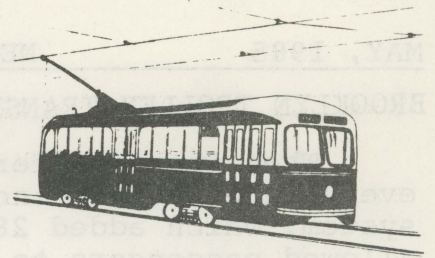
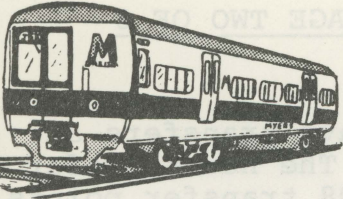


# NEW YORK DIVISION BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION



Volume 28, Number 5

May, 1985

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## J TRAINS TERMINATE AT 121st STREET

Starting April 13, 1985, J trains no longer operated to Queens Boulevard. After track and signal changes were completed, trains terminated at 121st Street, 0.82 miles south of Queens Boulevard. Service was curtailed to enable the Transit Authority to connect the existing tracks to the new Archer Avenue subway at 129th Street, near Van Wyck Boulevard, and to demolish the structure east of that connection.

It is anticipated that the new Archer Avenue Subway will be opened in mid-1986 (see the March, 1985 "Bulletin"). At that time, J trains will be routed via the lower level of the new subway, stopping at Jamaica Station-Sutphin Boulevard, and at Jamaica Center-Parsons Boulevard stations.

From 5:00 AM Saturday, April 13th to 5:00 AM April 15th, J trains from Broad Street were turned at Eastern Parkway so that track and signal changes could be made north of 111th Street. While this work was in progress, Q-49 buses were extended to Eastern Parkway where passengers were given free transfers to the J train. Although the track changes were completed on schedule, the TA was unable to operate trains to 121st Street because of problems encountered in altering the wiring of the signal system. During the next week, trains were turned at 111th Street. The first train didn't leave 121st Street until 6:14 PM Sunday, April 21st, and the Q-49 buses, which were rerouted to the new terminal, issued free transfers to the J.

Trains utilize the existing crossovers north of 111th Street and are single-tracked via the middle track J-3-4 which has been connected to the southbound J-2 track with a reverse curve. (See track plan on Page Five). This is the only terminal on the transit system where trains are single tracked for nearly a half mile. Because several time signals slow down the trains approaching the crossovers, running time between stations is three minutes, and thus close headways can't be operated on this stretch of single track. In the morning rush, alternate trains are turned at 111th Street. In the evening rush, alternate trains which run as far as 111th Street, can be laid up for storage on track J-1, the former northbound local track, with room for three trains. One train can be stored in the middle track in the 111th Street station and others must run light to the East New York Yard.

J trains originally ran as far east as 168 Street. Because business was falling off in the Jamaica area, the merchants thought that the removal of the elevated structure on Jamaica Avenue would revitalize the area. On September 12, 1977, service on the J was cut back 1.07 miles to Queens Boulevard, where passengers were given free transfers to a new bus line, Q-49, which stopped at the discontinued elevated stations. The elevated structure was subsequently removed, but business kept declining and two major department stores closed. Time will tell whether the new Archer Avenue subway will bring additional riders to the J line.



## BROOKLYN TROLLEY TRANSFER PRIVILEGES by Bernard Linder

When the transfers were revised again in 1914, the BRT gave transfers at every intersection including the recently acquired C.I. & B. The new transfer system, which added 287 transfer points making a total of 1,008 transfer points, allowed passengers to travel from any point to any point without walking two long or four short blocks. Not included were the two zone lines to Coney Island North Beach, or Flushing. Second transfers were issued on 22 feeder lines and 15 connecting feeders. Passengers surrendering transfers from feeder lines were given a second transfer, and passengers handing in a transfer were given another transfer to a feeder line. On the back of the transfer was a list of streets where passengers were not allowed to transfer or were permitted to transfer in only one direction. It also listed lines where second transfers were issued.

The Van Brunt Street and Erie Basin line, which ran from Hamilton Ferry to Erie Basin, was one of the few Brooklyn trolley lines that was never absorbed by the BRT. It exchanged transfers with C.I. & B.'s Hamilton Ferry line until June 9, 1914 when the C.I. & B. refused to accept Van Brunt Street transfers. Oddly enough, Van Brunt Street crews still accepted C.I. & B. transfers. After conducting an investigation the Public Service Commission issued an order dated June 1, 1915 requiring the BHRR and the C.I. & B. to honor Van Brunt Street transfers. The BRT subsidiaries received 3½ cents per transfer, and Van Brunt Street received only 1½ cents.

