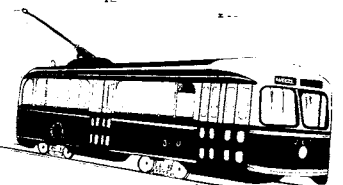
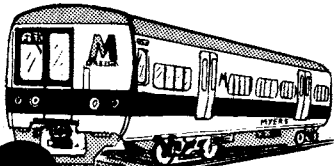


NEW YORK DIVISION

BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

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IND-SUBWAY OPENING CEREMONIES P. 3

2 IND TRAINS COLLIDE IN BROOKLYN, OTHER MISHAPS, STOP ON RED

37 persons were injured, 2 seriously, on July 17 when a Manhattan bound "E" train slammed into the rear of a stopped "A" train, just north of Hoyt-Schermerhorn station at 5:18 PM in the height of the PM rush hour. The "E" train, consisting of car (North) 986 (severely damaged) 1161-1183-1318-3755-1141-044-958-905-1136 "keyed-by" a red signal and was apparently going too fast to see the stalled "A" train around the curve. The "A" train had cars (North) 3065-3173-3076-3309-3234-3337-3680-3338-3133-3062 (moderately damaged). 5 cars were derailed.

Service through this point was seriously disrupted for several hours with "A" and "E" train from uptown cutting back at Chambers St-Hudson Terminal. Trains from Rockaway and Lefferts were turned at East New York, later at Court St (operating light between Hoyt and Court St). From 7:55 to 11:35 PM, "A" trains from 207 St. terminated on northbound A4 track at Jay St and a shuttle operated on track A3 between Jay St & Hoyt St after 8:55 PM. After 11:35 PM "A" trains from Manhattan were relayed at Hoyt St. (track A-3). Except for cars 986 and 3062, no cars suffered more than minor damage and all are reportedly back in service.

In the direct wake of this accident came another, when on July 21 about 10:30 AM, a Jamaica bound "QJ" train "keyed-by" a red signal and hit a work train near Cypress Hills. Though there were no injuries and no significant damage, these 2 accidents, coming as they did right after and part of a long string of accidents, induced the MTA board to revise the "Key-by" rule. Previously, a motorman could pass a red block signal (not a double red interlocking signal) if he stopped, then he was to proceed slowly, prepared to stop within vision. On IND and new BMT and IRT signals, the tripper goes down as he approached the signal slowly since the insulated joint is several feet before the signal. Since July 23, a motorman may not pass a red signal unless instructed to do so by a supervisor, and must stop his train 15 feet short of the insulated joint, otherwise the signal will remain at red.

Other recent accidents leading to the rule change were:

- Nov 28, 1969 - A "CC" train rolled backwards from 167 St (Dec. '69 BULLETIN)
- Dec 29, '69 - A 7 Ave-WP Exp derailed at E 180 St (See Feb. '70 BULLETIN)
- Feb 27, '70 - A Lex-Pelham local entering Pelham Bay Park terminal ran into the bumper injuring 7 persons and causing many trains to be cut back at East 177 St or Westchester Sq. for several hours.
- May 29, '70 - 2 "GG" trains collided near Roosevelt Ave. (June BULLETIN)

More recent mishaps and delays:

- July 20 - Extreme heat and wide use of air conditioners caused an electric power shortage and Con Edison asked all users to reduce usage. The TA responded by ordering trains to operate only at series speed and cut the number of rush hour trains thereby creating one of the worst subway jams in history. Subsequent power shortages have occurred but neither NYCTA nor Con Edison even thought of repeating this debacle.
- Aug 1-1 person died and 53 were overcome by smoke at 6:44 AM when a Brooklyn bound Lex-Jerome Exp stopped short of a suffocating electri-

NYCTS QUIZ by H.A. Dunne; Answers to June Quiz: 61. 6 tracks; 62. lower; 63. Consumers Park. QUESTIONS: 64. What is the shortest platform on NYCTS in regular passenger service? 65. If a BMT-IND signal shows yellow over yellow over yellow does it mean a) Proceed with caution, prepared to stop within vision, expecting to find track occupied, or b) Proceed on diverging route expecting to find next signal at danger? 66. How many tracks are located on the Lexington Ave. Line between 59 St & 68 St?

