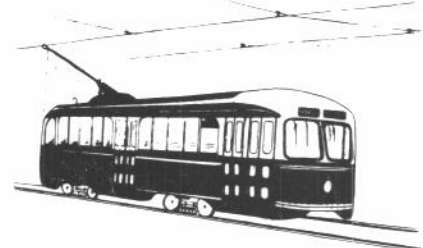


NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

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LONG ISLAND RR STRIKE FINALLY ENDS

On Jan 19, LIRR strikers started returning to work after a strike that started Nov 30. Partial service started the following day (Sat, Jan 20) with full service on Monday, Jan 22. The agreement called for a 6% retroactive wage hike for 1972 and a 90 day cooling off period to permit negotiation of a permanent settlement. Ronan promised no fare increase. The LIRR claimed a drop of 20 to 30% in riders after the strike.

FIRST STATEN ISLAND R-44'S DELIVERED; OTHER R-44 NOTES

First of the R-44's for SIRTOA were delivered on Jan 2. Numbered from 400, they are virtually identical to NYCTS R-44's. There are minor differences inside the cabs (door controls) and are supposed to have different type of signs but were delivered with Queens IND signs. It was thought that they would be used on the subway until new SIRT power facilities are ready but now it appears they will be placed directly on SIRT. On Jan 25, 3 cars were tested on Sea Beach tracks and Feb 1 on LIRR.

As of Feb 1, R-44's up to 367, and also 380 & 381 have been delivered. SIRT 400-412 as well as all even numbers to 422 have also arrived. Cars as high as 342 (with many gaps) were in service in early Feb. Car 223 recently received new white on black number plates replacing the virtually invisible gray on silver number plates. The new numbers are unlike any others.

METROPOLITANS ON HUDSON LINE; COSMOPOLITANS BEING TESTED

Metropolitans were put on the Central's Hudson Division starting Dec 21, following completion of high level platforms at Harmon & Ossining. They had been in service on the Harlem line since Sept 15, 1971.

The New Haven Cosmopolitans (8500's) are being tested. High level platforms are ready at most stations and service may start in March.

YEAR-END SERVICE CHANGES ON BMT-IND ("B" DIVISION)

Service changes as outlined in the December BULLETIN went into effect on Dec 31 and Jan 2 as planned. The most important item that we missed in the service summary was restoration of Sea Beach express service on 4 Ave on Sundays (Leaving CI 5:14AM-10:32PM; Lv 57 St 7:20AM-11:52PM). Sunday express service in Brooklyn had been discontinued Jan 1, 1961.

There were some protests, particularly from Rockaway Park riders objecting to Fulton St Local service, and Jamaica Line riders objecting to loss of KK service, poorly distinguished skip-stop trains and the use chiefly of old cars (R-9's). Prior to the changes, cardboard notices in the old BMT manner were placed in the subway cars, paper notices posted in stations and several varieties of hand bills were distributed. In addition, station information signs were changed and covered and black patches were applied over the first letters for KK and QJ route sign rolls in the R-9's and R-27's. The "express" was covered in the "M-NASSAU ST EXP" on side signs of R-27's. R-42's (4852-4887-Brighton)(4888-4923-Eastern Div) had their signs replaced with side signs prepared in East New York bus shops and not color coded. Strip maps in other R-40 thru R-44 cars are now all more or less obsolete. New maps were issued in mid-December.

CAR ASSIGNMENTS, OTHER CAR NOTES

The service changes had little effect on assignments; however, R-9's are not used on the new "M" Brighton-Myrtle service which uses mostly R-27/30's and previously mentioned R-42's. Starting Jan 9, R-32's started to turn up on "M", "RR" and "QB", but only occasionally. The new "J" Broadway-Jamaica uses mostly R-9's, with some R-27's and an occasional R-42. On Dec 29, some R-44's from the "F" started to be used on the "E", probably to placate Rockaway Park riders.

