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Pages

NEW YORK DIVISION BULLETIN

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CHURCH ST. - TRINITY
PLACE SUBWAY HISTORY
by D. ROGOFF PP.3-6

TROLLEY ABANDONMENT
STATISTICS - Page 8

FEBRUARY 1967

ALDENE PLAN SET FOR APRIL 30, LOWER PATH NEWARK FARE

Rerouting of most Jersey Central trains from their tracks at Aldene to the Lehigh Valley RR tracks and into the Newark Station of the Pennsylvania RR is set for April 30th. There passengers will change to a Hudson Tubes (PATH) train to Hudson Terminal or a Pennsy train to Penn Station. PATH will take over the present joint PATH-Penn.RR service to Newark and all passengers will buy a 30¢ PATH token. Turnstiles, change booths and fences are being installed on the Newark platforms. Presently passengers buy a 40¢ ticket or may ride on a through Pennsy ticket. The Jersey Central Ferry is to be discontinued and there will be no commutation tickets between Newark and Hudson Terminal. The PATH platform at Harrison is being extended eastward and some new trackage is being laid east of Harrison.

ERIE-LACKAWANNA SERVICE RESTORATION; OWL SERVICE ON HARLEM DIV.

On Feb. 6, electric commuter service on the former Lackawanna lines was improved with daylight runs similar to that before Oct. 3, 1966 (See Oct. BULLETIN). Weekday service to Montclair was increased by 26 trains and Morris & Essex Div. was increased by 21 new weekday trains to Morristown and 2 Sunday trains to Dover. The State of New Jersey is subsidizing the service.

All night M-U service on an hourly headway to North White Plains is being inaugurated experimentally on the N.Y. Central's Harlem Div.

FIRE & DERAILMENT DISRUPTS SERVICE ON NEW YORK CENTRAL & NEW HAVEN

Service from Grand Central Terminal was delayed up to 4 hours on Jan. 26 in the evening rush hour, when an engine derailed and an electrical fire broke out and spread to the first two cars of an 8-car train that had left GCT at 5:41 PM for Chappaqua. The fire occurred at 108th St. (outside). Only one person was injured but the locomotive (which was on the northbound express track) blocked both northbound tracks and was not removed until the weekend. Commuter service was restored almost to normal the next day by using the 2 southbound tracks exclusively for inbound service in the AM rush hour and outbound in the PM. "Reverse commuter" runs (against the direction of heavy traffic) were severely delayed or cancelled altogether.

On Dec. 6, because of a fire in the tunnel, there was no service to GCT from 6:47 to 7:55 AM.

A new electronic board at GCT now announces trains arriving and departing and replaced the old chalk and blackboard on Jan. 26.

NYCTA PROPOSALS, PLATFORM EXTENSIONS, MODERNIZATIONS, TRANSFERS

The 1967-68 capital budget includes funds for 200 new IND-BMT cars; however, TA's request for 120 lightweight el cars for the Myrtle Ave. and Third Ave. lines has once again been turned down.

Also included are funds to extend platforms of BMT Sea Beach, West End and 4th Ave. Line stations (see Oct. 1964 BULLETIN). NYCTA has recently received bids for extending the BMT Court St. and Lawrence St. stations. This is expected to involve major reconstruction jobs, including relocation of the double crossover at Lawrence. The Lawrence St. escalator and Clinton St. entrance will be closed about 2 years.

IND stations from 110th St. to 163rd St. and at 207th St. (Wash. Hts.) are supposed to receive fluorescent lights in the near future.

Another proposal is to modernize 5 of the following 6 stations: IRT:Grand Central, Penn Sta., Utica Ave., 149th St-3rd Ave., Main St. (Flushing) and IND: 125th St. Work involved would include new tiling, redirectioned signs, redesigning of change booths as well as a general brightening of the surroundings.

Transfer passageways are to be built between the Lexington Ave. (IND Queens Line) and the 51st St. (IRT Lexington Ave.) stations; and between the 5th Ave. (IRT Flushing) and 42nd St. (IND 6th Ave.) stations.

