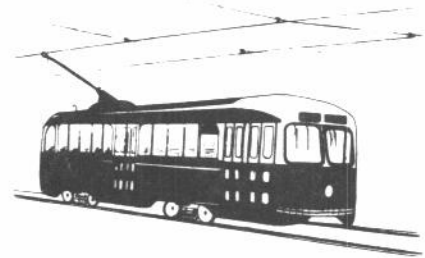


# NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

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JUNE 1974

COMMUTER RAILROAD NEWS - PAGES 3-5; HUDSON, HARLEM & NEW HAVEN MAP PAGE 2

R-44 DELIVERY DATES - PAGE 10

IRT HOLIDAY SERVICE FROM 1904 TO 1940 - PAGES 6-8

## YUNICH & BEAME PLAN CUTOFF OF JAMAICA "L"

On June 14, MTA Chairman Yunich and Mayor Beame announced plans to cut off the Jamaica Ave Line at Queens Blvd, probably within a year. This would mean elimination of Sutphin Blvd, 160 St and 168 St Stations without waiting for completion of the Archer Ave Subway (one block south of Jamaica Ave) in 1980 or 1981. The new subway is planned to have stations at Sutphin Blvd and Parsons Blvd (near 160 St) with no substitutes for 168 St, Queens Blvd and Metropolitan Ave Stations. Buses would be substituted for the "L" on already crowded Jamaica Ave, requiring an additional change and about ten minutes extra travel time. It seems strange that with all the talk about gasoline shortages and advantages of rapid transit, the Big Blue "M" should decide to do away with an important part of the rapid transit system. If Chairman Yunich's first act is to abandon part of the city's rapid transit, one wonders how much will be left when he's finished with it.

The Jamaica Ave "L" structure is being painted. Forest Pky, Woodhaven Blvd, 102 St and 111 St recently finished and 121 St is well underway. The windscreens have vertical stripes of MTA blue and silver with red-orange walls around stairways. The el structure is a light shade of gold. This is essentially the color scheme of other recently painted el stations; those on the IRT Livonia Ave Line and 18 Ave and Ditmas Ave on IND Culver Line.