R-1/9's are presently assigned as follows: 400-834 (many missing) - "CC"; 844-1419 - Queens "E", "F", "GG"; 1420-1802 - Eastern Div "J", "K", "LL". Cars of the first two groups are frequently interchanged. On Dec 15, the museum R-1/9's returned to the Broadway-Brighton "QB". Cars 1502 and 1600, not yet restored as museum cars, have operated in this train recently. Car 100 suffered fire damage on Jan 11 at 57 St-7 Ave. R-38's 4032-4061 have now returned to the Queens IND from the Sea Beach "N" and lower numbered R-38's went back temporarily in December. Sea Beach now has 3950-4031.

As of Feb 1, 142 R-9's, 372 R-27/30's all R-22's, all R-26/28's except 7775, 7852, 7909 and 29 formerly red R-33's have been painted silver and blue. Twenty R-29's are at Coney Island for painting. At least 30 R-16's now have rebuilt door pockets for R-44 door engines. R-12's 5710-5713 are to be used as tunnel wash cars. On Jan 11, R-10 3150 was slightly damaged and R-42 4680 badly damaged in a collision at 207 St Yard.

The last unrenumbered and non-museum R-1's (391 & 394) left service in Dec. Most 700's were still in service as of early December. An R-42 unit (A/AA/B group) was on "GG" throughout December. "EE" and "GG" normally do not use R-42's. They use R-40M's, and Sea Beach uses their R-42's.

ANNOUNCE PLANS TO AIR-CONDITION PRESENT SUBWAY CARS

On Jan 28, Mayor Lindsay and MTA head Ronan announced plans to air-condition all existing subway cars by 1980. Since the R-10's, R-12/14/15's will be about 30 years old by then and TA likes to scrap cars after 35 years, it's very unlikely these will be included despite the announcement.

MISHAPS; DERAILMENTS, GUN FIGHT

Southbound IND 8 Ave service was disrupted when car 3304 derailed from a badly cracked wheel about 8:31 AM in the Fulton-Cranberry St Tunnel, Dec 20. Normal service was not restored until about 7 PM, yet nothing was seen in the newspapers. "A" trains ran local south from 168 St and "B" trains ran express. "E" trains in the PM rush ran local southbound and "A" and "E" were rerouted through Houston St, while "CC" trains ran express. (Dec 20)

On Dec 27, Car 1791 in a Brooklyn-bound "KK" developed a broken wheel north of 42 St-6 Ave in the AM rush and derailed. "F" trains were diverted via 8 Ave, while "KK" trains were reportedly run to Chambers St (light after Essex St) and some "B" trains to 57 St-6 Ave.

Due to a robbery involving several hostages in a sporting goods and gun store near Broadway-Myrtle Ave and resultant gunfire and police action in the street, service through this point was suspended from about 6 PM, Fri, Jan 19 until after 5 PM Sun, Jan 21. "J" trains from Jamaica turned back at Eastern Pky and from Broad St at Essex St, while "M" trains from the Brighton Line turned back at Marcy Ave and a one track shuttle ran between Metropolitan Ave and Myrtle-Wyckoff. When Brighton-Myrtle service ceased for the weekend, "J" trains ran over the Williamsburgh Bridge to Marcy Ave. After service resumed, trains bypassed Bway-Myrtle and "M" shuttles again terminated at Wyckoff. About 9 PM, "M" was re-extended to Essex St (from Metropolitan Ave) until through Brighton service resumed on Monday morning, about which time, trains again stopped at Bway-Myrtle.

A freight train derailment on Feb 12, blocked all 4 tracks of the Central's Hudson Div at Ludlow Station, halting all service until the following morning.

LATE FLASH! NYCTA is planning to end the 3 Ave El on April 29.

INTERBOROUGH SUBWAY CARS

EXPLANATIONS AND ALTERATIONS - PART II - BY BERNARD LINDER

Cars 4037-4214 were designated as flivers and were never operated with other types of cars in passenger service. The cars were wired with low voltage controls, but the motorman's controller resembled the controller used on the high voltage cars. It had three positions, switching, series, and parallel which are similar to the positions on the low voltage and Steinway cars instead of the several resistance points on the controller of the high voltage cars.

The triple valve which controlled the brakes was the same as the triple valve in the high voltage cars. However the valve was controlled by battery power instead of the 600 volt third rail power in the high voltage cars.