Escalators will be installed at the BMT W.8th St.-Coney Island and the IND West 4th St. stations. A street level to platform level treadle-operated escalator has recently been put into service at the E. 177th St.-Parkchester Station of the IRT Pelham Line.

A new entrance will be built for the BMT Lexington Ave. station at 3rd Ave. and 60th Street.

The IRT Lenox Ave. Line is to receive new signalling between 96th St. and 145th St. Each track will be signalled for traffic in both directions, a procedure ordinarily used only on the center track of a 3 track line or under river tunnels. Crossovers are to be relocated and the terminal station will be rebuilt further towards the yard. Double crossover will replace the single hand-operated crossover at 108th St.

NYCTA is said to be giving serious consideration to the Citizen's Budget Commission's (CBC) proposal of triple track operation (3 of the 4 tracks in the direction of heavy traffic) on the IND Queens Line in rush hours. If proved feasible, a similar study may be made of this type of operation on the IRT Lexington Ave. Line. (See June '63 BULLETIN)

The TA's annual request for funds for a 3rd track for the BMT Jamaica Line from 168th St. to Eastern Parkway has been turned down again. CBC favors extension of this line from 168th St. to the IND terminal at 179th St. and Hillside Ave., with an eventual aim to attract riders from the IND Queens Line which is now super-saturated in rush hours.

STATE BOND ISSUE PROPOSED, CHRYSTIE ST. UNCERTAIN

The governor has proposed that New York State float a 2½ billion dollar bond issue to improve transportation in the state. One billion would be earmarked for public transit. Part of the plan would unify the NYCTA, LIRR and TBTA (Triboro Bridge & Tunnel Authority). Although the official word is that the Manhattan Bridge connection to Chrystie St. will open Memorial Day, there are rumors that it will be postponed to Labor Day and the proposed state unification may delay it indefinitely.

MORE REPAINTED R-10's, R-38's, R-16's, OTHER CAR NOTES

Around Dec. 15, more R-10's repainted blue and white outside began going into service after a layoff since early summer. More R-1/9's are seen on the "A" again, even on weekends, usually run thru to Lefferts.

Since late November, all R-38's are used on the "F" with all service nights and weekends provided by these cars. All R-38's have apparently been delivered except the last 10 (4140-4149), which are slated to be air-conditioned. Numbers 4098-9 were seen in service Dec. 20 and 4116-7 on Jan. 29. Numbers 4136-9 were being tested on Jan. 19, 1967.

The 32 R-16's transferred from the BMT for "GG" service are still on the IND are numbers: 6300, 6302, 6303, 6307, 6319, 6324, 6325, 6328, 6338, 6339, 6341, 6344, 6347, 6361, 6362, 6368, 6393, 6402, 6407, 6422, 6423, 6431, 6447, 6456, 6466, 6468, 6476, 6481, 6484, 6486, 6493 and 6495. The IND 300's are all now in Bronx and Washington Heights service, and the lower 400's are being transferred to this service. All 1400's that were in Bronx-W.H. service have been transferred to Queens, and the rebuilt 1575 is now regularly in Queens service.

The IRT R-12/14's and R-15's are receiving hard fibreglass gray seats (similar to the R-17's and R-21/22's). (CONTINUED ON PAGE 7)

CHURCH ST. - TRINITY PL.

(BMT BROADWAY SUBWAY)

BY DAVID ROGOFF

(CONSTRUCTION) ROUTE #5
BROADWAY- 4th AVE. SUBWAYMANHATTAN

Sec. 1- From a point north of Morris St. to a point 8 feet north of the center line of Dey St. A 2 track subway north under Trinity Place and Church St. (its direct continuation) in Lower Manhattan. Excavation was through sand and a little rock and was accomplished under wood plank street decking. The construction was conventional N. Y. C. subway, i. e. steel bent with concrete jack arches. The sole station built was "Rector St." (a local station with 2 outside platforms, actually located between Exchange Alley and Rector St.). The section was 2,014 feet long. The sub-contractor was F. L. Cranford, Inc. Work began on Oct. 15, 1912.