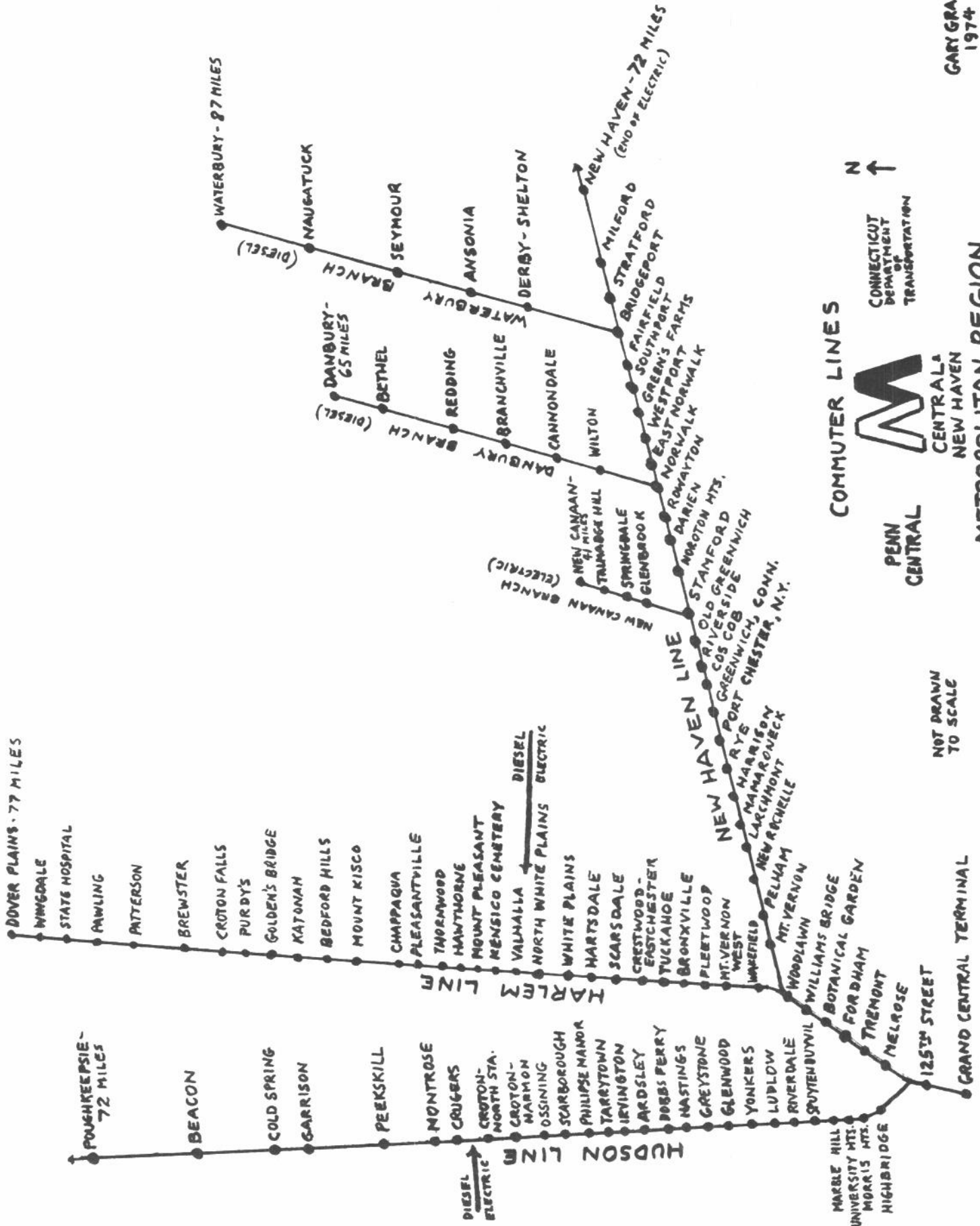
## STATE OF THE ART CARS (SOAC) IN & OUT OF SERVICE

On May 13, at 10:30 AM, the State of the Art Cars were presented to the press and several invited guests at 57 St-6 Ave. It then ran to Hudson Terminal and back, running express on 6 Ave. Following this demonstration run, it was slated to go into scheduled service as an extra train 2 minutes behind a regular train, but due to numerous problems it did not see service until May 17 (on the "D"), lasted one day and was out again for about two weeks. The 2-car unit has been seen running light between 207 St and Coney Island (via Brighton). When ready for service, SOAC is supposed to run for 8 days each on the "D", "N", "A" and "E" and will not be used in rush hours or owl service.

The 2 cars of the unit each have a distinctive interior layout; one for high density loads, for urban rapid transit service, and the other for low density loads for suburban commuter service. The high density car is similar to the R-44 with carpets in alternating sections of red, dark blue, light blue and green, with similar type of panelling by the doors instead of the glass windbreakers as on the R-44's. Stanchion poles are of black vinyl and there are no overhead cross poles or straps. Advertisements are no back lit. The interior strip maps are similar to the R-44 roll signs, but exterior signs are quite different. (We hope to publish a full list in a future issue if we can obtain it.) There are no end signs on the unit.

(NEWS CONTINUED MIDDLE OF PAGE 8)

GARY GRAHL  
1974



METROPOLITAN REGION COMMUTER NEWS

Gary Grahl

Since the take-over by the MTA (Big "M") and the Connecticut Department of Transportation (Conn DOT) of the Penn Central's HARLEM and HUDSON (ex-New York Central) and NEW HAVEN Lines in 1971, many changes in service and equipment have taken place, some of them in recent months, as follows:

New Schedules - Revised Hudson, Harlem and New Haven Lines timetables were issued on May 19th, a day before the nine new LIRR branch schedules appeared. They are identical in appearance - color coded for lines, zone fares, strip map on the cover, Big "M" culture loop bus advertisements, etc. Penn Central, the operator-by-contract, is mentioned only in small print. The scheduling changes are minor, reflecting faster running times due to faster equipment, rebuilt track, substitution of m.u. equipment for slower engine-hauled trains, and recent elimination of a few lightly used stations.