NEWS (Continued from page 1) cal fire in the tunnel just south of the Bowling Green station. The passengers were led by transit personnel through the tunnel to the station and safety. The cause of the fire was not immediately determined but was in a section of power cable burning the insulation. Southbound service through this point was not restored until 9:45 AM; and the Big Blue "M" immediately ordered an inspection of all under river tunnels. An inoperative radio communication system on this train was also held to blame, only one radio-telephone being on the train and this being partially defective.

Aug 3- 2 persons were injured as more than 500 passengers panicked to get out of a southbound IRT Broadway Local that stopped suddenly and started smoking due to a short circuit and ruptured brake line at 86 St.

Later that day, about 7 PM, another fire on a northbound IND 8 Ave train at 86 St. disrupted service momentarily but no injuries occurred.

Aug 4- Sea Beach service south of 59 St and West End service south of Bay Parkway were out for awhile due to a power failure nr. Coney Island.

Aug 6- In the AM rush, a northbound "D" (Brighton Exp) broke down on the Manhattan Bridge. In the confusion, another "D", rerouted through the Montague St. Tunnel, was sent up Broadway by mistake. Still another "D", intended to change ends at Essex St., continued across the Williamsburgh Bridge to Marcy Ave., where it was turned back to Manhattan.

Aug 17- In the AM rush, a disabled southbound IRT Lex. Ave. train being put on a siding at 125 St, dropped its controller and broke a switch part.

Aug 20- a watermain break cut off 14 St-Canarsie "LL" service between Myrtle-Wyckoff and 14 St-8 Ave until 8 AM. Of course, this and a 2 day earlier disruption on the IRT Flushing Line could not be blamed on TA. Power was cut off to permit firemen to fight a building fire in Woodside.

Aug 21- About 5:45 PM a northbound Lex. Local started to smoke near 125 St because of a grounded brake or third rail shoe with 1 hour delay.

Aug 24- about 4 PM a northbound Lex-Jerome Exp started to smoke at 149 St and passengers discharged at Burnside with about 1½ hours delay.

With the question of subway safety and efficiency on everyone's mind, it is perhaps natural it should become a political issue in this year's election campaign for Governor and Senator. Democratic candidates Goldberg and Ottinger (as well as Bronx Borough Pres. Abrams) attacked Ronan's management of the system and called for his removal. Ronan in turn responded by accusing Goldberg and Ottinger of using the subway issue as a political springboard, and objected to Mayor Lindsay's appointment of Myron Cohen to head the Subway Rider's Watchdog Committee for similar reasons. Rockefeller, in the meantime, defended the subway's safety record, stating that there have been only 3 deaths (of passengers) due to subway accidents in the last 32 years, neglecting to mention that these all occurred within the last 3 months. Ronan later quietly admitted that in 1966 there was a fatality resulting from a subway accident. He also stated that recent troubles resulted from lack of proper maintenance in the past which the big blue M is trying to correct. The City Council is conducting its own investigation on TA safety.

TROUBLES ALSO ON THE CENTRAL

The Penn Central had its share of troubles also. On July 13, a fire on the Harlem River drawbridge snarled commuter service during the

SUBWAY OPENINGS

by Bernard Linder

The great network of INDEPENDENT subway lines was the largest subway extension since the IRT and BMT lines were extended between 1915 and 1920. The 8th Ave Subway could have been opened 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 five cent fare, no private company was interested and it became obvious that the City would have to operate the new Eighth Avenue Subway. The city officials must have realized that they had a "white elephant" on their hands and this may have been the reason why there was no "first train" and no ceremony at the opening of the original 8th Avenue Subway. The Board of Transportation wanted Mayor McKee to officiate, but he was "too busy." The regular weekday schedule was operated on September 7, 8 and 9, 1932 with empty trains making regular station stops. On September 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 chains were removed from the turnstiles just before 12:01 AM September 10, 1932 and crowds rushed into the trains at 59, 42 and 34 Street. The first southbound express was jammed and the crowds lasted for two hours. A line formed at the 42 St. change booth fifteen minutes after opening. Transit Commissioner Fullen, Board of Transportation Commissioners John H. Delaney, Frank X. Sullivan and Daniel L. Ryan and General Manager John R. Slattery observed operations from the 42 Street southbound dispatcher's booth for the first hour. The West Side Association of Commerce had dinner, then rode from 42 St to 125 St and back to 34 St where they had breakfast at the Hotel Astor.