All the flivers were placed in service in 1915 and all the cars continued running until the late 1950's. Several trailers were taken out of service in 1959 and the remaining cars were scrapped when they were replaced by new cars in the early 1960's.

Cars 4515-5652 all had low voltage controls. Most of the cars were designated as low voltage cars and the cars which were assigned to Queens were designated as Steinways (see roster in Oct, 1972 issue of the Bulletin). Since the Queensboro Line has the steepest grades in the system, 1300 feet at 4.5% west of Vernon-Jackson Ave, 900 feet at 4% east of the Hunters Point Ave portal, and 1400 feet at 4.5%, 3.8% and 4.15% between Grand Central and Fifth Avenue, the Steinway cars were designed to ascend the steep grades without any difficulty. The cars were slightly lighter than the low voltage cars and the motors had a different gear ratio. The cars were usually kept separate and were not coupled to trailers when they were operating in Queens.

The following table gives the dates the low voltage cars and Steinways were placed in service.

<u>DATE</u>	<u>NO. OF CARS</u>	<u>HIGHEST NUMBER CAR</u>
1/1/17	3	4708
7/1/17	90	4770
1/1/18	309	4825
6/30/18	434	5088
12/31/18	611	5270
6/30/19	659	5270
12/31/19	669	5298
6/30/20	669	5298
12/31/20	787	5301
6/30/23	805	5360
12/31/23	888	5402
12/31/24	988	5502
6/30/25	1067	5587
12/31/25	1138	5652

One low-V was scrapped in 1919, another followed in 1924, and the third was scrapped in 1925. Several cars were scrapped after they were damaged in the 1950's and most of the remaining cars were scrapped or converted to work motors after they were replaced by new cars in the

The first "combination train" left Pelham Bay Park at 10:01 a.m. July 5, 1934, a "combination train" was tested on the Broadway-7th Av Express leaving Van Cortlandt Park at 11:43 a.m. July 26, 1934 and these trains were operated in regular service starting July 27, 1934. Additional high voltage cars were converted to multiple unit door operation in 1936 and nearly all high voltage trains were operated as "combination trains."

The original wooden elevated cars were built with open gate platforms at both ends and required a conductor between each pair of cars. The company had to economize during the post World War I inflation and they rebuilt 275 motors and 190 trailers for multiple unit door operation. The report dated June 30, 1923 stated that 395 cars were converted; the remaining 70 cars were converted shortly afterward. This conversion included removal of gates, enclosing the front platform, and installing remot control sliding doors. One conductor was required for 2, 3, and 4 car trains while two conductors operated the doors on 5, 6, and 7 car trains.

The following table gives the car assignments from 1932 until the last wooden car operated on the IRT in December 1956. Major assignment changes occurred on December 4, 1938 when the 6th Ave "L" was discontinued, on June 12, 1940 because of the abandonment of the 9th Ave "L" and the north portion of the 2nd Ave "L", and on June 13, 1942 when service was discontinued on the remaining portion of the 2nd Ave "L" north of 59th St.

LINE	1932- 12/4/38	12/5/38 6/11/40	6/12/40 6/13/42	6/14/42- 1940	1950- Dec 1956
129 St-3rd Ave Loc-midday	Gate	Gate	Gate	MUDC	MUDC
129 St-3rd Ave-rush	Gate	Gate	Gate	MUDC occasional Gate	MUDC
Bx Pk 3rd Ave Local-rush	MUDC	occasional gate MUDC	MUDC	MUDC	MUDC
Bronx 3 Ave Local- express-midday	MUDC	MUDC	MUDC	MUDC	MUDC
Bronx 3 Ave Local- express-rush	MUDC composite **	MUDC composite occasional gate	MUDC composite	MUDC composite	MUDC
3 Ave Thru Exp-rush	composite **	composite occasional gate	composite occasional gate	composite occasional gate & MUDC *	Q*** occasional MUDC
129 St-2 Ave Loc midday & rush	Gate, MUDC	Gate, MUDC	-----	-----	-----
Freeman St 2 Ave Exp-rush	** composite	composite			
Freeman St 3 Ave Loc-Exp rush	-----	-----	Gate	MUDC	----
Bronx Pk 2 Ave Exp-rush	gate occasional MUDC	Gate occasional MUDC	-----	-----	-----

