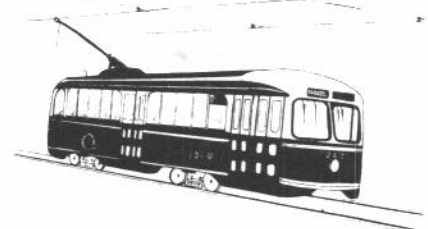
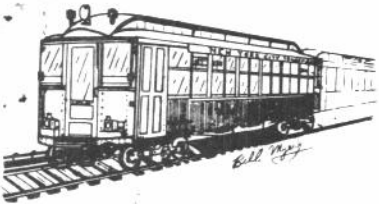


New York Division BULLETIN



VOL. 11 - NO. 6

New York Div., E.R.A.

DECEMBER 1968

GPO Box 1892 New York, N.Y. 10001
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LONG ISLAND RAIL ROAD: NEW SCHEDULE, NEW CARS, LABOR TROUBLES

LIRR announced a new schedule to go into effect Nov. 25 but train crews balked at the loss of much overtime pay and there was no service at all for about 3 days. Near normal service under the new schedule began (backed by court order) on Friday, Nov. 29. There was much confusion for several days and both Governor Rockefeller and TA Chairman Ronan accused the union of "sabotaging" the new schedules. In August, service was sharply curtailed because of a shortage of cars. The carmen union was accused of a slowdown in car maintenance after 18 car repairmen were laid off. LIRR claimed the men were no longer needed since all pre-war cars would be replaced by new cars in the next few years. As a result, as many as 320 cars were out of service and on Aug. 16, 35 AM and 26 PM train trips had been cancelled.

The first new cars (numbered in the 9000's) were delivered on Oct. 17 and LIRR crews refused to move them because door controls are in the cabs. After testing and public display, the first train went into service on Dec. 30, 1968.

A revised route to Kennedy (Idlewild) Airport was proposed by the big "M" on Oct. 8 using the abandoned LIRR Rockaway Line to south of Aqueduct and then turning east to the airport. A link to the Montauk Branch (which would be electrified) would be built in Forest Park to enable freight and passenger service from Jamaica and Long Island.

NEW JERSEY ARROWS IN SERVICE ON PENN, PATH NOTES

On Oct. 30, the first "Jersey Arrow" train of new M-U cars bought by the State of New Jersey, made its commuter run from Trenton into Penn Station on the former Pennsylvania RR, now Penn Central.

A new Journal Sq. transit hub to be built by 1971, will completely cover the PATH Journal Sq. station and yard. Most PATH (Hudson Tubes) stations now have fluorescent lights but not Pavonia, 9 or Christopher. AIR-CONDITIONED R-40'S IN SERVICE, R-38 & 40'S MIXED, OTHER NOTES

First air-conditioned R-40's were in service by Nov. 6 and differ from other R-40's (ceilings) as the A-C R-38's differ from the regular R-38's. As of Nov. 24, 60 A-C R-40's (4450-4509) had been delivered and about 22 were in service permitting the 20 R-9's transferred in July back to the IND to be retransferred to the BMT Eastern Division.

Some of the R-40's have new type signs: route letter is circled, destinations are in lower case and smaller letters, "Jamaica" appears with 179th Street, and "2nd Avenue" and "Kings Highway" are included. Installation of pantograph and high railings is underway on older R-40's. Since Oct. 15, mixed trains of R-38's and R-40's have been seen on the "F". They are rather common with as many as 3 such trains at one time and nights and weekends as well as rush-hours; once even on the "GG".

Many R-1/9's are getting "BRIGHTON BEACH" stickers pasted over "SPECIAL" on their side lower destinations, often carelessly done.

Early in November, the first R-27 painted red outside was seen. The roofs remain unpainted, like the R-16's which are about completed.

INDEPENDENT SUBWAY & IND DIVISION

SERVICE HISTORY

BY BERNARD LINDER

PART II

Morning rush hour service from Queens was increased on April 6, 1964. E trains started from 169th St. at 7:57 and 8:18 AM, and F trains started from Parsons Blvd. at 7:59 and 8:20 AM. All trains started from 179th St. when schedules were revised on December 21, 1964.