Sec. 1, for its entire length, underpinned the much earlier, 3 track, "6th Ave. Elevated" Line. This elevated line was opened in 1878 as part of the Gilbert Elevated Railway Co., but the company's name was soon changed to the Metropolitan Elevated Railway Co. In 1879, it came under the control of the Manhattan Railway Co., which in turn leased it to the Interborough Rapid Transit Co. in 1903. The line was torn down in 1938.

This part of Church St, opened in 1869, was 80 feet wide and was named after the adjoining St. Paul's Chapel (built in 1766 and today New York City's oldest landmark). Trinity Place, originally Lumber St. between only Liberty and Morris Sts., was opened in 1869 and was also 80 feet wide, and was named after the adjoining Trinity Church (built in 1846).

There is no curve or grade of significance on this section, which was opened for operation at the same time as Sec. 1A (which see). Secs. 1 and 1A were both parts of the original Sec. 2 of the 1910 plans (see "History").

This section connects at its south end to (Construction) Route #33, the "Whitehall St.-East River & Montague St. Route." At its north end, it connects with Sec. 1A of (Construction) Route #5 (see below).

Rector St. station is tiled with mixed large square and smaller rectangular tiles. There is a sealed and abandoned entrance to the basement of the present American Express Building on the uptown (northbound) platform, as well as never used space for a second set of entrances and exits on the same platform, which would have opened onto Exchange Alley. The station, originally built to 7 (B.R.T. steel) car length was lengthened to 8 (B.R.T. steel) car length about 1927. It is currently scheduled to be lengthened to 10 (IND "R-Type" car) length.

Sec. 1A- From a point 6 feet north of the center line of Dey St. to a point 75 feet south of the center line of Park Place. A 2 track subway north under Church St., private property, and north under Broadway in Lower Manhattan. Construction was steel bent with concrete jack arches and rock tunneling with concrete lined cast iron segments. Excavation of the steel bent section was under wood plank decking through sand and rock. Tunneling was by a modified shield method, also through sand and rock. Stations built were Cortlandt St. (local)(between Court & Dey Sts.)(orig-

inally called "Dey St.")(2 outside platforms). This section was 1,030 feet long. The subcontractor was F. L. Cranford, Inc. Work began on Oct. 28, 1912.

This section underpinned the north west corner of the 4 floor "vestry house" (or parish house)(long since removed) of St. Paul's Chapel (N. Y. City's oldest church and landmark built in 1766 and famous since "George Washington worshipped here." The tunnel structure at this point was constructed to support a 10 floor building (which was never built).

This section also underpinned the south east corner of the south half of the Astor House (built in 1836 and then N. Y. City's oldest hotel) at the north west corner of Vesey St. and Broadway. The south half of the Astor House (actually a separate building) was torn down before the subway was built and a 7 floor office building and bank (217 Broadway- now the Franklin Society Federal Savings Bank Building) was later built on the site above the subway by the estate of John Jacob Astor on pier supports. The permanent easement on this site cost the city \$600,000.

From the north end of this section to a point under the old Astor House, the section was built in open cut. Originally, it had been planned to construct this part by tunneling but the change of the adjoining City Hall station from through operation on the lower level to the upper level required rebuilding of the north end of this section to provide a ramp down to tunnel level. This ramp is hollow below its floor. The true floor is at the level of the lower level of the City Hall station.

There is 630 feet of 2 independent single track tubes under St. Paul's Chapel graveyard, Vesey St., and the site of the old Astor House. The iron tubes under Vesey St. are 20 feet in outside diameter. The maximum track curves are 200 feet radius at the curve from Broadway into Vesey St. (both tracks) and at the curve from Vesey St. into Church St. (north bound track). The maximum grade is -4.0% south of City Hall station at the south end of the station. The bottom of the tunnels is 4 feet below mean high water.

At the north end of this section, this line connects with Sec. 2 of (Construction) Route #5 (See N. Y. Division "Bulletin" of June 1960, Vol. 3, No.2). This section was later underpinned by the IND's "Fulton St. Subway" (2 track) in 1933, also under St. Paul's Chapel graveyard.