There was hardly any fanfare when the Eighth Ave Subway was extended to Jay Street, Brooklyn. Commissioner Daniel L. Ryan gave a hand signal to the motorman of the first train which left Jay Street at 6:12 AM, February 1, 1933.

When the IND was extended to Bergen Street (one station), hardly anybody paid any attention to this event. Board of Transportation Superintendent Philip E. Pfeifer and Secretary W. Jerome Daly were present when the first train left Bergen Street at 6:25 AM, Mar. 20, 1933.

The Concourse Line was opened nearly ten months after the original 8th Avenue Subway started running and Mayor O'Brien rode from 167 Street to 161 Street a day before the subway opened. Then he spoke at a luncheon of the Bronx Civic Association at the Concourse Plaza Hotel at 161 St and Grand Concourse. Public Works Commissioner William Flynn was present, but Bronx Borough President Henry Bruckner did not attend. There were no ceremonies when the first southbound train left 145 St at 12:54 AM July 1, 1933.

The Jackson Heights area of Queens was growing rapidly and the residents showed their enthusiasm for the new subway by staging a giant celebration. The Jackson Heights Subway Committee held a one week celebration featuring tennis, golf, baseball and dances in the Jackson Heights Club House. The Queensboro Chamber of Commerce had luncheon at the Hotel Astor the day before the subway opened and since Mayor O'Brien did not attend, Public Works Commissioner John J. Holleran was the highest ranking City official at the luncheon. After lunch the guests rode a special train from 42 Street to Queens. Several hours later three thousand people assembled at the Roosevelt Ave Station to

watch Board of Transportation Commissioner Francis X. Sullivan open the station at 11:55 PM. Then 1200 people crowded into the first four-car train which left shortly after midnight August 19, 1933. When the train arrived at Lexington Avenue, Commissioner Sullivan and Chamber of Commerce President Frank Roy Howe watched Queens Public Works Commissioner John J. Holleran cut the ribbon. There was a parade on 82nd Street in Jackson Heights featuring mounted policemen, American Legion and Boy Scouts. Since the Brooklyn Crosstown Line also was opened as far as Nassau Ave., three thousand people marched in a torchlight parade in Greenpoint.

There was hardly any celebration when the Independent Subway was extended to Church Avenue. Borough President Henry Hesterberg presided over the opening ceremonies which were held at Seventh Ave. Station at 11 AM October 7, 1933. Then the group took the first train to Jay St., transferred to a southbound train to Church Ave., and had luncheon at the Allied Civic Organizations of South Brooklyn.

Fiorello H. LaGuardia became Mayor on January 1, 1934. Since he liked publicity he was present at the opening of every new subway line and he usually made a ceremony. He always drove the first train and the newspapers usually printed a picture of him standing in the M/M cab.

The Houston and Essex St. Line was the first extension which was opened during LaGuardia's term of office. Before revenue operation began, the Mayor, Borough President Levy, Board of Transportation officials and delegations from East Side civic groups rode from West 4th Street to East Broadway where the Mayor cut a red, white and blue cord. Revenue service began at noon, January 1, 1936.

The Fulton Street Line serves a densely populated area and crowds witnessed the opening ceremonies. LaGuardia attended a luncheon at the Kismet Temple at Nostrand Ave. and Herkimer St. on the day before the subway opened. Fifteen thousand people were in the streets at Nostrand Avenue and at Hoyt and Schermerhorn Streets. LaGuardia, officials and 1500 people rode the first train from Hoyt Street to Rockaway Avenue. LaGuardia made speeches at Franklin Avenue and at Rockaway Avenue. Revenue service began with the 11:46 PM train leaving Rockaway Avenue on April 8, 1936 and the 12:01 AM southbound train leaving Hoyt Street on April 9, 1936.

The Queens Line extension to Union Turnpike opened at 7 AM, Dec. 31, 1936. LaGuardia inspected the new extension on a train which left Roosevelt Avenue at 12 noon, December 30, 1936. Afterwards, the Mayor, Queens Boro President Harvey, Board of Transportation Chairman Delaney, and other officials attended a luncheon at the Forest Hills Inn.

The extension of the Queens Line to 169th Street on April 24, 1937, was the occasion for another celebration. LaGuardia cut the ribbon at Parsons Boulevard at noon and then rode the first train. Afterwards he attended a luncheon at the Hotel Franklin and then reviewed the Jamaica Vocational High School parade.