Stations - Since the Penn Central merger, and especially since the operation of these lines by the "Big Blue M" and Conn. DOT began in 1971, several lightly-used stations have been eliminated. The map on page 2 shows the complete system as of May, 1974. Stations that have been eliminated in the past three years are as follows - on the Hudson Line: 138th Street, Oscawana (above Croton-North), Manitou (north of Peekskill), Chelsea and New Hamburg (north of Beacon); on the Harlem Line: 138th Street, Morrisania (E. 169 Street), 183rd Street, the northbound platform at Holland Avenue in North White Plains (combined with the relocated North White Plains station) and all stations north of Dover Plains (State School, Wassaic, Amenia, Millerton, Copake Falls, Hillsdale, Craryville, Philmont and Chatham); on the New Haven Line: Columbus Avenue (combined with the new Mount Vernon station, see N.Y. Division Bulletin, October, 1973) and Springdale Cemetery and Woodway on the New Canaan Branch. The MTA had planned to eliminate the Morris Heights (W. 177th Street) station on the Hudson Line, the platforms of which were partly demolished during the construction of the huge Harlem River Park housing project, but new, short low-level platforms were built north of the old ones with the expectation of increased patronage when the project opens this summer. High-level platforms, required by the Metropolitans and Cosmopolitans, have been constructed on all stations north of the city line and at 125th Street and Fordham. Woodlawn (E. 233rd Street) is scheduled to receive high-level platforms during this summer when the unused old wooden station building is demolished.

The MTA has not acknowledged or denied persistent rumors concerning the elimination of the declining East Bronx (Harlem) or West Bronx (Hudson) local rush hour commuter service, at least at the very lightly used stations - Highbridge, Morris Heights, Riverdale and Mount Saint Vincent on the Hudson Line and Tremont, Williams Bridge and Wakefield on the Harlem Line. Competition from more frequent parallel express buses, the higher railroad commutation fares, the flight of more affluent potential patrons to the suburbs, and the vulnerability of these un-manned stations in declining neighborhoods to crime and vandalism are all listed as reasons for the reduction in patronage and the desire to eliminate much of the service.

The MTA has received requests from various civic groups and Bronx borough officials to schedule several New Haven Line local trains to stop either at Fordham or Woodlawn for the convenience of the growing number of Bronxites who work or attend school in eastern Westchester or Connecticut and residents of those areas who work in the Bronx. The completion of high-level platforms at these Bronx stations this summer will make this possible, although the MTA has not formally agreed to these requests.

Rolling Stock: Most older (1950) ex-New York Central m.u.s have been placed in storage at the Croton-Harmon yard as they have been rendered surplus with the arrival of all of the New M-1a (Metropolitans). Newer (1961 and 1963) m.u.s are being repainted silver-gray with the blue stripe under the windows. These trains are used for the two Bronx Local services and during rush hours. Ex-Cleveland Union Terminal class P-2a electric engines serve the Hudson Line, usually in Amtrak service. Ex-New Haven diesel and electric FL-9's operate on all three divisions hauling through trains north and east of the end of the third rail or wire. RDC's provide shuttle service north of Croton-Harmon and North White Plains during non-rush hour periods and on weekends. Fl-9-hauled trains also provide through rush hour service on the Danbury and Waterbury Branches, with RDC shuttles in service at other times. With the arrival of the M-2's (Cosmopolitans), more trains on the New Haven Line are served by multiple-unit equipment, thereby freeing the FL-9's for service on the other lines. The ex-NewHaven Ep-5 electric engines have mostly been withdrawn from commuter service; some are scheduled for rebuilding as freight motors by the Penn Central.

