 19 roundtrips and Sunday from 19 to 14. Midday headway was half-hourly with alternate trains cutting back at Morristown, now it is hourly with all trains running to Dover. This is on weekdays and applies to evening hours after the rush. Sat. & Sunday still runs hourly during most of the day.

FLOODS DISRUPT SERVICE ON 3 SYSTEMS

Sept. 21 heavy rains knocked out PATH service between Journal Sq. and Newark from approx. 4:00 to 4:45 PM. The SIRT was also out between Great Kills and New Dorp from 6:00 to 8:30 PM because of a washout of temporary trackage at New Dorp where grade crossing elimination work is going on. Flooding in 81st St.-Central Park West station halted southbound IND service during most of the evening rush hour.

IRT SCHEDULE CHANGES, OTHER NOTES

On Sept. 4, new IRT schedules modified White Plains Rd. service in the AM rush. Now 3 7th Ave. Exp. start at E. 180 St. instead of E. 238 St. and 3 Lex. Exp. that formerly started at E. 180 St. now start at E. 238 St. There is one less Thru-Exp. and no trains to South Ferry. The PM Lex. Exp. to South Ferry are now scheduled to leave Bowling Green at 4:39 and 5:23. They have plenty of layover time at South Ferry and can be ordered to leave earlier if a gap develops.

Track 3 of the 42nd St. Shuttle was closed Sept. 19 for about 3 months while concrete platforms are installed at Times Sq.

IRT General Electric R-Types are receiving red "G" stickers.

IRT #7206 was damaged in a derailment on its way to the 207 St. Shops on the IND near the 168 St. IND #142 was damaged in Pitkin Yard.

This month marks the 10th Anniversary of the sad end of Brooklyn Trolleys

HISTORY OF BMT SUBWAY-L SERVICES

PART III - TYPES & NUMBER OF CARS

by Bernard Linder

BRIGHTON LOCAL (1), from its start as a subway line Aug. 1, 1920, used B-Types (2000's) exclusively until D-Types (6000's) were delivered in 1927-1928 and both types were used (never in the same train) until April 27, 1950 when the D-Types were transferred to the Brighton Exp. D-Types were still used occasionally especially on Summer Sundays thru 1953 but were seldom used to Forest Hills. On Nov. 15, 1960, R-27's (8020-8569) started to replace the B-Types and by July 1961 virtually all service was with R-27's. When the R-32's were new in Fall 1964, some were used on the Brighton Local on weekends at first, but not very long. One R-32 train is used here nearly every weekday. One R-16 (6300-6499) train was used Oct. and Nov. 1958. R-27's provide nearly all service.

Brighton Local used 4-car trains (D-Types) midday on weekdays until April 27, 1950 after which 6-car trains have been used. Owl or midnight trains were 3 cars when B-Types, 4 cars since R-27's. Rush hour trains are 8 cars, with 6 cars at the fringes (the early and late parts of the rush hours). Evenings and weekends were 6 cars until June 6, 1959 when Sat. daytime trains became 8 cars. Summer Sunday daytime trains were 8 cars starting in 1961.

BRIGHTON EXP. (1) used 8 cars in rush hours and Sat. daytime. Since R-32's, all trains are 8 cars.

Brighton Exp. used B-Types exclusively until April 27, 1950 except for a trial run of the then brand new R-11 (8010-8019) starting Sept. 22, 1949. Both B-Types and D-Types were used until May 27, 1959 when D-Types became the usual equipment although 1 or 2 B-Types were seen here frequently. The first R-32 (3350-3949) went into service here on Sept. 14, 1964 and by Jan. 18, 1965 had displaced all the older cars. When the Brighton Exp. operated from Coney Island on Saturday, Jan. 7, 1961 to April 1962, local cars were used: B-Types and R-27's.

BRIGHTON-NASSAU used B-Types exclusively until 1962 when D-Types were used on 1 train daily. B-Types continued to be used until late Jan. 1965. On Dec. 7, 1964 R-27's started to be used and are occasionally still used but most trains are R-32's since 1965.

Brighton-Nassau trains were 6 cars on weekdays when B-Types, but 4 cars on Saturdays. Since R-Types, usually 8 cars, but occasionally 6.