Extra service for the World's Fair began April 22, 1964. These trains ran seven days a week, starting after the morning rush hour and continuing into the early afternoon. They ran light from Continental Ave. via the express track and Crosstown Line to Smith-9th St. They were turned and ran light to Hoyt St. where they received passengers. They then operated non-stop via the Crosstown Line and express track to Roosevelt Ave., where all passengers were discharged. The trains then ran light to Continental Ave. This service was poorly patronized, and was discontinued on May 6, 1964. (Trains carried "S-Special" signs but might have been called "G" if sign rolls had had that designation.)

Effective Dec. 13, 1965, two morning F trains were routed to Chambers St. They returned light to Queens Plaza, and were then used as Aqueduct Specials when the track was open. Otherwise, they ran to 179th Street.

Effective July 11, 1966, F trains made local stops between 179th St. and Continental Ave. during midday on weekdays. (They had formerly used the express track between Parsons Blvd. and Continental Ave.)

F trains were extended to 2nd Ave. on July 11, 1966, and were again cut back to Broadway-Lafayette St. on Aug. 30, 1966.

Far Rockaway service was improved on July 9, 1967. This change was not seasonal. Through service was operated on the A from 207th St. to Far Rockaway, with alternate trains running to Lefferts Blvd., during midday and evening on weekdays, and from approximately 9:00 AM to 11:00 PM on Saturday and Sunday. During these hours, shuttles from Rockaway Park carried passengers to Broad Channel, and were turned at Howard Beach. H trains still operated between Euclid Ave. and both Far Rockaway and Rockaway Park during transition periods and in the direction of light traffic during the rush hour. "Round-Robin" service was operated only during the midnight hours, and rush hour E service to Euclid Ave., Lefferts Blvd., and the Rockaways was not changed.

The Independent Division officially came to an end on Nov. 25, 1967. On November 26, 1967, the Chrystie St. connection between the BMT and IND was opened, and both were officially combined into Division "B". The new name is seldom used and is unknown to the riding public.

ERROR CORRECTIONS:- The October 1968 BULLETIN contained these errors:
 Page 6 - the rush-hour "E" was extended to East New York Oct. 24, 1949 but ran local on 8th Ave. at all times until changes on Oct. 30, 1954. Since then, the E is express on 8th Ave. when it operates to Brooklyn.
 Page 7 - As of Oct. 30, 1954, all D trains ran to Coney Island except in rush hours when alternate D trains cut back at Church Ave. As of May 13, 1957, alternate D's were cut back at Church Ave. midday on weekdays (Monday thru Friday).

Page 1 - Proposed NEW SUBWAYS. Route 4, along the LIRR Atlantic Branch will terminate at Springfield Blvd. (about one-half mile from Merrick Rd.)

NEW YORK DIVISION BULLETIN, published approximately bi-monthly by the Publications Comm., N.Y. Div., Electric Railroaders Association.

Arthur Lonto, Bill Zucker, Bernard Linder, David Rogoff, Ed Bacher

INDEPENDENT CITY OWNED RAPID TRANSIT RAILROAD SYSTEM

HEADWAYS

A WEEKDAYS						A SATURDAY				SUNDAY		
Date	Mdnt	AM Rush	Mid day	PM Rush	Eve	Date	AM Rush	Mid day	Eve	Morn	Aft	Eve.
7/1/37	12	4,3	5	4	6,8	7/3/37	4	5	6,8	6	5	6,8
12/16/40	12	4,3	5	4	6,8	12/15/40	4	5	6	6	5	6
1/10/44	12	4	5	4	6,8	5/11/47	5	6,5	6,8	6	6	6,8

C						C				"C" ran rush-hours and Saturday morning and early afternoon only.		
Date	Mdnt	AM Rush	Mid day	PM Rush	Eve	Date	AM Rush	Mid day	Eve	Morn	Aft	Eve.
7/1/37	-	4,3	5,-	4	-	7/3/37	4	5,-	-	-	-	-
12/16/40	-	8,6	-	8	-	12/21/40	8	10,-	-	-	-	-
1/10/44	-	8,6	-	10	-	1/15/44	8	10,-	-	-	-	-
"C" Last day 10/21/49						Last day 5/10/47						

D						D				SUN AM Aft Eve		
Date	Mdnt	AM Rush	Mid day	PM Rush	Eve	Date	AM Rush	Mid day	Eve	Morn	Aft	Eve
12/16/40	12	8,6	5	8	6,8	12/15/40	8	10,5	6	6	5	6
1/10/44	12	6,5	5	5	6,8	1/15/44	8	5	6	-	-	-
12/30/46	12	6,4	5	5	6,8	5/11/47	5	6,5	6,8	6	6	6,8