Improvements in Service: The Connecticut Department of Transportation and the MTA announced that 100 more Cosmopolitans (M-2) will be purchased by mid-1976 in addition to the 144 now in service, a new shop to maintain them is to be constructed at New Haven, and the Danbury



Branch, de-electrified by a hurricane and floods along the Norwalk River in August, 1955, will be re-electrified and high-level platforms constructed. The fleet of 1954 "Washboard" m.u.'s is to be retired with the arrival of the new Cosmopolitans.

Mishaps: On May 28th, there was a massive tie-up of service on the New Haven Line during the evening rush hour at 5:30 P.M., caused by a pantograph of the 4:59 P.M. Cosmopolitan fouling the overhead wire near the Mount Vernon station. Passengers were requested to travel to the Mt. Vernon West station of the Harlem Line where buses shuttled angry passengers to New Rochelle where New Haven trains were available. This caused considerable delays on the Harlem Line. Service was restored at 7:15 P.M. after wire crews repaired the damaged overhead..

This spring, the New Haven Line was plagued by an inadequate power supply from its ancient power plant at Cos Cob. Plans have been made by Connecticut DOT and the MTA to replace this with commercially-purchased power. On several occasions, scheduled m.u. trains were replaced by older coaches pulled by F1-9's from the Hudson and Harlem Lines, thus bringing back into commuter service the heavy P-2a electric motors on the third-rail lines.

The Cosmopolitan cars involved in the May 28 wire trouble were numbers:- 8546-7, 8506-7, 8556-8655, 8412-3, 8410-1. The pantograph of 8506 went off the side of the wire and sheared off the diagonal supports of the catenary. This caused pantographs of 8507, 8556 & 8655 to go off and the latter two suffered most damage. 8655 is a Cafe car. -R.Arcara (See April 1973 BULLETIN for numbering of Metropolitans & Cosmopolitans.)

The LONG ISLAND RR changed schedules on May 20 as announced and issued 9 complete timetables, a separate color for each line as follows: PORT WASHINGTON--Red; PORT JEFFERSON--Blue; RONKONKOMA--Lavender; OYSTER BAY--Light Green; HEMPSTEAD--Tan; FAR ROCKAWAY--Brown; BABYLON--Green; LONG BEACH--Orange; WEST HEMPSTEAD--Light Blue. Each timetable has a strip map of that line on the cover. Note that colors approximate the roll sign list in February BULLETIN.

LIRR Director of Planning and Development (and NY Division member) Donald Eisele, aided by Robert Presbrey, gave an illustrated explanation of the new schedules at the May Meeting. He explained that by using more express running and cutbacks, passengers from further distances get faster service yet less equipment is needed. Numerous surveys were taken ahead of time and the information fed to a computer to provide service closer to riders' actual needs. Less people now change at Jamaica, although some must do so now and did not have to under the old schedules. Numerous checks are being made and various adjustments made in the new schedules to correct deficiencies and changing patterns of travel.

Since Oct 30, 1973, Metropolitans (M-1's) provide all MU service.

Bids are being asked for construction of high-level platforms at all remaining stations in the Bronx except Highbridge and Melrose.

On May 1, power on the Hudson Division near Yonkers was cut off from about 5:45 to 9:10 PM because of a fire near the railroad.

# IRT SERVICE FROM 1904 TO 1940 PART V

HOLIDAY SERVICE

BY BERNARD LINDER

Riding patterns on holidays have always been slightly different and schedules have been adjusted to compensate for these differences. Very little information has been published because of the lack of information on this subject. We have been fortunate that detailed records have been preserved.

New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas have always been major holidays and because very few people work on these holidays, trains have always operated on Sunday schedules which have been occasionally modified. During the 1904-1918 period Sunday service was adjusted to compensate for the differences in riding which were caused by the weather. Between 1919 and 1940 the Sunday service was adjusted less frequently, but was still reduced if it rained all day.

During the 1904-1918 period holiday expresses (except Memorial Day which was busier) operated on nearly the same headway as on rainy Sundays. However, expresses started operating about an hour earlier on Memorial Day and Thanksgiving Day. More people must have ridden the locals because five car trains were operated, the same length as on busy Sundays.