FOURTH AVE. LOCAL used B-Types from its beginning Jan. 15, 1916, until D-Types started service in 1925. Most trains were still B-Types until more D-Types arrived in 1927-1928. On May 16, 1932, the D-Types were transferred to the Sea Beach and Fourth Ave. Local used B-Types almost exclusively until Sept. 1949 when 100 R-1's were transferred from the IND to permit extension of BMT subway service to Astoria. Eventually 140 R-1's were assigned to the 4th Ave. Local and about half the rush hour trains were R-1's, and the other half were B-Types. In Oct. 1954, the R-1's started to return to the IND and by Oct. 1955, the 4th Ave. Local was again served exclusively by B-Types. When the Blue Bird (8001-8005) was new in 1940, it was used here. During the severe snow storms of Winter 1960-1961, R-27's were temporarily assigned to this line but it was not until July 1961 that R-27's were permanently assigned and by Sept. 1961 all night and weekend trains were R-27's. Since early 1962, they are used exclusively except an occasional B-Type or D-Type in Winter 1964-5. IND R-9's were used here (maximum of 55) from Sept. 1956 to Sept. 1958 while 50 R-16's were on the IND "A" Line.

Fourth Ave. Local (2) trains were 4 cars midday, 3 in evenings,

midnights and Sunday. Saturday daytime trains were 6 cars and rush hours were 7 and 8, with 6 at the fringes. After Sept. 1949, the maximum B-Type was 7 cars but rush hour R-Types were and are 8 cars. Starting June 28, 1951 midday B-Types were 6 cars and after Dec. 10, 1953 all midday trains were 6 cars. With the advent of R-27's, evening, midnight and Sunday trains became 4 cars.

FOURTH AVE-NASSAU used B-Types exclusively until the late 1950's when some D-Types were used. After March 1962 some R-27's were used and are still used. Starting Feb. 1963, D-Types predominated until May 1965 when R-32's were substituted. These trains operated from the Culver Line schedule until May 1959 and now run from the West End Local schedule.

4TH AVE-NASSAU train length same as Brighton-Nassau but most PM trains today are 6 cars.

WEST END EXP. used only B-Types although a D-Type would be seen now and then. In late Summer 1961, R-27's started to appear in the late evening rush hour and on Saturday. On Saturdays after Sept. 1962, only R-27's were used. In Feb. 1963 D-Types were shifted from the Sea Beach and both B-Types and D-Types together with a few R-27's were used on weekdays. In May 1965, R-32's started to appear and very few D-Types were left. All D-Types were out by July 23, 1965 but some B-Types were still used until the Fall of 1965. Since that time nearly all service is by R-32's with one of two R-27's used in the rush hour.

West End Exp.(3) used 8 cars in rush hours, 3 cars midnights, Sunday mornings and weekday evenings and 6 cars at all other times. In the last few years, some 6 car trains are used at fringes of the rush hours.

WEST END-NASSAU LOCAL used B-Types exclusively until the late '50's when an occasional D-Type was used. Starting Sept. 1959, SIRT cars were also used until they went out of service in April 1961. More D-Types were used after Feb. 1963 but B-Types were always used until Fall 1965. Some R-27's have been used since March 1962. Since mid-1965, most service is with R-32's. R-11's were used May 1965 and Sept. 1966.

West End-Nassau used 5 cars weekdays until 1950, then 6 cars; Sat. used 4 cars. Starting May 28, 1959, 6 cars midday, 6 or 7 in rush hours; 6 or 8 in rush hours since R-Types.

WEST END "L" SHUTTLE (C.I. to Bay Pky.) used "L" cars with subway shoes, usually two 700 series motor cars with 1 trailer in each of the 3 trains until replaced by C-Types July 1, 1952. These lasted until this shuttle was discontinued, Dec. 10, 1953. In 1940-2, 1000-1100's were seen on this line. A single D-Type (2 cars) was also seen here.