Cortlandt St. station has a pedestrian underpass (outside of fare controls) built primarily to provide a direct access from both subway platforms into the adjoining H. & M. RR. (now PATH) terminal. Cortlandt St. station is tiled with alternate courses of large square and smaller rectangular tiles.

There is a slight shifting to the west of the center line of the tracks south of Cortlandt St. station as well as a shifting to the west north of the station. These shifts are probably used to provide a maximum radius curve into the station from the north and to restore the structure to a center line under the center of the street south of the station.

This station, as was Rector St., was originally built to 7 (B.R.T. steel) car length and was lengthened to 8 (B.R.T. steel) car length about 1927. It is now scheduled to

be lengthened to 10 (IND "R-Type") car length.

The part of this section under Church St. underpinned the earlier I.R.T. "6th Ave. Elevated Line" (See "Sec. 1" above).

This section was opened for operation on Jan. 5, 1918 from Times Square to Rector St. station at 11:35AM. The trip took 18 minutes. The return trip took 17½ minutes.

HISTORY

Secs. 1 & 1a

Maps of 1904 show a proposed line under Greenwich St. from South Ferry to West Broadway and also an extension of the "First Subway" (Contract 1) under Broadway from Park Place to South Ferry (this latter extension later became "Contract 2" of the "First Subway"). No line was shown under either Church St. or Trinity Place.

However, in 1905, (Construction) Route #5, as we now know it, came into existence. This route was adopted by the N. Y. City Board of Rapid Transit Railroad Commissioners on May 12, 1905 and was approved by the N. Y. City Bd. of Estimate & Apportionment on July 14, 1905 and by the Mayor of N. Y. City on July 28, 1905.

Construction ("Contract") Drawings were published in 1910. Secs. 1 & 1a, as later built, comprised Sec. 2 of the 1910 Drawings.

The 1910 drawings showed the original Sec. 2 (later built as Secs. 1 and 1a) as 3 track with 2 island stations- "Rector" and "Dey Sts." Crossovers were provided at both end of Rector St. station and north of the Dey St. station (see diagrams). The original Sec. 1 of the 1910 drawings consisted mainly of a large (100 car) underground terminal and car storage area, "Battery Terminal" between Morris St. and Battery Park, south of Battery Place, approximately due south of Sec. 2 (of the 1910 drawings). Earlier references (before 1910) spoke of the site of the proposed terminal as "west of the subway between Battery Park and Morris St., but no maps of this proposal are known. At the north end of "Battery Terminal" (as shown in the 1910 drawings) there was provision for a 2 track connection north under Greenwich St. running just north of Morris St. This was apparently a provision for an anticipated line following the route of the present "7th Ave. Subway." There were also turnouts from the "Terminal" just south of Battery Place (apparently for a connection to Brooklyn)(see diagrams). However, it was stated that the "Terminal" was to be used primarily as a "storage yard" until the proposed connections were made.