During World War II many war industries didn't close on holidays and the early morning crowds were so heavy that the Sunday schedule was modified by starting the expresses nearly an hour earlier. This practice was discontinued in 1946.

Until recently New Years Eve subway riding has been heavy because huge crowds have congregated at Times Square to welcome the New Year. Within the last several years New Years Eve subway riding has declined rapidly because most people own automobiles and are reluctant to go outdoors at night. A study of the schedules reveals how they have been adjusted to conform with the changing riding habits. When riding was heavy, more frequent service was operated during New Years Eve and during the midnight hours on New Years Day. Midnight headways were as follows: (Leaving 242 St, Woodlawn, 241 St)

YEAR	HEADWAY	YEAR	HEADWAY
1919	8	1939	6
1920	10	1942	8
1925	6,8	1948-49	10
1932	6	1952	10,12
1934-37	6	1954	12,15

Until about 1909 the expresses stopped running at about the same time as usual. They ran about an hour later in 1913, 1918, and probably the intervening years. Service was increased gradually during the next two decades as shown in the following table: (Last Exp leave 180 St)

YEARS	TIME	YEARS	TIME
1924-1928	126 AM	1935-1936	3:25 AM
1929-1930	152	1939-1940	3:55
1931-1932	226	1941-1956	All night
1933-1934	255		

The 1957 Sunday midnight schedule provided for express service to Broadway and Jerome Avenue and local service to White Plains Road and Pelham Bay Park. On New Years Eve, 1957 trains operated more frequently than on Sundays and the last express left 241 Street and White Plains Road about an hour and a half later than usual. Because of declining riding service was reduced and in 1973 additional service was operated only on the

Times Square-Grand Central Shuttle. There was no additional service in 1974, an indication that very few people will walk the streets to the nearest station during the midnight hours (when they can watch it on television).

Observance of Washington's Birthday has changed during the past 70 years and at the present time nearly all offices are closed while nearly all stores stay open. A complete set of train schedules hasn't been preserved, but a study of the available schedules reveals the changes in observance of this holiday.

In 1905 the regular weekday schedule was operated, but expresses were cut to five cars. During the 1906-1911 period rush hour trains left their terminals on a five instead of a three or four minute headway with the exception of evening rush hour locals which operated on the same headway as on weekdays. Five car locals were shorter than the locals which were operated on weekdays. The 1919 schedule and most of the schedules for the 1932-1943 period provided for slightly less service than weekdays with trains leaving terminals on a six minute headway during rush hours and an eight minute headway during midday. More service, a five minute headway during rush hours, was operated in 1944 and 1945 because of wartime industrial activity. Most businesses were closed during the post war period and in 1953 and 1963 a modified Sunday schedule provided for somewhat more service than on Sundays. During the past few years the bargains the stores have been featuring on this holiday have helped boost subway riding. Since 1968 Saturday schedules with long trains have been operated on most lines.

Lincoln's Birthday has never been observed as widely as Washington's Birthday. Regular weekday schedules were operated from 1904 to 1907 and slightly reduced rush hour service was in effect in 1908 and 1909. During the 1911 to 1917 period the rush hour headways were the same as weekdays, but rush hour local service was not extended to Dyckman Street and to Freeman Street. Rush hour expresses were turned at Dyckman St instead of 215 St. Modified weekday schedules were operated during the 1919 to 1934 period with 1924, 1925, and 1928 to 1932 when the regular weekday schedule was operated. Starting in 1935 the rush hour headway was reduced slightly to five minutes. Rush hour service was increased again from 1940 to 1943 because of increased wartime industrial activity. Peak rush hour service was operated for a shorter period than on weekdays. When industrial activity declined after the war, a five minute headway was operated again. Regular weekday service was operated after the schedules were revised on January 14, 1955 and in recent years rush hour service was curtailed slightly.