The noisiest celebration took place at the ceremonies for the extension of the Brooklyn Crosstown Line from Nassau Avenue to Smith-9th Street on July 1, 1937. A ten-car train left Hoyt Street for Long Island City at noon and picked up officials at several stations along the route. At Nassau Avenue, Kings County Sheriff Peter J. McGuinniss and his ten-piece brass band entered the train and stole the show by playing "Hail, Hail, the Gang's All Here." LaGuardia boarded the train at Queens Plaza and at times the brass band drowned him out. If the Mayor ignored McGuinniss, the brass band could have become very troublesome at the ribbon-cutting ceremony which was held at 1 PM at Hoyt-Schermerhorn Street. The Mayor allowed the sheriff and his brass band to sit near him during the ceremony and there was no further

difficulty. They even played the "Star-Spangled Banner" at the proper time. After the ceremony, the officials attended a luncheon at the Hotel Granada.

Naturally, LaGuardia was present at the opening of the Sixth Ave. Subway. He ate supper at Gimbel's and then officiated at the opening just after midnight December 15, 1940. Two special trains were waiting at 34th Street. The train with the officials ran north on the local track and the train with the other invited guests including the author proceeded north on the express track. When the trains arrived at 50th Street, the guests were permitted to see a free show at the Center Theatre.

The extension to Broadway-East New York on December 30, 1946 passed unnoticed and the newspapers didn't even record this event.

The next extension was opened on November 29, 1948. At 7 AM, the first passenger train operated through the new tunnel to Euclid Avenue. Later in the morning, Board of Transportation Chairman William Reid escorted Mayor O'Dwyer and Brooklyn Borough President Cashmore on a half hour inspection of the new line and the new Pitkin Yards. (Your editor and your NY Division Chairman were among those present.)

A short ceremony took place at the extension of the Queens Line to 179th Street on Dec. 11, 1950. Mayor Impellitteri cut a red, white and blue ribbon at 179th Street while several hundred spectators cheered. The Mayor paid his fare by using a dime which was given to him by the Board of Transportation and then inspected the station and mezzanine. The Mayor, Chairman Bingham and Boro President Fitzgerald boarded the first train and got off at 169th Street.

The Mayor was not present at the extension of the IND to Coney Island on October 30, 1954, the first extension under the NYC Transit Authority. Harris J. Klein, the only Brooklyn member of the Authority made a speech on Church Ave. Station while the TA band played. A sign was displayed on the front of a train parked there on the exp. track.

Transit Authority Chairman Charles A. Patterson and his family officiated at the ceremony of the opening of Grant Ave. station at noon on April 29, 1956. Mrs. Patterson cut the ribbon at Grant Avenue and their seven year old son, Charles, deposited the first token. Then Patterson and his guests rode the first IND train to Lefferts Avenue.

The extension of the IND to Rockaway on June 28, 1956, was an important event and a big celebration was held at Howard Beach. The day was designated "R-Day" and the guests assembled on the platform at Howard Beach at 4 PM. Five hundred local residents watched the ceremonies from the square near the station. Two R-16 trains, the newest on the IND-BMT, were dispatched for the ceremony. One of the trains had a "Rockaway, Here We Come" sign tied on the front of the train. When the train arrived at Howard Beach, Chairman Patterson and Commissioner Curtayne held a red, white and blue ribbon in front of the train and their children, Charles F. Patterson (7 years old) and Mary Curtayne (9 years old) cut the ribbon. Mayor Wagner was scheduled to appear, but he was delayed at a Board of Estimate Meeting and a traffic jam. Meanwhile the guests had boarded the special trains which waited for the Mayor. When the officials got tired of waiting, they ordered the trains to start. As soon as they started, the Mayor appeared and the trains were stopped again. The Mayor boarded, the trains didn't leave until 5:30 and then ran non-stop first to Far Rockaway and then to Rockaway Park where the Chamber of Commerce gave a dinner for 500 boosters at the Park Inn.

When the Chrystie Street connection was opened on November 27, 1967, many lines were rerouted and the changes in service were the most extensive since the 6th Ave. Subway was opened on December 15, 1940.

Naturally, many people weren't pleased with the route changes. Since there was so much dissatisfaction, the Authority opened the new connection without any fanfare. However, by this time the number of railfans interested in Rapid Transit had become very large and many of them trying to ride as many last and first trains on many changed routes created an almost festive occasion.

The extension to 57 Street and Sixth Avenue and the accompanying opening of the Chrystie St. connection to the Williamsburg Bridge on July 1, 1968 was not recorded in the newspapers.