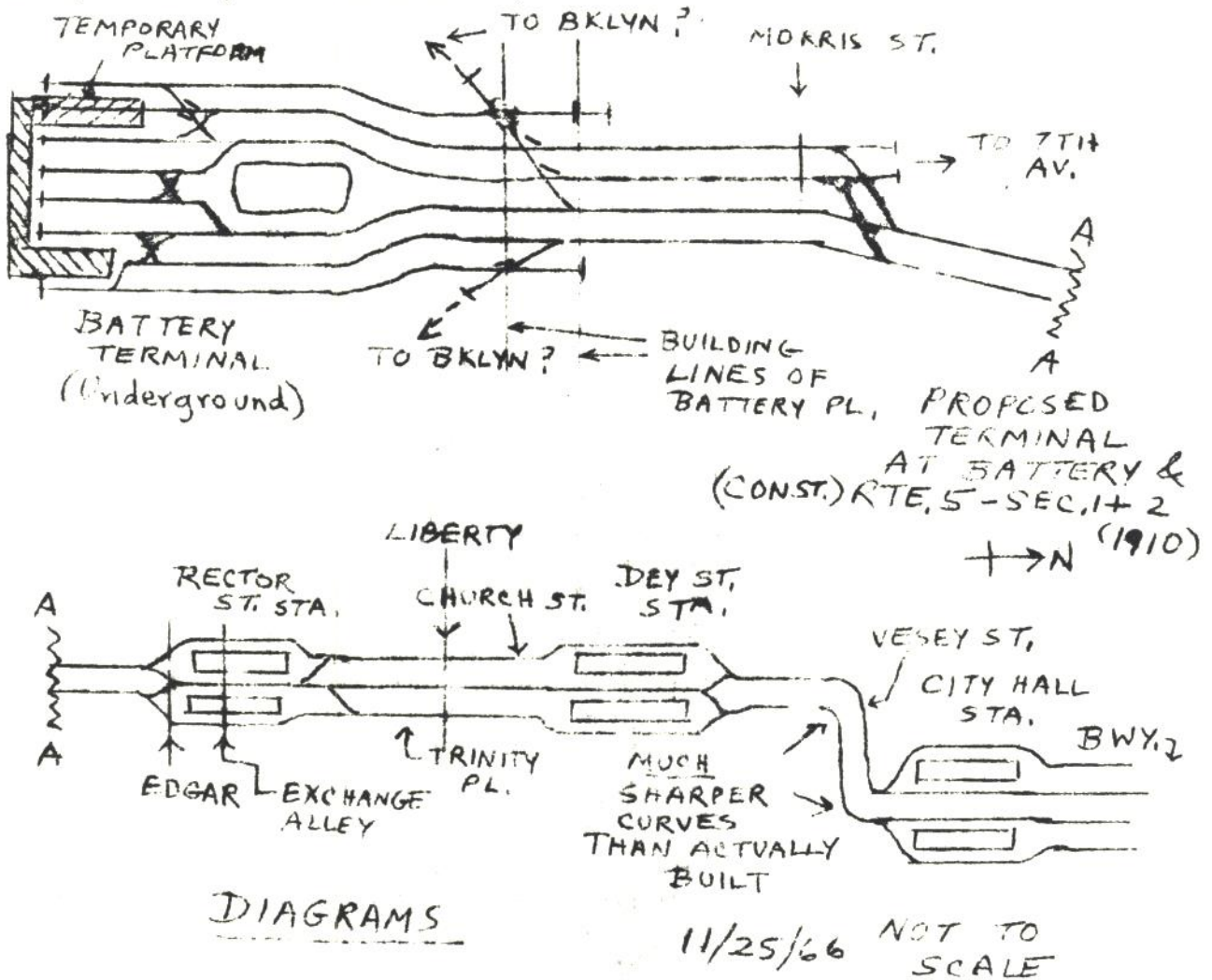
About the time of the beginnings of the "Dual Contracts" (BRT & IRT) considerable revisions were made in the plans for Secs. 1 & 1a (as shown in the 1910 drawings).

First, Sec. 1 of the drawings including the "Battery Terminal" was completely eliminated as it was found that the BRT tunnel connection to Brooklyn then planned could better be made by the Whitehall St. Line (see earlier "Bulletins") at a saving of \$800,000 and \$1,200,000 in the length of the tunnel to Brooklyn.

With the elimination of Sec. 1 of the 1910 "Drawings", the section immediately north (Sec. 2 of the "Contract Drawings") was

split and became Secs. 1 and 1a. The 3rd track was eliminated, and tunnel headroom was reduced by raising the bed of rail, thus saving \$2,000,000. Headroom originally had been planned to allow cars of the size then in use on the LIRR and NY Central RRs to clear the tunnels. In fact the earlier "Centre St." & "4th Ave." Subways had been built to these specifications (see "Bulletin" of Nov. 1960- Vol 3, No.4). However, since the building of these earlier lines, it had been decided to standardize tunnel heights to that of the then proposed lower B.R.T. steel cars (now the B.M.T. "A" & "B" types).