A, D						A, D							
Date	Mdnt	AM Rush	Mid day	PM Rush	Eve	Date	AM Rush	Mid day	PM Rush	Eve	Morn	Aft	Eve.
10/24/49	12	4,3	5	4,3	6,8	10/23/49	5	6	6,8	8,6	6	6,8	
1/30/50	12a	4,3½	5	4,3½	6,8	7/15/50	5	6	6,8	8,6	6	6,8	
10/23/50	15	4,3½	6	4,3½	6,8	10/22/50	6	6	6,8	10,8	7	8	
6/30/52	20	4,3½	8	4,3½	10	12/30/51	6	7,6	7,8	10,8	8	8,10	
11/1/54	20	4	8	4	10	6/29/52	6	8,6	8,10	10	8	8,10	
unchanged until Chrystie St.						3/ /54	b	8 b	8,10	c12	10	10	
						9/13/58	6	8,6	8,10	-	-	-	

AA, BB, CC same as "A" (when operating) except rush hour strictly 4 min. starting 12/15/40; Sat AM & midday strictly 8 min. starting 10/30/54.

E, F WEEKDAYS						E, F SATURDAY				SUNDAY		
Date	Mdnt	AM Rush	Mid day	PM Rush	Eve	Date	AM Rush	Mid day	Eve	Morn	Aft	Eve.
7/1/37	12	4,3d	5	4,3	6,8	7/3/37	4	5	6,8	6	5	6,8
9/12/38	12	4,3d	5	4,3	6,8	12/15/40	4	5	6	6	5	6
12/16/40	12	4,3	5	4	6,8	7/4/43	4	6	8	10,8	6	8
7/6/43	15	4	6	4	8	5/17/47	5	6	8	-	-	-
10/24/49	15	4,3	6	4,3	8	10/29/49	6	6	8	-	-	-
12/30/49	15	4	6	4	8	10/22/50	-	-	-	10,8	7	8
12/11/50	15	4,3½	6	4,3½	8	12/30/51	6	7	8	10,8	8	8,10
6/30/52	20	4,3	8	4,3½	10,12	6/29/52	8	8	8,12	10,8	8	8,12
11/1/54	20	4	8	4	10	10/31/54	-	-	-	12,10	10	10
4/6/64	20	4,3½	8	4	10	-	-	-	-	-	-	-
7/11/66	20	4,3½	10	4	12	-	-	-	-	-	-	-

GG						GG SATURDAY				SUNDAY		
Date	Mdnt	AM Rush	Mid day	PM Rush	Eve	Date	AM Rush	Mid day	Eve	Morn	Aft	Eve.
7/1/37	12	4	5	4	6,8	7/3/37	4	5	6,8	6	5	6,8
12/16/40	12	4	5	4	6,8	12/15/40	4	5	6	6	5	6
7/6/43	15	4	6	4	8,10	7/4/43	4	6	8,10	10,8	6	8
6/30/52	20	4	8	4	10,12	5/17/47	5	6	8,10	-	-	-
12/1/55	20	5,6	12	5,6	10	10/22/50	-	-	-	10,8	7	8
12/8/55	20	5	12	5	10	12/30/51	6	7	8,10	10,8	8	8,10
1/3/61	20	5	12	5,6	10	6/29/52	8	8	8,12	10,8	8	8,12
						10/31/54	-	-	-	12,10	10	10

HH Schermerhorn St. Shuttle
 12/16/40 - 8,10 10 8,10 - 12/21/40 8,10 10 - No Sun. Service

INDEPENDENT SUBWAY EARLY NOTES

The construction of the INdependent started on March 14, 1925 when ground was broken in Washington Heights. Operation could have started long before September 10, 1932, if the City had been able to find a private operator. Since it was impossible to make a profit on a 5¢ fare, no private company was interested and it became obvious that the City would have to operate the new 8th Ave. Subway. Test trains started running on August 10, 1932, eight hours a day, Monday thru Friday. Service was increased on August 24, 1932. Eight 6-car trains were running from 7:45 AM to 10:53 PM. On Monday, Wednesday and Friday trains ran express between 207 St. and Chambers St. and on Tuesday and Thursday trains ran local between 168 St. and Chambers St. On September 7, 8 and 9, 1932, the full weekday schedule was operated with trains making regular station stops, but not carrying passengers. On Sept. 9, 1932, the public was permitted to make a free inspection of the stations, but was not permitted to ride any trains. Several hoodlums damaged turnstiles and other equipment at many stations.