WEST END SHUTTLE (C.I. to 36th St.) started May 1959 using B-Types. In late March 1961, R-27's started to replace B-Types. After awhile, all trains were R-27's, but about late Summer 1961, B-Types were again used as R-27's were used on Sea Beach nights and Sundays. As more R-27's were delivered, they again took over from the B-Types. D-Types were used on Summer Sundays in 1963 and 1964 with an occasional B-Type. R-32's started to replace R-27's in Spring 1965 and soon supplied virtually all service. This line used 3 car B-Types, 4 cars when R-Types but 6 cars on Summer Sundays.

SEA BEACH EXP. (4) was the first line to use B-Types (1915) and used them until May 16, 1932. Independent R-1's (reportedly cars 200-219) were used in 1930 and 1931 under an agreement whereby the City paid the BMT to run the cars to test them in actual service before the Independent Subway opened Sept. 10, 1932. On May 16, 1932, D-Types were assigned to the Sea Beach Exp. and for 27 years, no other cars were used except in extreme emergency. On May 27, 1959, B-Types were assigned to about half the trains. Starting April 1961, an occasional R-27 was used in off-hours and this increased until March 1962 when nearly all night and weekend trains were R-27's. On Feb. 13, 1963, D-Types were taken off the Sea Beach and all midday and rush hour trains were B-Types.

Starting June 1963 D-Types were used again but B-Types predominated on weekdays, midday and rush hours. After Sept. 16, 1962 all night and weekend trains were R-27's. On Jan. 18, 1965, NYCTA started to assign R-32's to Sea Beach and since April 1965, R-32's provide all non-rush hour service and all service at all hours since May 1965.

SEA BEACH used 8 cars in rush hours (Kings Highway to Manhattan) and on Saturdays, 2 during midnights and 6 at other times (8 on Summer Sundays). In rush hours in the late 1930's and early 1940's, 2 cars were uncoupled from the rear of southbound trains at Kings Highway and then coupled to the front of a northbound train. Sat trains were cut to 6 cars on Dec. 1, 1951. Midnight trains were increased to 4 cars on June 28, 1953. Midday trains went to 8 cars May 28, 1959 and all Sunday trains went 8 cars Jan. 1, 1961.

CULVER "L" (5) used various open platform "L" cars assigned to the Southern Division of the BMT. As far as we can determine, these consisted of various trailers and motors predominately 1000-1119 convertibles as well as the 633-682 and 900-935 groups. A few low numbered 1200's and 1300's were also used starting in 1927. (See "L" roster in June 1963 BULLETIN). After the elimination of the Fifth Ave. "L" in 1940, shuttles consisted of 1300's and various trailers. Trailers were eliminated about 1951. Train Length was 5 cars in rush hours (August 1939), 5 or 6 cars on Summer Sundays, 3 cars at other times. The rush hour shuttle was 5 cars in 1940 but was reduced to 4 and finally to 3 cars. C-Types were used from July 1, 1953 until the end, Oct. 1954.

CULVER SUBWAY (5) trains used B-Types with large signs (2500-2899) until about the early 1950's when various B-Types were used, eventually even EX's. SIRT cars were used starting Oct. 3, 1955 but B-Types continued to be used. When the shuttle became the full time service, SIRT cars were the usual equipment until August 20, 1959 when modified IRT Low-V's were placed in service and were the usual equipment until early 1961. SIRT cars were then used briefly but after April 17, 1961, B-Types were used and have been used ever since with the following exceptions: D-Types used briefly Sept. 1964; R-27's (4 car train) starting Nov. 3, 1965; R-11's Nov. 9th-13th, 1965; R-9's May 9-17th, 1966; R-32's July 8-10th, 1966. Train Length: Culver Subway used 4 cars in rush hours, 3 cars at all other times. Rush hour trains were increased to 6 cars about 1940. Sat. trains were 4 cars in 1950 and until Dec. 1, 1951. After that Sat. trains were 3 cars but Summer Sunday trains were 4 cars. SIRT rush hour trains were 5 cars. Shuttles were 3 cars until Jan. 1, 1961, 2 cars since that date.

5TH AVE-BAY RIDGE "L" (6) used cars of the same group as Culver "L" above. In non-rush hours, the one car (from 65th St.) was coupled at the north end of a Culver "L" train at 36th St. for the run to Sands St. This practice was discontinued by 1938 and the single car shuttled between 65th St. and 36th St. In rush hours, 3 car trains ran to Sands St.