Columbus Day was not a very important holiday and until 1913 the regular weekday schedule was operated. From 1914 to 1916 rush hour locals were not extended to Dyckman St and Freeman St and rush hour expresses were turned at Dyckman St instead of 215 Street. Shorter rush hour locals were operated during the 1919 to 1934 period with the exception of 1924 and 1928-1933 when the regular weekday schedule was operated. Starting in 1934 the rush hour headway was reduced slightly to five minutes. Regular weekday service was operated after the schedules were revised on January 14, 1955 and in recent years rush hour service was curtailed slightly.

The Election Day schedules which were operated until 1917 were different from other holiday schedules. Morning rush hour trains usually operated on a five minute headway while evening rush hour service was reduced to a six minute headway. The service which was operated in the morning after the rush hour was slightly less than the regular weekday schedule and additional service was operated during the early afternoon. Less service was operated in 1918 and 1919 with expresses running on a six minute headway in the morning rush hour and a seven minute headway during the rest of the day. Broadway and Lenox Ave locals operated on an 8 minute headway during the rush hour.



Trains still operated on a six minute headway during the 1925 rush hour and service was increased to a five minute headway the next year. Regular week-day service was operated from 1928 to 1933 and rush hour service was again reduced to a five minute headway from 1934 to 1939. Rush hour service was increased again in 1942 and 1943 because of increased industrial activity. Peak rush hour service was operated for a shorter period than on weekdays. Rush hour service was reduced again to a five minute headway in 1944 and was increased again to the regular weekday service when the schedules were revised on January 14, 1955. During recent years rush hour service was curtailed slightly.

Veteran's (Armistice) Day wasn't observed as a legal holiday until 1934 and regular weekday service was operated for several years because most businesses stayed open. Riding must have decreased slowly and rush hour Broadway and Lenox Ave local service was reduced to a five minute headway from 1938 to 1940. Regular rush hour service was operated again during World War II and starting 1945 all lines operated on a five minute headway during the rush hour. Regular weekday rush hour service was resumed with the January 14, 1955 schedule changes and rush hour service was curtailed slightly in recent years.

We have presented all the available schedule changes and we hope that further research will reveal additional information.

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NEWS (Continued from Page One)(STATE OF ART CARS, Cont'd)

The low density car has wood grain tables, one on each side by the first set of forward facing seats, with a black vinyl pole on each table. The carpeting is in alternating sections of red, dark blue and light blue, with similar panelling by the doors (no glass). Cushioned forward facing seats are in alternating sections of red, blue and green; only the red section has tables and backward facing seats.

Exterior is generally similar to the R-44's, however, ends are sloped back from the anticlimbers (like the R-40's) with extra large windows. Prior to the closing of the side doors, chimes sound similar to the R-44's. The unit uses a chopper control system which may be used for the R-46's.

OTHER CAR NOTES

As of June 1, all or virtually all formerly red R-33's and R-36's had been painted blue and silver outside, gray and green inside; also 454 R-27 & R-30's; 349 R-32's had their side doors painted silver-gray.

Earlier experimental Air-Conditioned unit 9226-7 has been seen recently in service; its interior more nearly like the R-42's than is 9294-5.

R-40M's with E/F signs in EE/GG service and vice versa are becoming increasingly common as are mixed trains of R-40M and R-42's on "E" and "F", not nearly so common, however, as in former years.

The R-51 contract is for an unspecified number of flat cars.

R-44's 380-387, the last in service, reportedly ran in service on May 8 & 9, and then were withdrawn due to technical problems. Motormen are at present receiving special instructions in the operation of these cars.

ACCIDENTS, MISHAPS AND REROUTES

April 29 - A southbound R-42 "D" train developed door trouble at Atlantic Ave shortly after 5 PM, delaying service still further when passengers refused to leave the train when ordered to do so. Your Feature Editor was stuck on an "M" local behind it until the R-42 was moved. Service became still mor disrupted when at 5:53 PM, a southbound R-44 "D" (due at Atlantic at 5:21 PM)(s272-273-275-268-320-321-295-298n) lost power south of Atlantic Ave and normal service was not restored until around 8 PM. In the meantime, southbound trains were rerouted: "D" trains via the West End, and "M" and "QB" trains via the Sea Beach. An "M" train from Coney Island was turned at