The 8th Ave. Subway opened for regular service at 12:01 AM, Sept. 10, 1932, without any fanfare. The Board of Transportation wanted Mayor McKee to officiate, but he declined because he was "too busy."

Expresses ran between 207th St. and Chambers St. on weekdays and Saturdays from 5:40 AM to 1:00 AM (leaving 207 St.). Locals ran between 168 St. and Chambers St. when expresses were running and between 207 St. and Chambers St. when expresses were not running. The maximum number of cars was 6 cars on the "A" and 5 cars on the "AA". Locals and expresses each ran on a 4 minute headway during the rush hour and a 5 min. headway during midday and early evening. The headway was lengthened to 6, then 8, then 10 minutes during late evening. Locals ran on a 12 min. headway during the midnight hours.

Rush hour service was increased on October 10, 1932. "A" trains ran on a 3 minute headway during the height of the rush.

E,HH ROCKAWAY LINE HEADWAYS

Date	-----WEEKDAYS-----							SATURDAY			--SUNDAY--		
	Mdnt	FR	RP	day	FR	RP	Eve	Morn	Aft	Eve	Morn	Aft	Eve
6/28/56	h40	16	16	16	16	16	20	6/30/56	16	20	24	20	20
1/28/57	40	24	16	24	24	24	24,30	1/27/57	24	24e	24	20	20f
9/8/58	20r	14	24	24	15	22	20,30	9/13/58	20r	20r	20r	20r	20r
9/14/59	20r	14	24	24	13	20	20,30	10/11/58	20	20r	20	20	20r
7/1/60	20r	14	21	24	20,13	20,10	20,30						
7/10/67	20r	14	24,20	16	11	16,10	20	7/9/67	16	16	24g	20	20

NOTES:-

- a- 15 min. mdnt headway Sat & Sun effective 7/15/50.
- b- "A" 6 min. headway, "D" 5 min.
- c- Sunday changes eff. 10/31/54.
- d- 2 min. headway for 6 min. 7/1/37
2 min. hdy. for 12 min. 9/12/38 "E"
- e- 24 & 30 min. headway
- f- 20 & 30 min. headway
- g- 24 & 20 min. headway
- h- 6/28/56 30 min. weekday; 40 Sat. & Sun.; 9/17/56 40 everyday
- r- Round Robin

FR- Far Rockaway RP- Rockaway Park Headway denotes Far Rockaway and Rockaway Park service separately except when Round Robin operated.

All headways are not available. In most instances, date shown is starting date & service continued to next date shown. To save space, Sat. & Sun. starting dates have been combined where possible.

CAR SERVICE The number of cars which were run on Independent trains was varied very frequently and it is difficult to present a complete record. This article will present a partial record of the car service. Trains did not always carry the number of cars as listed on the schedules. Saturday and Sunday car service varied with the season, especially on trains running to Coney Island and Rockaway.

WEEKDAYS - NUMBERS OF CARS

LINE	Mdnt	Date	Rush Date	Mid day Date	Eve Date
A	6	10/24/49	10 1945-1967	6 1945-1951	6 1949-1951
	4	1951-1967		8 1955	8 1955-1967
				10 6/28/56- -1967	
AA/ BB	3	1949-1967	7 1949-1951	4 1945-1967	4 1949-1951
			8 1964-1967		3 1964-1967
C			10 1937-1949		
CC			7 1936		
			6 1937		
			8 1945		
			8,10 1949-1967		
D	4	1949-1967	10 1945-1967	6 1945-1949	6 1946-1951
				8 10/49-1951	8 1955-1967
				10 10/54-1967	
E,F	5	1949-1951	10 1945-1951	6 1945-1951	E-6 1949-1951
	3	1955-1956	10,11 1953-57		F-5
	4	1956-7/8/66	10 1958-1967	8 1955-7/8/66	8 1955-7/8/66
	5	7/11/66-1967		10 7/11/66-1967	10 7/11/66-1967
GG	3	1949-1951	7 1949	3 1945-1951	3 1949-1951
			6 1951	4 1955-1967	4 1955-1967
			7 1953		
			8 1955-1967		
HH Rocka- way (except Summer)	4	6/28/56- 7/8/67		4 6/28/56- 7/8/67	4 6/28/56- 7/8/67
				5 7/10/67--	5 7/10/67--