FRANKLIN AVE. SHUTTLE used "L" cars until Feb. 14, 1925 when C-Types were assigned. In Dec. 1925, B-Types were assigned. In the mid-1930's, experimental aluminum train #7003 (not the original number) ("Green Hornet") and Buddstainless steel train #7029 (also not original) were placed on this line. #7003 was used until Feb. 6, 1941 and #7029 was used on-and-off until Aug. 4, 1954. B-Types were also used at all times, and all Sunny Summer Sunday Specials to Chambers St. via Sea Beach express tracks were B-Types. On Oct. 10, 1957, Q-Types were used but lasted less than one day. Multis were used Feb. 3 to Feb. 9, 1958 and were reportedly seen on the through Sunday service to Brighton Bch. SIRT cars were used starting May 28, 1959. These were usually the only cars on the shuttle but B-Types were used on the weekend through service although SIRT cars were occasionally used on Sunday. IRT Low-V cars

started to be used on the shuttle Sept. 21, 1959 and were used until early 1961, when SIRT cars returned until April 17, 1961. IRT cars were seen in through service only on the last 2 or 3 trains from Brighton Beach on Sunday evening. D-Types were used on Sat. thru service to Brighton Beach starting Jan. 7, 1961. Some B-Types were used and they provided all shuttle service until June 3, 1963 when a train of R-16's was used for tests (in regular service) for about 1 month. After Oct. 14, 1961, Sat. thru service was usually B-Types with an occasional D. Starting Nov. 1, 1965, a 4-car R-27 train went into service and soon all trains were R-27's. On Nov. 24, 1965, R-11's started to appear and later R-32's, displacing R-27's. R-11's and R-32's were both used in trains together and also in separate trains. On June 23, 1966, both types were replaced by B-Types,

FRANKLIN SHUTTLE (7) used 2 cars midday, 3 cars in rush hours around 1940 but later 3 cars at all times. IRT cars and R-27's and R-32's (by themselves) were used in 4 car trains. FRANKLIN thru service used 3 cars in cool weather and midday weekdays. Weekday trains were 4 cars in rush hours and evenings. Weekend trains were gradually increased in the spring until all trains were 6 cars in the summer except in bad weather. Saturday thru service starting June 6, 1959 used 6 car trains.

ASTORIA and FLUSHING lines used 1200's and 1400's motor cars with certain various trailers. Cars were modified for this service with special third rail shoes and extra trippers, etc. BMT World's Fair Cars (2 and 3 car units), (now called Q-Types), were made up and started to replace gate cars on the Flushing Line starting Jan. 3, 1939 and then on the Astoria Line. The Q-Types were then used exclusively until the shuttle lines ended Oct. 15-16, 1949.

ASTORIA (8) trains were 3 cars at most times.

FLUSHING (9) trains were 6 cars weekdays with gate cars, 8 cars with Q-Types. Sunday trains were 5 cars but 8 cars during the World's Fair. Midnight service was probably 3 cars.

MYRTLE-CHAMBERS LINE (10) used B-Types exclusively until June 20, 1955, when a train of R-16's went into service. By Nov. 1955, R-16's were providing virtually all service on this line. B-Types again provided most service after Sept. 1956 when cars 6300-6349 were transferred to the IND. On Nov. 15, 1956, the Multis replaced most of the B-Types. As the Multis went out of service gradually, B-Types replaced them and the last Multis ran Sept. 5, 1961. Since that, all service is B-Types except for an occasional R-16. MYRTLE-CHAMBERS used 3 cars midday and Saturdays; rush hours was and still is 6 cars.

MYRTLE AVE. "L" (11) ran various gate cars assigned to Eastern Div., primarily 600's, 900's, unrebuilt 1200's and 1400's and various trailers although 1000's were seen briefly in the early 1940's. After Oct. 13, 1950, nearly all motor cars were 1300's but trailers continued to be used for a year or so. On April 10, 1958, Q-Types were placed in service and within a short time, all open platform cars were forever out of service and eventually scrapped.