The Authority is starting to build another large network of subway lines. Many residents are anxiously waiting for the day when the first train will start running. Undoubtedly bigger and better celebrations will be held when the new lines are ready for revenue service.

UN-EDITORIAL

(It is not the practice of the NYD BULLETIN to print editorials but your editor believes the words of Herman Rinke, who is National Secretary of E.R.A. and a former Chairman of the Division, as presented at the August Meeting, offer some interesting "food for thought" and we here present a summary of these words as an "un-editorial".)

In the earlier years of the E.R.A. the largest amount of time and interest was devoted to the street car and the high-speed interurban. Any written material, or entertainment programs at meetings, devoted to the field of rapid transit had definitely to be limited or interest would have lagged very quickly. In those days the devotees of street cars and interurbans were quite aware that, despite the PCC car, continued public acceptance of the street car, and of the interurban which ran through the streets of cities and towns on its route, was limited. The automobile was in the No. 1 spot and there was no denying it, despite its disadvantages and the advantages of the trolley. Consequently the juiceman was on the defensive to protect his street cars and interurbans as long as he could. In the words of the song of those days the strategy was to "Accentuate the Positive and Depreciate the Negative". We knew the trolley's weak points but didn't talk much about them hoping they would go away.

Since the other types of juicerail are rare and hard to find, today's juicemen are by necessity rapid-transit and suburban rail fans. Since the latter forms of juicerail are now on the make there is no need for the defensive attitude of 30 years ago. Indeed, a few of today's fans in the New York area seem to acquire some of the pleasures of being juicemen by playing the game of Monday morning quarterback and making like experts by criticizing most of the things done, or not done, by the local rapid transit and electric suburban railroad operating groups. Some of the criticism is constructive and the result of intelligent thought, but most of it is thoughtless and ill-informed. The words "all", "none", "always" and "never", also "they should have" are rife.

In the last few months strong impetus was given to the critics by the unfortunate series of 3 collisions on New York's subway system which resulted in the deaths of two passengers. The first of the three was a doubly tragic occurrence - not only were two innocent subway passengers violently killed, but an unbroken 42-year record free of passenger deaths in train accidents was just as suddenly ended. (In 1927 a southbound IRT express departing Times Sq. had a switch thrown under it by an inept maintainer causing its ninth car to move sideways into the retaining wall between the middle lay-up track and the southbound express track.)

(Continued on next page)

"UN-EDITORIAL" (Continued)

After the recent series of accidents the juicefan critics were joined by vote-seeking politicians, conviction-seeking district attorneys and circulation-seeking newspapers. It was disappointing to see even the New York Times joining the party although its handling was considerably subdued by comparison. Particularly annoying was an article written by David A. Andelman appearing in the Times of July 29, 1970. Although no exception is taken to any of the facts detailed in the article, the headline "WORLD SURVEY FINDS CITY LAGGING IN SUBWAY SAFETY" undoubtedly gave most readers the sensation of riding in an unsafe subway system, which is the opposite of truth. This writer was impelled to write the Times in criticism of their handling of facts in the article. This letter was neither acknowledged, returned or used.

I feel that the main problem facing the NYCTA today, which is also being faced by all large employers, is an acute shortage of workers who are capable of doing even an average job. Too many others seem to have no self-respect, and they care less about themselves than they do for a domestic pet at home. This low morale is intensified in the NYCTA by early retirement and high pensions. The incentive to try harder has been vanquished by protected laziness. Two expressions have been coined by newspaper columnists for this phenomenon - "social pollution", or "human pollution". This force may someday be more destructive of humanity than water, air or noise pollution.

Although the Times did not print the letter, the thought about placing the blame on the human element did receive expression in an editorial about deterioration of Western Union telegraph service, which appeared a few weeks later. It was based on a news report about a telegram that took two days from Manhattan to Staten Island and contained misspelled words. When reached by 'phone a W.U. official stated to the effect that if we would employ only those who can spell, we wouldn't have anybody working for us. Certainly the facilities and methods for learning to spell words are still available and are no doubt better than they ever were, but the incentive isn't. I quote the closing sentence in the NY Times editorial - "In a broader sense, it also reflects a general slackening of standards of quality throughout American life. In that respect, all Americans share responsibility for the destruction in public services from which they suffer."