SATURDAYS - NUMBER OF CARS

LINE	Mdnt	Date	Morn Date	Aft Date	Eve Date
A	4	1949-1967	8 1945-1967	8 1945-1946	6 1944-1967
				6 1949-1952	
				8 1956-1967	
AA/ BB	3	1949-1967	4 1949-1967	5,6 1945-1946	4 1949-1952
				5 1946	3 1964-1967
				4 1948-1967	
C			8 1944-1945	8 1945	
			6 1947	6 1947	
CC			6 1945-5/47	6 1945-1948	
			4 8/47		
			5 1949	5 1949	
D	4	1949-1967	8 1949-1967	10 1944-1945	6 1949
				8 1946-1967	8 1964-1967

SATURDAYS - NUMBERS OF CARS
(Cont'd from previous page)

LINE	Mdnt	Date	Morn Date	Aft Date	Eve Date
E	5	1949-1952	5 1949	8 1944 5 1949	5 1949
	4	1964-1967	6 1952-1967	6 1952-1967	6 1952-1967
F	5	1949-1952	5 1949	6 1947 5 1949	6 1944 5 1949-1952
	3	1964	6 1952-1967	6 1952-1967	
GG	3	1949	4 1949	3 1949	3 1949
HH	4	1957-1967 (except Summer)	4 1957-1967	4 1957-1967	4 1957-1967

SUNDAYS - NUMBER OF CARS

LINE	Mdnt	Date	Morn Date	Aft Date	Eve Date
A	4	1949-1956	6 1949-1967	6 1945-1967	6 1949-1967
	6	1957-1967			
AA	3	1949-1967	3 1949-1964	4 1945-1951 3 1964-1967	4 1949-1951 3 1964-1967
D	6	1949	6 1949	6 1945-1951	6 1945-1951
	4	1951-	4 1951	8 1961-1962	8 1961-1962
	6	1961-1962	8 1961-1962		
E	5	1949-1951	5 1949-1951	5 1945-1951	5 1949-1951
	3	1964	6 1964	6 1964	6 1964
F	5	1949	5 1949	5 1945-1949	5 1949
	4	1950-1951	4 1950-1951	4 1950-1951	4 1950-1951
	3	1964	6 1964	6 1964	6 1964
GG	3	1949-1951	3 1949-1951	3 1945-1951	3 1949-1951

IND CAR ASSIGNMENTS by BILL ZUCKER

Prior to 1948, the R-1/9's provided all service on all IND lines and even today are still represented on all lines. In the tabulation below, WHT stands for Washington Heights lines; A, AA/BB. Bx indicates Bronx lines; C, CC & D, Q means Queens lines; E, F & GG, HH(Rockaway). Queens cars are used on Aqueduct Specials. This tabulation shows car assignments at certain representative periods. It is not complete and there have nearly been some cars out of their assigned places.

Jan. 1945 100-498 Q 499-830 WHT 831-1394 Bx 1395-1508 WHT 1509-1802 Q	Jan. 1949 100-484 Q 485-830 WHT 831-1449 Bx 1450-1802 Q	Sept. 1949 100-199 BMT 200-685 Q 686-838 WHT 839-1379 Bx 1380-1802 Q	Feb. 1951 100-220 BMT 221-689 Q 690-838 WHT 839-1374 Bx 1375-1802 Q	June '67 100-1014 Bx-WHT 1015-1802 Q
Nov. 1953 100-241 BMT 242-899 Q 900-1399 Bx 1400-1549 WHT 1550-1802 Q	Dec. 1955 100-241 Bx 242-824 Q 825-1389 Bx 1390-1569 WHT 1570-1802 Q	Oct. 1957 100-241 Bx 242-814 Q 815-1349 Bx 1350-1499 WHT 1500-1747 Q 1748-1802 BMT	June 1964 100-149 Q 150-299 Bx-WHT 300-814 Q 815-1489 Bx-WHT 1490-1802 Q Starting about Sept. 1962 Bx & WHT consolidated.	