MYRTLE "L" used 6 cars in rush hours except for some 5 car trains in 1945 to 1950. After Oct. 28, 1954, 5 cars were maximum until the Q-Types which are 6 cars in rush-hours and 3 at other times. Midnights, Sat. evening and late weekday evenings were 2 cars; other times 3 cars.

LEXINGTON AVE. "L" (12) ran gate cars similar to Myrtle Ave. "L".

LEXINGTON "L" used 5 cars in rush hours, 3 on Sat. morning and when operated midday and probably 2 at all other times.

FULTON-LEXINGTON LINE ran "L" cars, mostly 1300's convertibles and various trailers. Train length was 3 cars midday; 6 cars in rush hours in 1943 but 5 cars in rush hours in 1945 and later.

FULTON ST. "L" used various open platform gate "L" cars assigned to the Eastern Division. In Sept. 1925, C-Types were assigned and these lasted to the end. There were far from enough C-Types to provide all rush-hour service so many open platform cars, especially 1300's and various trailers were used until the line was cut back to Rockaway Ave. on June 1, 1940. In rush hours, C-Types were used on most expresses. Most non-rush hour service was by C-Types and after June 1, 1940, they provided nearly all service, supplemented by 1300's when necessary. In 1934, two experimental lightweight trains (later renumbered 7003 and 7029) were placed in service and used here for perhaps two years before being transferred to Franklin Shuttle.

FULTON ST. "L" (13) used 5 or 6 cars in rush hours, 6 cars midday until 1940. After the cutback, rush hour trains were 6 cars, all others were 3 cars. The experimentals were 5 car units, equalling about 3 cars. The first Blue Bird (#8000) was 3 sections and shorter than 2 "L" cars. It made its debut on Fulton St. on March 30, 1939.

14TH ST.-FULTON Line (13/16) used Multis exclusively (6 car trains). Wooden "L" cars could not be used on the subway portion and other steel cars were too heavy for the "L" portion between Hinsdale and Hudson St.

BROADWAY-BROOKLYN SHORT LINE (14) (was called the Canarsie Line before the 14th St. Line was extended to Canarsie) used B-Types exclusively until mid-1955 when an occasional R-10 or R-16 was used. In Sept. 1958, when all the R-16's returned to the BMT, they were put here and provided virtually all service. When the AM service was extended to Jamaica, June 18, 1959, some B-Types were used in the AM but seldom in the PM until Sept. 1966 when some R-16's were transferred to the GG. R-11's were also used here. Since May 29, 1966, only 3 PM trains are operated to Canarsie, other trains to Atlantic Ave. or Crescent St.

BROADWAY SHORT LINE used 6 cars rush hours, 3 at other times. Since the AM extension to Jamaica, June 18, 1959, most AM trains are 5 cars.

BROADWAY-JAMAICA LINE (15) used B-Types exclusively until Nov. 1954 when one or two R-10's were placed in service here. On Jan. 11, 1955, the first R-16's went into service and by June 1955, only one B-Type train was left. After that B-Types were rarely seen except during snow storms. The R-10's went back to the IND April 1956. B-Types have been seen occasionally since Sept. 1966.

BROADWAY-JAMAICA rush hour trains were 7 or 8 cars from 1950 to June 1955, since that peak trains are 8 cars but 6 cars at the fringes. Three cars are used midnights and Sunday morning, 6 cars at all other times. When the R-16's were new, they were used in 8 car trains for the first few months.

14TH ST-CANARSIE (16) Until July 14, 1928, the 14th St. Line was isolated from the rest of the BMT (see Dec. 1962 BULLETIN) and specific B-Types were used. On Aug. 1, 1927, cars 2656-2661 were sent there. After the extension, various Eastern Div. B-Types were used exclusively until 1936 when the Multis went onto this line. B-Types were also used at all times. Some R-16's were used starting Nov. 1955 and an occasional train is still seen. The Blue Bird (8001-8005) was used here from about 1941 to August 4, 1954 except when it was out of service. The R-11's were assigned here July 19, 1954 and used a few years until removed from service. They returned June 24, 1966 but did not stay long. The Multis were transferred to Myrtle-Chambers on Nov. 15, 1956 and since that, nearly all service uses B-Types, the only full time regular line using B-Types at all times at the present time.