(NEWS CONTINUED ON NEXT PAGE)



NEWS (Continued) Prospect Park, and a "D" from 205 St was turned at West 4 St. Two "J" trains were turned at Canal St and another at Chambers St. As soon as passengers could be made to move from following trains at Atlantic Ave they were given block tickets and the empty trains moved to the broken down R-44 and shuttle back to Atlantic Ave. Your editor was in an "M" train between Atlantic Ave and DeKalb from 5:50-6:50 before it was moved partway into Atlantic Ave and a couple of doors keyed open. A northbound R-44 "D" train (n328-331-335-330-332-333-329-334s; the carpet train), shortly before 7 PM, discharged its passengers at Prospect Park, then switched over and wrong-railed to the disabled train, coupled on and pulled it towards Coney Island. Since the R-44's have different couplers, the following train could push the R-44 without an adapter.

Several weekends in May and June - Northbound "B" and "N" trains bypassed DeKalb Ave (from Friday night until Monday morning). "RR" trains ran express from 36 St to Pacific St (a northbound shuttle served the local stations) and ran on the bypass track (F4) to beyond the former Myrtle Ave Station onto track H2, then reversed onto track A4 to DeKalb and stopped. At first, "RR" trains operated over the Manhattan Bridge with a shuttle via tunnel (usually R-16's) from DeKalb to Canal St. Later, "RR" continued south of DeKalb onto track F2, then reversed on track B2, stopping again at DeKalb and resumed normal route via the Montague St Tunnel. New concrete roadbed on the 4 Ave Local track (F2) between Pacific and DeKalb was the reason.

#### OTHER NOTES

Minor schedule changes on the Brighton Line effective May 12, slightly increases the hours that "D" trains run to Coney Island, reduces the hours of the "M" there, eliminates the morning "M" shuttles from Brighton Beach to Coney Island and 2 new "M" trains leave Brighton Beach at 6:55 & 8:02 AM.

An IRT change April 29, modifies Lexington Ave Exp service between Franklin Ave and Utica Ave.

The Sunday "Half-Fare" experiment has been extended to Jan 1, 1975 and will be in effect on most holidays in that period.

On March 6, an R-44 was run at 50 MPH through the 36 St-4 Ave Station to test conditions in case TA runs skip-stop on the Second Ave Subway.

Bids are now being received for a construction of the 2 Ave Subway from 50 to 54 St; also a portion of the 63 St Tunnel connection along 41 Ave from 22 St to 26 St in Queens.

Now that the modernization work on the 49 St Station of the BMT Broadway Subway is well advanced, the MTA is considering doing similar work on the 50 St Station of the IRT Broadway-7 Ave Line.

In mid-June, Gov Wilson announced that the first funds to be diverted to mass transit from the highway trust fund under the new law will go to New York's MTA for 398 new buses, 92 additional "bullet proof" subway change booths, new third rails on the IRT West Line between 42 and 96 St, new lights in the BMT 60 St Tunnel and improved ventilation in the East River tunnels of the BMT 14 St-Canarsie Line and IRT West Side Line and other projects.

New direction signs being put up at various locations have white letters on black backgrounds. This is supposed to be visible for partially blind persons and will be the new standard. They use lower case letters squeezed together like the previous TA signs. A few station signs of this type have also been seen (Gates Ave-Bway Bklyn Line; Sheepshead Bay-Brighton Line).

The New York State Legislature has followed New Jersey in voting to eliminate the Port Authority covenant forbidding it to put money into rail transit facilities (outside of PATH Tubes). However the repeal is being challenged in court action on behalf of the bondholders.

Bids are being asked for painting of stations on the IRT Jerome Avenue Line from 167 St to Woodlawn.