Because prices remained fairly stable for many years, the BRT was able to make a profit on a five-cent fare and still offer generous transfer privileges. Shortly after World War I began in 1914, inflation made it difficult for the BRT to make ends meet. As early as 1917, the BRT asked permission to increase the fare. Mayor Hylan was a foe of the "traction interests" and the Board of Estimate took no action. The company was on the brink of receivership, and on September 10, 1918 it filed a tariff abrogating transfers at all points except where expressly provided by municipal franchises or other legal obligations. The Public Service Commission suspended the tariffs and the company's finances deteriorated further. A receiver for the trolley lines was appointed on July 14, 1919. The New York Court of Appeals ruled on July 1, 1919 that the Public Service Commission had the power to authorize a company to charge two cents for transfers. The PSC immediately ordered the company to file new tariffs effective August 1, 1919 for a two cent transfer charge except where legal or franchise obligations required free transfers.

When the new transfer system went into effect at 5:00 AM August 1, 1919, transfers were retained between the "L" and the trolley. Of the 1,008 transfer points between trolley lines, 30 free transfer points were retained because of franchise requirements, 48 "feeder points" were still free, and the others were subject to a two-cent charge.

Meanwhile the BRT's financial condition grew steadily worse. When the BRT was unable to pay the October 1, 1919 quarterly rental to the Brooklyn City bondholders, the judge ruled that the Brooklyn City, which was still solvent, would have to be separated from the BRT. On October 1, 1919, Brooklyn City became a separate entity and the officials started planning reduced transfer privileges

More than 30,000 passengers paid two fares when transfers between the "L" and BCRR trolley cars were discontinued on October 16, 1919. The only transfer points which were retained were 86th Street and Fourth Avenue, Sands Street, and Marcy Avenue. On the same date, substantially all transfers (150 points) among its own lines were eliminated and also those between BCRR and other BRT lines (450 points), except where there existed franchise or other legal obligations of such a nature as to prevent them from being discontinued. Two fares were charged on several BCRR lines, and transfers between most BRT lines cost two cents.

(Continued on Page Eight)



## THE MARINE RAILWAY COMPANY

by Walter Ench

The Marine Railway has always mystified and fascinated me since I discovered it back in 1920.

My folks and I were riding on the Brighton Line to Coney Island and I was sitting on the right side of a 1300 series convertible. As we emerged from the open cut to the embankment, I saw the Long Island Railroad's Manhattan Beach branch curving from the Bay Ridge Division and continuing alongside the Brighton Line. It was novel to ride in an "L" car alongside the railroad. Numerous freight cars were parked at various points where there were coal or freight facilities. Although passenger service was still operated on the branch, we did not pass any trains. Perhaps the railroad may have operated minimal service on only one track until passenger service finally ceased in 1924.

The Brighton Line train was quite crowded after picking up most of its load as we passed through Brooklyn on the Fulton Street "L" and the Brighton right of way. When we arrived at the Sheepshead Bay station, quite a few passengers got off. To my sudden astonishment, I saw a Third Avenue storage battery car to my left on the Long Island Railroad tracks. It was painted in the regular Third Avenue color scheme of red and cream, but the lettering "Third Avenue Railway System" or "Belt Line" had been painted over, leaving a solid cream lower panel.

This differed from the open cars that Third Avenue sold to the New York and Long Island Traction in 1923. For about a month, the open cars that were running in revenue service were still lettered "Third Avenue Railway System". Later in the summer, Third Avenue's name was painted over and the "NY & LIT" emblems were painted on each end of the sill. However the cars were not repainted and continued running in Third Avenue's colors until they were scrapped in 1926. But let us get back to the Marine Railway.

I recall seeing the Third Avenue storage battery cars on our trip to Coney Island and on our return trip. The little cars appeared well patronized on that summer Sunday in 1920.

One day in 1927 my mother and I walked from Brighton Beach to Manhattan Beach. I remember seeing the abandoned tracks on Brighton Beach Avenue and I wondered whether it had been installed in 1921 or whether it was previously abandoned and reactivated in 1921. As we walked along, we saw the Manhattan Beach Railroad station near Oriental Boulevard and Corbin Place, a rather elaborate one-story red brick structure and several freight cars parked on the LIRR tracks. It's interesting to recall that when the Marine Railway operated on the LIRR tracks, there were no grade crossings. It crossed the BMT Sea Gate trolley on an overpass and the embankment ended just north of Oriental Boulevard.

In 1931, my uncle had a 30-year old chauffeur working for him. When we were riding on Oriental Boulevard, we noticed the abandoned tracks (T-rail) in the pavement on each side of the narrow landscaped mall. He remembered seeing small steam locomotives, referred to as "peanut roasters", running to the hotel at the end of Oriental Boulevard (Langham Street).