early and mid 1960's. Cars 5290, 5292, 5443, 5466, and 5483 were preserved as museum cars and were operated in regular service on the 3rd Ave "L" from the spring of 1968 to the autumn of 1969. At first they were left separate, but later they were coupled to Worlds Fair Steinways. Trailers 4902, 4913, 4934, 4942, 4946, 4950, 5303, 5312, 5323, 5330, 5335, 5337, 5340, 5353, 5354, 5356, and 5390 were operated on the 3rd Ave "L" from 1964 to 1969 and were coupled to Steinways or Worlds Fair Cars.

Most of the Steinways kept running until they were replaced by new cars in the early and mid 1960's. Cars 5628, 5631, 5633, 5636, 5638, 5641, 5647, 5649, 5650, and 5651 continued running on the 3rd Ave "L" until the autumn of 1969.

The original subway cars had no fans and crowded trains must have been very uncomfortable in the summer. Cars 3730 and 3748 were equipped with fans and made their first trip on August 12, 1910. The 1912 IRT report stated that all subway cars had been equipped with fans.

Most of the IRT cars were built with manually operated doors and required a conductor between each pair of cars. Prices and wages rose rapidly during World War I and the company economized by equipping all low voltage cars, flivers, Steinways and many high voltage cars for multiple unit door operation (see roster in Oct. 1972 issue of the Bulletin). One or two conductors were able to control the doors of a train. The June 30, 1922 report stated that 982 cars had MU doors and this number had increased to 1396 cars in the June 30, 1923 report.

The following are the dates the company started operating trains with only two conductors.

LINE	FIRST 2- CONDUCTOR TRAIN	ALL 2- CONDUCTOR TRAINS	NO. OF TRAINS
LEX.-E. 180 ST	4/28/24	5/7/24	30
7 AVE-E. 180 ST BRONX PK	5/7/24	5/22/24	26
LEX.-JEROME	5/23/24	6/4/24	22
BWAY-VAN CORTLANDT PK	6/2/24	6/21/24	45
ASTORIA	6/30/24	7/1/24	4
CORONA	7/3/24	7/11/24	7

Starting May 18, 1924 Lenox Avenue Local Sunday service was furnished by cars with multiple unit door control which were operated in express service on weekdays and Saturdays. A similar procedure was followed on Lexington Ave Locals and Broadway-7th Ave Locals starting May 22, 1926. Trains with multiple unit door control started operating at 8 P.M. Saturday and were returned to express service before the Monday morning rush hours.

In 1934 the company was able to reduce the number of conductors by rearranging the cars in high voltage trains. Cars with multiple unit door control at each end of express trains were replaced by cars with manually operated doors. The cars with multiple unit door control were transferred to the Broadway-7th Ave Local and used as center cars. As a result only two conductors were required on a six car local train.

LINE	1932- 12/4/38	12/5/38- 6/11/40	6/12/40- 6/13/42	6/14/42- 1940	1950- Dec 1956
Willets Pt rush & midday	Gate	Gate, MUDC	Gate, MUDC	-----	----
Astoria rush & midday	Gate	Gate	Gate	----	----
155 St 6 Av Loc midday	MUDC	----	----	-----	-----
155 St 6 Av Loc rush	Gate	----	-----	-----	-----
6 Av Exp rush	MUDC occasional gate	-----	-----	-----	-----
155 St 9 Ave Loc midday	Gate	MUDC	-----	-----	-----
155 St 9 Ave Loc rush	Gate	Gate occasional MUDC	-----	----	-----
9 Ave Exp midday	Gate	MUDC	-----	-----	-----
9 Ave Exp rush	Gate occasional MUDC	MUDC occasional Gate	----	----	-----
155 St Shuttle	-----	-----	Composite	Composite Steinway	Steinway High-V

*During the late 1940's composites ran less often and gates ran more often than the early 1940's

**Composites were out of service and were replaced by gates from August, 1933 to November, 1933

***Q-trains were transferred to the 3rd Ave "L" between April 3, 1950 and September 15, 1950.

The following table gives the April, 1940 car assignment and the proposed assignment after the 9th Ave "L" and the 2nd Ave "L" north of 59th St. were abandoned on June 12, 1940.