This is a much closer approach to the root of problems in the NY subway system than heaping blame on the head of Dr. Ronan. In a sense he appears to have the most responsible position in the nation - he is considered responsible for everything done wrong by every TA employee.

(We quote excerpts from Mr. Rinke's letter to the Times.)

By the arrangement of statistics and facts used in the article, reporter David Andelman appears to be trying to have his readers believe that the NY City subway system is perhaps the most unsafe in the world. One wonders why the time period of the past 10 years was selected, which thereby eliminated the NY subways' enviable record of 42 years without a passenger death (resulting from a collision). By another arrangement, using a different time period, perhaps the opposite can be shown.

In the sixth paragraph Mr. Andelman acknowledges that, due to the huge size of the New York system and the 1 1/3 billion passengers carried each year, the safety percentages could be quite favorable. The mention of the 240 route miles of our system implies, but does not mention, the large number of trains operated daily - an important factor in increasing possibilities for collisions.

The 3 recent crashes in New York were a most unfortunate coincidence, each of them clearly the result of man failure. It should be

UN-EDITORIAL (Continued) noted here that almost all large employers in the U.S. are having similar difficulties with employees' morale, lack of excellence in performing duties, and a general loss of interest in one's job.

After having and observed operations of New York's subways since 1916, as well as having used the subways in 7 other cities, two of them foreign, this rider remains convinced, until statistically proven otherwise, that the officials of the NYCTA are correct - New York's subway remains the safest in the world. Chicago with its gross lack of safety devices should never have been listed at all.

-Respectfully, Herman Rinke

NEWS--(Continued from page

morning rush hour. It was called the worst tie-up in Central's history.

On July 27, in the AM rush hour, a fire due to a short circuiting third rail just inside the portal at Park Ave & 96 St delayed 25,000 commuters (85 trains) and stranding 1,000 for at least 45 minutes on 2 trains. These latter had to be evacuated through emergency exits. Service was halted for 3 hours and not fully restored until the PM rush.

The following evening, July 28, fire broke out on a Harlem Div. train near Fordham station, causing some service disruption.

On August 3, in the PM, another third rail fire in the Park Ave Tunnel near 72 St necessitated the evacuation of 3 inbound trains. Inbound service was out for hours and outbound service badly disrupted.

NEW CARS: NEW HAVEN & LONG ISLAND RR

On Aug 31, big "M" opened bids for 144 new New Haven cars and was surprised that General Electric bid about \$422,000 per car while Pullman-Standard bid about \$476,000. The 620 similar Long Island cars cost about \$217,000 each from Budd. The New Haven cars are similar but have to be equipped to run on 11,000 Volt AC overhead as well as the 600 Volt DC third rail. Connecticut will share the cost with NY & US.

Long Island new car #9371 was the highest delivered Aug 12. The new electrification from Mineola to Huntington is set to open by Nov.

SECOND AVE SUBWAY DESIGN, CAR PAINTING & OTHER CAR NOTES

On Aug 16, it was announced that a contract for design of the Second Ave subway from 34 St to 125 St was awarded to DeLeuw, Cather & Co. The disclosure that present plans call for stations only at 34 St, 48 St, 57 St, 86 St, 106 St and 126 St caused a roar of protests.

The first painted silver and blue outside, light green and gray inside R-9's as well as IRT R-33's 9270-1 were in service by July 29. The first repainted R-27/30's were in service by August 4. As of Aug 15, at least 15 R-9's (all on Eastern Div) and 8 R-27/30's had been painted, as well as 3 R-12's, 2 R-14's, 1 R-15, and about 60 R-10's, with the R-16's nearly half completed, and the R-17's approaching completion.

The first R-9's with radio aerials were in service by August 14. These are being installed in the doorways, just outside the end doors, on the side opposite the cab. The R-12/14's are having their aerials changed to the smaller BMT-IND type to lessen Conductors' problems.

At least 166 R-1/9's below 900 (including 2 cars since scrapped) have now been equipped with headlights, a program that started a year ago. There are at least 16 cars above 900 that still do not have headlights, a program that was first started nearly 8 years ago.

R-15's 6200-6225 (Westinghouse) are assigned to G-E lines: 7 Ave-WP Rd#2; Lex-Jerome #4; and Lex-Dyre Ave #5.

R-33's 9226-7 are to be experimentally air conditioned.

The 75 foot clearance test cars, were tested on the SIRT this past Spring and may go over again to Staten Island later this year.