# R-44 DELIVERY DATES

By ALAN BROMBERGER

All cars were delivered to Coney Island Yard on the following dates:

OCT 1, 1971: 110, 111, 109, 108  
 OCT 25, 1971: 114, 117, 113, 112 NOV 13:- 105,106 NOV 30:- 118, 119  
 DEC 7:- 107, 122 DEC 14:- 123, 126 DEC 20:- 125, 160  
 FEB 28, 1972:- 120, 127, 131, 100, 130, 129, 135, 128  
 MARCH 5, 1972:- 102, 103, 101, 134, 136, 139, 141, 138  
 MARCH 10:- 124, 121, 133, 132, 104, 137, 143, 140  
 MARCH 21:- 152, 159, 157, 158, 148, 151, 145, 154  
 APRIL 17:- 156, 155, 153, 146, 144, 147, 149, 142  
 MAY 5:- 150, 163, 161, 164, 168, 165, 167, 166  
 MAY 10:- 162, 173, 169, 170, 180, 177, 175, 176  
 MAY 22:- 184, 185, 187, 186, 178, 181, 183, 182  
 MAY 24:- 204, 205, 209\*, 208\*, 200, 201, 203, 202 \* Cars 208 & 209  
 JUNE 16:- 174, 171, 179, 172, 190, 191, 189, 188 have experimental  
 JUNE 28:- 196, 199, 197, 198, 194, 195, 193, 192 floor of corrugated  
 JULY 7:- 206, 207, 211, 210, 212, 213, 215, 214 rubber stripping in  
 JULY 19:- 220, 221, 223, 222, 224, 227, 225, 226, 216, 217, 219, 218 center.  
 JULY 31:- 230, 233, 235, 234, 232, 231, 229, 228  
 AUG 4:- 236, 239, 237, 238, 240, 241, 243, 242  
 AUG 7:- 250, 251, 249, 248, 246, 247, 245, 244  
 AUG 21:- 254, 255, 253, 252, 258, 259, 257, 256  
 AUG 28:- 266, 267, 265, 264, 262, 263, 261, 260  
 SEPT 14:- 268, 269, 271, 270, 276, 277, 279, 278  
 SEPT 21:- 272, 273, 275, 274, 280, 281, 283, 282  
 OCT 4:- 328, 329, 331, 330, 332, 333, 335, 334 (These cars have carpets.)  
 OCT 9:- 290, 291, 289, 288, 286, 287, 285, 284  
 OCT 24:- 342, 339, 337, 336, 327, 325, 324  
 NOV 6:- 298, 299, 297, 296, 294, 295, 293, 292, 326  
 NOV 13:- 310, 311, 309, 308, 304, 303, 301, 300  
 NOV 24:- 340, 341, 343, 338, 346, 345, 347, 348  
 NOV 30:- 302, 307, 305, 306, 360, 359, 357, 358  
 " " 354, 353, 355, 356, 350, 349, 351, 352  
 DEC 1:- 320, 321, 323, 322, 312, 313, 315, 314, 316, 317, 319, 318  
 DEC 13:- 362, 365, 367, 366, 344, 361, 363, 364  
 JAN 2, 1973:- 380, 404, 410, 405, 408, 381, 406, 403, 402, 401, 400  
 JAN 18:- 420, 411, 422, 412, 407, 414, 418, 409, 416  
 FEB 6:- 430, 415, 428, 426, 413, 424, 432, 417, 434, 116@, 115@  
 FEB 20:- 384, 383, 369, 368, 370, 371, 299#, 298#, 440, 421, 438, 442,  
 " " 425, 419, 436  
 MARCH 5:- 385, 382, 444, 427, 373, 297#, 294#, 452, 423, 448  
 MAR 19:- 386, 387, 375, 374, 377, 376, 429, 454, 450, 446, 296#, 138#, 372  
 APRIL 2, 1973:- 379, 378, 462, 435, 460, 458, 431, 456, 466, 433, 464  
 APRIL 23, 1973:- 388, 389, 391, 390, 392, 393, 395, 394, 396, 399, 397, 398

@ Former TEST SHELLS used for clearance tests.

# Re-delivered cars. Returned to GSI due to anti-climber damage.

Cars 400-466 are STATEN ISLAND and were sent to SIRTOA from Coney Island between Feb 10, 1973 and Nov 27, 1973.

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