In the fall of 1931, I returned to explore this mysterious line. The tracks were still in place up to the end of the mall on Oriental Boulevard and both tracks ended abruptly west of Langham Street. The hotel was gone and there was no evidence to indicate the track layout at the terminal.

In the 1923 Transit Commission report, Joseph P. Day, a prominent real estate tycoon, was listed as the president of the Marine Railway. Vincent Seyfried's book on the Manhattan Beach branch of the Long Island Railroad states that battery cars were substituted for electric cars because the Manhattan Beach Estates was proud of the appearance of the Manhattan Beach streets and didn't want any overhead wires.

Because the Marine Railway terminated near the trolley at Brighton Beach and Coney Island Avenues, I have often wondered whether they entertained the idea of connecting the Marine tracks with the BRT/BMT tracks.

This concludes my reminiscences of the Marine Railway.



## NYCTA'S CAPITAL BUDGET PROPOSAL

The 1985 NYCTA Capital Budget Proposal is a voluminous document with several hundred projects, most of which are not of interest to our readers. However, we have found several that are quite interesting.

When the new structure was placed in service in 1917, trains terminating at Brighton Beach switched back at a double crossover south of the station. Nearly half a century later, the TA relocated this crossover north of the station and thus, was able to reduce the number of motormen required to switch these trains. As soon as the new crossovers were placed in service in June, 1966, it became apparent that trains were being delayed north of the station and that the passengers boarding or transferring at Brighton Beach were unable to determine whether the next train would leave from the northbound or southbound platform. More than a decade later, the TA installed "Next Train Out" signs in the mezzanine, directing passengers to the proper platform. Unfortunately these signs don't always give the correct indication. Our News Editor, Bill Zucker, who has been fighting for better service on the Brighton Line, has been able to persuade the TA to relocate the double crossover south of the station. The contract should be awarded in December, 1986 for the work which is expected to last for two years.

To lessen delays during single track operation, it is proposed to reverse the crossovers north of 138th Street and Third Avenue on the Pelham Line. It is also proposed to install a crossover to allow moves from southbound local track #1 to northbound local track #4 south of the 116th Street station on the Lexington Avenue Line.

The budget also contains provisions for installation of the following additional switches in the Eighth Avenue Subway:

North of 72nd Street at the existing bumping block, add switches from track A-2 to A-6 and from A-4 to A-6. South of 81st Street at the existing bumping block, add switches from track A-1 to A-5, and from track A-3 to A-5. North of 125th Street, add switches from track A-4 to A-2 and from track A-1 to A-3, converting both crossovers to double crossovers. At 135th Street, add a switch from track A-3 to A-5. South of 181st Street, add a switch from track A-3 to A-4, making the existing crossover a double one.

In the BMT Fourth Avenue Subway, it is proposed to convert the crossovers between the express tracks north of Pacific Street and 36th Street, and the crossover between northbound local and express tracks north of 36th Street, to double crossovers.

The TA is also planning a yard expansion program which will allow virtually all cars presently stored on various main line middle tracks, when not in service, to be stored in secure yards. This will enable the Authority to meet the goal of secure overnight storage inside yards to combat graffiti and vandalism for all trains not in revenue service.

The budget contains provisions for construction of eleven additional tracks at the 239th Street Yard, five additional tracks in the Unionport Yard, which is the first phase of a 19 track expansion of the East 180th Street Yard Complex, and 13 additional tracks in the Coney Island Yard. To relieve congestion, the budget provides for double ending the 13 previously constructed tracks by connecting them to the Coney Island Yard loop track. Also included is a provision for a "Delta Track" (triangular) connection for the new all-weather car wash. Each leg of the triangle will be able to hold a full length ten-car train without delaying traffic. It is believed that the "Delta Track" project will be deleted from the budget.

The budget also discusses the need for new car purchases and older car overhauls. To maintain an acceptable average fleet age of 15 to 16 years, the Authority must schedule annual purchases of 200 cars after the delivery of the R-62, R-62A, and R-68 cars. To correct the poor condition of the car fleet and to improve its reliability, the budget provides additional funds for rebuilding

(Continued on Page 5)