14TH ST-CANARSIE uses 6 cars at all times except some 7 car trains were used in AM rush hours in the early 1950's and 3 cars are used midnights and early Sunday mornings.

EXPLANATIONS OF CAR TYPES

B-TYPES when used here means all cars 2000-2899 and 4000-4049 and includes Types A, B, BT and BX. The BX's were never used in a train of less than 6 cars and never more than one BX per train. Until mid-1956, they were never used over the Manhattan Bridge because of steep grades. C-TYPES means cars 1500-1526. At first they carried original numbers. See March 1956 ERA HEADLIGHTS.

D-TYPES were cars 6000-6120. Each unit equalled 2 cars and is so listed.

Q-TYPES or BMT World's Fair Cars were #1600-1642. (See Mar. 1955 HEADLIGHTS)

R-1 are IND cars 100-399 but only cars 100-241 were used on the BMT from 1949 to 1955. Some 200's were used in 1931-1930.

R-10's used on the BMT were cars 3320-3349.

R-11's (Super-Duper) are Budd-built cars 8010-8019.

R-16's are cars 6300-6499

R-27 means cars 8020-8569 and includes R-30's and R-30's in this article

R-32 means cars 3350-3949 and includes R-32A's in this article.

Blue Bird were PCC Compartment Cars 8000-8005.

MS or Multis means cars 7004-7028, each unit equalled 3 cars.

SIRT means 2900-2924 and were former Staten Island Rapid Transit 300's.

Experimental car 7029 was originally numbered: 7002-8002-9001-8003-7003 and Green Train 7003 was 7000-8000-9000-8001-7001, each section carrying a separate number.

ROSTERS of BMT subway cars appeared in the BULLETIN March & June 1961 and "L" car roster was in June 1963 BULLETIN.

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BMT SUBWAY CAR ASSIGNMENTS - June 1, 1940

SOUTHERN DIVISION "A" 2399, 2500, 2611-14, 2631-99, 2710-49
 "B" 2000-2101, 2165-7, 2213-99, 2381-3, 2501-99,
 2750-2899
 "BX" 2440-63 & 4020-31
 "D" 6000-6120

EASTERN DIVISION "A" 2600-10, 2615-30, 2700-09
 "B" 2102-64, 2168-99, 2200-12, 2300-80, 2384-98
 "BX" 2400-39 & 4000-19, 2464-99 & 4032-49
 "MS" 7004-7029

BMT ELEVATED CAR ASSIGNMENTS - May 1, 1941

QUEENS SECTION 1600-42 "Q"

SOUTHERN SECTION Motors: 1300-42

Trailers: 23, 66, 74, 76, 77, 78, 83, 84, 87, 98, 104, 106, 199
 Motors (w/ subway shoes): 701, 702, 741, 746, 747, 754, 756, 757

EASTERN SECTION "C" 1500-26

Motors: 621-4, 900-5, 907-12, 914-18, 920-35, 937-40,
 1002, 4, 8, 1014-5, 1021-3, 1026-7, 1032, 1034, 1040, 1044, 1047, 1050-3,
 1060-3, 1066-7, 1072, 1074, 1083, 1085, 1086, 1090-2, 1100, 1102, 1109,
 1111, 1113-4, 1118-9,
 1201, 1205-6, 1208, 1210, 1212-5, 1217, 1219, 1220, 1227-9, 1235, 1237,
 1240, 1246, 1249, 1253-4, 1261, 1271, 1276, 1279, 1281-3,
 1343-1399, 1448, 1482
 Trailers: 107, 117, 123, 127-9, 132, 136, 139, 140, 142-5, 148, 153,
 156, 160, 163, 191, 193, 195, 197, 202, 203, 205, 207, 208, 210, 213,
 215, 217-224, 226, 228-234, 236-238, 241, 242, 245, 249, 250, 252-254,
 256, 265, 270

The next issue will contain information on the headways of the BMT and other details. We welcome any corrections or addtl details.