	QUEENS		179 St-3rd Ave		128 St	159 St
	APR 1940	PROPOSED	APR 1940	PROPOSED	2 Ave	9 Ave
MUDC motors	44	70	116	202	16	93
MUDC trailers	18	24	91	134	8	72
Gate motors	107	45	49	32	105	117
Gate trailers	34	41	33	23	39	61
Composites	--	--	228	271	48	--
Total	203	280	517	662	216	343

Q cars furnished most of the service and cars 1660-1671 and 1753-1811 were occasionally seen running on the 3rd Ave "L" after service was discontinued south of 149 St on May 12, 1955. Wooden cars were replaced by steel cars in December, 1956.

When the Dyre Ave Line was opened on May 15, 1941 refurbished cars 1580-1587 and 1589-1600 were assigned to the line. Snow car 107 was also assigned to the line, Wooden cars were replaced by steel cars in 1954.

The number of gates reached a peak of 1783 (1031 motors and 752 trailers) on January 1, 1912 and dwindled slowly when riding fell off during the 1920's and 1930's. Hundreds of out of service cars which

were laid up in several yards during the 1930's weren't removed from the roster until several years after Unification. The data for October 6, 1942 and subsequent years gives a more accurate picture of the number of cars which were operated. The following table gives a partial record of the changes in the number of cars on the roster.

DATE	GATE MOTORS	GATE TRAILERS	MUDC MOTORS	MUDC TRAILERS	COMPOSITES
11/29/24	732	517	275	190	476
3/3/33	717	509	275	189	475
1/4/39	704	439	269	189	401
7/1/41	624	358	269	189	401
10/6/42	126	75	268	188	222
9/12/46	66	25	265	186	159
11/23/49	59	23	259	173	95

The number of cars on the roster subsequent to November 23, 1949 is not available. However the maximum number of wooden cars required for rush hour service is as follows:

DATE	3rd AVE MOTORS	3rd AVE TRAILERS	DYRE MOTORS	TOTAL
1/18/49	338	165	8	511
8/23/49	305	166	8	479
3/17/50	299	166	8	473
10/30/50	263	163	8	434
3/14/51	232	116	8	356
7/24/53	192	81	8	281
7/28/54	168	70	*	238
3/16/55	164	48	*	212
5/13/55	56	28	*	84
6/29/56	44	22	*	66

*Steel cars operated on Dyre Ave Line.

The preceding tables show how the number of wooden cars dwindled steadily until they disappeared from the IRT in 1956. -B.Linder

R-42 REPLACEMENT SIDE ROLL SIGNS (4852-4923) Eastern Div-Brighton Loc
-TCP-

Street	Code	Location	Sign Location	Sign Code	Color	
57 Street	QB	Brighton Beach	Metropolitan Avenue	M	Myrtle Av Bway	J (Black)
57 Street	QB	Coney Island	Metropolitan Avenue	M	Coney Island	K (Dark Blue)
Eighth Avenue	LL	Rockaway Parkway	57 Street	K	Eastern Parkway	M (Light Blue)
Eighth Avenue	LL	Myrtle Avenue	57 Street	K	Rockaway Parkway	S (White)
Special	S	Special	168 Street	J	Broad Street	LL (Black)
(CONTINUED NEXT COLUMN)			Jamaica	J	Broad Street	QB (Red)

(Side signs are all white on black except "S Special" is black on white.)

NEW IRT SCHEDULES effective December 10, increased the combined rush hour headway on the #1-Bway Local from 2 to 2½ minutes. The #6-Lex-Pelham was similarly changed in Spring 1972. Nov 6 changes meant 8 car trains for #2-7 Ave Exp evenings and weekends, owl remains 6. #4 is similar to #2.

MARKER LIGHTS

On January 28, 1973, NYCTA made the first system-wide change of marker lights. New markers indicate only the destination, not the origin of the train nor whether it operates local or express in most cases. Yellow-Yellow is now used for passenger trains and Red-Red for shuttles, specials and work trains. The light over the cab is given first.