The underpass at Cortlandt St. station, which is outside of fare controls was originally intended (in H & M plans) to continue to the "First Subway" (Contract 2) under Broadway. The underpass was, and is, centered on Dey St.



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(Continued from Page 2) Most of the R-12/14's and R-15's now have hand straps for standees and deep blue interior window sills. Nearly all have been repainted red outside but recently painted cars retain their original number plates instead of the pasted on plastic numbers. Cars 5707-5729, previously used in Flushing work service, have apparently been transferred to the IRT mainline.

The R-11's that were on the West End Local since September, were ordinarily used in morning rush hours only, but now they may be seen on the West End Express, and often in the evening rush hours as well.

R-32's 3902-3 were tested with cab signals on the express tracks of the Sea Beach Line on December 6 and 7.

IND 817, recently in a collision with 869 in Pitkin Yard (see Dec. '66 BULLETIN), is to be repaired. BMT Q-Type 1627A, damaged by fire in Fresh Pond Yard on Jan. 6, will be switched with 1609A.

IRT CHANGE, PAINTING, NEW UNIFORMS, OTHER NYCTA NOTES

Three IRT Lexington-Jerome Expresses in the PM rush hours that formerly terminated at Utica Ave. are now diverted to Flatbush Ave., as of Nov. 14, 1966. One of these then runs light to Uxionia Ave. Yard.

The IND Spring St. station has recently been painted, and now the IRT Lexington Ave. stations from Astor Place to Bowling Green are being painted, with silver blue-green ceilings above the tracks.

Those little blue prefabricated houses used for track lubrication that have been installed on many BMT station platforms (See August 1966 BULLETIN), are now starting to appear on several IRT stations.

Around mid-December, conductors began sporting new uniform caps, narrower and taller than previously, somewhat like a fireman's hat. New badges feature the TA seal (as on the R-32 and R-38 subway cars) and the color is just slightly lighter than the old navy blue.

NYCTA PLAGUED BY SERIES OF MISHAPS

Northbound local service on the IRT Lexington Ave. Line was disrupted in the late afternoon, Sat., Dec. 17, when a train coming from City Hall Loop, rammed into the rear of another train at Bklyn. Bridge.

The Flushing Line was disrupted in the AM rush of Dec. 27 when a train stalled at Vernon-Jackson Station, the first of 3 tie-ups that week. On Dec. 28, again the Flushing Line was out of action between Queensboro Plaza and Times Square in the AM rush when a shoe beam broke off on a Manhattan bound train near the portal at Hunters Point Ave. On Dec. 30, the Flushing Line was hit once again in the AM rush, this time by a derailment of a Manhattan bound train, again near the portal at Hunters Point Ave. Many trains were turned back at Queensboro Plaza.

There were two other tie-ups on the IRT on the morning of Dec. 28, one when a broken rail was discovered on the southbound 7th Ave. Exp. track south of Chambers St. Many trains were diverted to South Ferry. At about 7:32 AM, a train stalled in the Flatbush Ave. Terminal and was moved out until after 9:00 PM.

On Dec. 5, BMT #6383 was damaged near Canal St. on the Broadway-Brooklyn Short Line. The train was waved by a red signal by a signal man and started to enter the pocket track. When the first car, #6461, and half of the second car had passed the switch, the motorman saw the track was already occupied and he went to other end and started to reverse the train. The switch was set for straight and both trucks on #6383 went on different tracks until stopped by the wall. Other cars on the train were 6360, 6477, 6490 and 6352 (East end).

On Jan. 5, service on the IRT Pelham Line was seriously disrupted by a derailment of a northbound train on a crossover north of East 177 St. in the PM rush hour, at 5:40 PM but the train was not removed until after 11 PM. The next morning southbound locals were rerouted to the exp. track between Hunts Pt. Ave. and 3rd Ave. caused by a broken shoe beam.

TROLLEY ABANDONMENT DATES

We list herewith the abandonment date of the last trolley line in various communities in New York, New Jersey and Connecticut.