103 & 1575 generally WHT

IND CAR ASSIGNMENTS (Cont'd from Page 7)

The first R-10's went into service and have always been used on the "A" although 3320-3348 were on the BMT Eastern Div. from Nov. 1954 (3320-3329 after April 1955) and April 1956. They have also been used on the AA/BB and on the Rockaway Shuttles when the "A" provided the Rockaway service. The R-11's were transferred to the IND for Queens Service Oct. 1949. They were placed on Washington Hts. Lines Nov. 1953 and were returned to the BMT Eastern Div. July 1954.

For the increased "A" service to Rockaway, R-16's, 6300-6349 were transferred from the BMT to IND, being used on the "A" exclusively from Sept. 1956 to Sept. 1958, when they returned to the BMT. In Sept. 1966, 32 R-16's were sent to the IND "GG" Line until Feb. 1967.

On Aug. 23, 1966, the first R-38's were placed in service on the "E" and "F" Lines. After Nov. 1966, they were used primarily on the "F".

The R-1's were transferred to the BMT Sept. 1949 to July 1953 and returned between Oct. 1954 and June 1955. The R-9's went to the BMT in between Sept. 1956 and Oct. 1957 and returned Sept. 2-Sept. 15, 1958.

It should also be mentioned that a B-Type was used experimentally on the "F" for about a week in July 1958. -B. Zucker & B. Linder

NEWS - CONTINUED FROM PAGE 2 - INTERESTING REROUTES (Cont'd)

On Sun., Dec. 1 and Dec. 8, IRT #3-7 Av-Lenox Exp. ran to 137 St.-Bway while track work was underway near 148 St-Lenox Terminal. Trains carried "BROADWAY EXP." on side route signs, and #1 signs and Green-Yellow markers at their north ends.

Because of track work on the Astoria Line, "RR" trains terminated at Queensboro Plaza (upper level) for several weekends in November, while a shuttle ran on the southbound track between Astoria and Q.P.

Because of storage track shortage in Coney Island Yard, aggravated by reconstruction, many "QJ" trains terminate at Kings Highway in the evening after the rush (approx. 7:30-8:30 PM Arr. Kings Hwy) and after "D" trains resume service to Coney Island via Brighton.

CAR STOP MARKERS: PLATFORM EXTENSIONS: OTHER NOTES

Car stop markers are being placed below platform level on the IRT Flushing Line and the BMT 14 St-Cararsie "LL" Line.

Platform extension work has started at several more BMT Broadway and Fourth Ave. stations: Fifth Ave., 95 St.Ft.Hamilton, 49 St., 57 St. and is well underway at Whitehall St. as well as Court and Lawrence. The new escalator at Lawrence St. went into service in late December. TA has started construction of escalators at West 4 St.-wash. Sq. and much of the platforms are closed off especially on the lower (6 Ave) level.

Due to a water main break at Tremont Ave. on IND Concourse Line on Oct. 23, service was disrupted with "D" trains cutting back at 167 St. and a shuttle between Bedford Pk. and 205 St. "CC" did not operate and "A" ran local between 59 St. and Canal St. Normal service was resumed by the evening rush. Again on Dec. 2, service was disrupted when a water main broke at Fordham Rd. Extra trains ran on IRT Jerome Av. Line.

The IRT Steinway Tunnel was tied up and Flushing Line disrupted on Nov. 18 and Oct. 25, both caused by stalled trains at Vernon-Jackson.

LONG ISLAND RR'S METROLINER SCHEDULE

Lv Babylon 5:52AM; Arr. Penn Sta. 7:05AM; Lv. Freeport 8:04AM; Arr Penn Sta. 8:52 AM (Lay-up at Jamaica) Lv. Penn Sta 6:10PM; Arr Babylon 7:23PM
Lv. Babylon 7:53PM; Arr. Penn Sta 9:05PM; Lv Penn 9:51PM; Arr " 10:58PM

TABLE OF LIRR TRIPS CANCELLED & CARS OUT OF SERVICE IN AUGUST SLOWDOWN

DATE	7-	8-	9-	12-	13-	14-	15-	16-	19-	20-	21-	22-	23-	26-	27-
AM TRIPS	15	14	10	27	32	28	33	35	30	31	31	24	24	18	13
PM TRIPS	19	11	24	24	21	21	24	26	30	27	18	21	23	16	-
CARS OUT	150	144	185	200	212	223		230	286	320	255	250		140	145