— BMT-IND —

A	207 Street	Green-Green
A	Lefferts Blvd	Green-Green
A	Euclid Ave	White-Green
A	Far Rockaway	Red-Green
A	Rockaway Park	Yellow-Green
A	Round Robin	Red-Red
AA	168 St-W.Hts	Green-Red
AA	Hudson Term.	Green-Red
B	57 St-6 Ave	White-Red
B	Coney Island	White-Red
B	168 St-W.Hts	Green-Red
B	Bay Parkway	Yellow-Red
CC	Bedford Park	Yellow-Red
CC	Hudson Term	Green-Red
D	205 Street	White-White
D	Coney Island	White-White
D	Brighton Beach	Yellow-White
D	Bedford Park	Yellow-White
E	179 Street	Green-White
E	Hudson Term	Green-White
E	Euclid Ave	White-White
E	Rockaway Park	Yellow-White
E	Forest Hills	White-White
E	Broad Channel	Red-Red
EE	Forest Hills	White-Green
EE	Whitehall St	White-Green
EE	Canal Street	Yellow-Green
F	179 Street	Green-Yellow
F	Coney Island	White-Yellow
F	Kings Highway	Yellow-Yellow
F	Second Avenue	Red-Yellow
F	Forest Hills	White-Yellow
GG	Forest Hills	White-Red
GG	Smith-9 St	White-Red
GG	Church Avenue	Green-Red
J	168 St-Jamaica	Yellow-Yellow
J	Broad Street	Yellow-Yellow
J	Eastern Parkway	White-Yellow
K	57 St-6 Ave	White-Green
K	Eastern Parkway	White-Green
K	Canarsie	Green-Green
K	West 4 Street	Red-Green
LL	8 Ave-14 St	Green-Red
LL	Canarsie	Green-Red
LL	Myrtle Avenue	Yellow-Red
LL	Atlantic Avenue	White-Red
M	Coney Island	Green-Red
M	Metropolitan Av	Yellow-Red
M & other shuttles		Red-Red

N	57 Street-7 Ave	Red-Yellow
N	Coney Island	Red-Yellow
N	Kings Highway	Yellow-Yellow
QB	57 Street-7 Ave	Red-White
QB	Coney Island	Red-White
RR	95 St-Ft.H'ton	Green-Green
RR	Astoria	Green-Green
RR	Queensboro Plaza	Red-Green
RR	36 St-4 Ave	Red-Green
RR	Chambers Street	Yellow-Green

— IRT —

Bway Local	242 Street	Yellow-Red
#1 "	" South Ferry	Yellow-Red
" "	Dyckman St	White-Red
" "	137 Street	Green-Red
7 Av Exp	Flatbush Av	Green-White
" "	148-Lenox	Green-White
" "	New Lots Av	Red-White
" "	241 St-WPRd	Red-White
" "	238 St-WPRd	White-White
" "	Utica Ave	White-White
" "	E 180 St	Yellow-White
Lex Av Exp	Woodlawn	Green-Green
" "	Flatbush Av	Green-Green
" "	Utica Ave	White-Green
" "	Dyre Ave	White-Green
" "	E 180 St	Yellow-Green
" "	Atlantic Av	Yellow-Green
" Bowl	Grn/So Ferry	Yellow-Green
" "	New Lots Av	Red-Green
" "	241 St-WPRd	Red-Green
Lex Thru X	241 St-WPRd	Red-Yellow
" "	Utica Ave	White-Yellow
Lex Local	Pelham Bay	Green-Red
" "	E 177 St	Yellow Red
" "	Bklyn Bridge	Green-Red
" "	South Ferry	Green-Red
Flushing Lcl	Main St	White-Red
" "	Times Sq	White-Red
Flushing Exp	Main St	Green-Red
" "	Times Sq	Green-Red
Flushing	Willets Pt	Yellow-Red
" "	111 Street	Yellow-Red
3 Ave El & all shuttles		Red-Red

NOTE: Until above changes, the following were used in both directions for the Dec 31 service changes:
 J-Green-Green; K-Red-Green
 M-Red-Red; A & E unchanged