NEW YORK STATE

Albany	8/31/46
Amsterdam	7/ /38
Auburn	4/15/30
Binghamton	8/2/32
Bronx	8/22/48*
Brooklyn	10/31/56
Buffalo	7/2/50
Elmira	3/11/39
Ithaca	1934
Jamestown	1/29/38
Kingston	9/1/30
Manhattan	6/22/47*
Mt. Vernon	12/16/50*
New Rochelle	12/16/50
Niagara Falls	8/22/37
Poughkeepsie	11/25/35
Queens	4/7/57
Rome	12/8/30
Schenectady	1/15/46
Syracuse	1/4/41
Troy	2/4/34
Utica	5/12/41
Watertown	9/1/37
White Plains	8/1/27
Yonkers	11/9/52

NEW JERSEY

Bayonne	10/22/38
Camden	9/1/35
Clifton	3/21/37
Elizabeth	1/2/37
Garfield	8/31/24
Hackensack	8/5/38
Hoboken	8/7/49
Irvington	9/4/37
Jersey City	8/7/49
Kearney	4/30/38

New Brunswick	8/2/31
Nutley	9/4/37
Orange	2/28/51
Passaic	3/21/37
Paterson	3/27/38
Perth Amboy	6/11/33
Plainfield	9/15/35
Trenton	12/9/34
Union City	8/7/49
W. New York	1/13/37
W. Orange	2/28/51

CONNECTICUT

Bridgeport	6/19/37
Bristol	8/18/35
Hartford	7/26/41
Meridan	9/28/31
Middletown	6/29/30

New Haven	9/26/48
New London	4/11/32
Norwalk	3/ /34
Stamford	7/25/31

*Indicates date of last line belonging to this city or borough. Lines from adjoining borough or city operated here until later date.

MILES OF TRACK ABANDONED by various street car systems in the New York area by years

THIRD AVE RY.	BKLYN HTS. RR	CONNECTICUT CO	PUBLIC SERVICE (NJ)	STEINWAY RY
1919 5.27	1921 0.09	1919 0.96		1929 0.05
1919 3.83	BKLYN CITY RR	1920 0.83		1930 0.01
1921 9.99	1923 3.50	1921 0.62	1923 5.00	1932 2.22
1922 17.49	B&QT (BMT)	1922 0.19	1936 11.88	1934 0.17
1924 7.29	1933 4.90	1923 0.26	1938 92.91	
1929 20.04	1936 5.00	1924 4.03	1939 49.80	QUEENSBORO
1930 4.91	1937 9.04	1926 10.69	1945 2.65	BRIDGE RY
1931 15.06	1938 3.15	1927 20.38	1947 3.19	1938 0.44
1932 13.46	1939 1.24	1928 12.95	1948 5.83	1939 24.49
1933 0.57	NYCTS (Surface)	1929 42.49	1949 37.63	1957
1934 0.64	1941 5.59	1930 31.91	1951 12.04	NY & QUEENS
1935 3.76	1942 6.44	1931 82.29	1952 19.64	1928 1.16
1937 1.71	1943 1.04	1932 23.64		1937 33.41
1938 1.06	1945 0.88	1933 18.44	NEW YORK RAILWAYS	MANHATTAN & QUEENS TCTN
1939 6.25	1946 15.96	1934 53.50	1919 31.25	1937 21.00
1941 11.00	1947 71.40	1935 21.91	1928 0.22	
1942 1.00	1948 22.50	1936 48.49	1929 0.15	JAMAICA CTL.
1946 18.00	1949 101.74	1937 36.62	1931 0.08	1930 3.31
1947 68.00	1950 41.60	1938 6.91	1934 0.31	1933 21.29
1948 94.89	1951 120.53	1939 18.45	1935 45.55	
1950 7.50	1955 6.25	1940 9.44	1936 73.67	2ND AVE RY
1952 2.85	1956 12.15	1941 55.13		1933 23.90
1952 25.90		1946 5.50	8 & 9 AV. RY	NY & STAMFORD
		1947 37.71	1935 41.46	1927 35.96
		1948 51.58		

Compiled by Bernard Linder