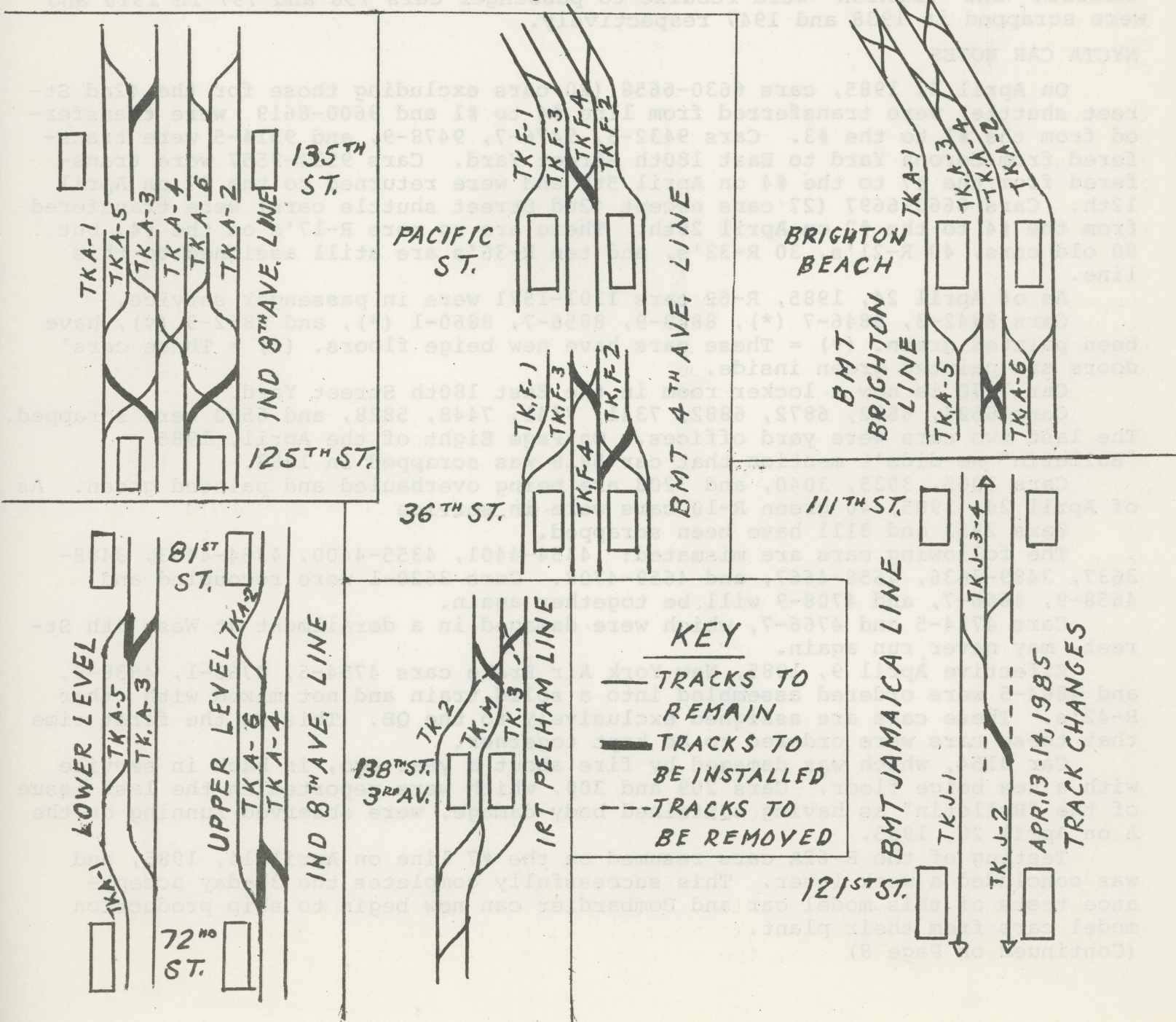


NYCTA'S CAPITAL BUDGET PROPOSAL (Continued from Page 4)

and rehabilitating the existing car fleet. The current backlog of cars overdue for heavy overhauls now exceeds 4,000. With the additional overhauls for which funds are requested, only 1,400 of approximately 3,800 cars 18 years or older will have received heavy overhauls by 1989. During major overhauls, it is proposed that the air conditioners in the cars will be overhauled and rebuilt and that R-32 cars will be retrofitted with new air conditioners.

The existing incandescent lights will be replaced with fluorescent lights in subway stations and under the canopies in elevated stations. Pole mounted high pressure sodium fixtures will be installed on the ends of platforms on open air stations. Improved lighting is proposed for the following stations: Fort Hamilton Parkway (IND) to West Eighth Street (upper and lower levels), 80th Street (Hudson Street) to 111th Street (Greenwood Avenue), as well as Aqueduct, Howard Beach and Broad Channel.

PROPOSED TRACK CHANGES





## BROOKLYN TROLLEY ALBUM

Here's additional information about the cars shown in our Brooklyn Trolley Album:

Car Numbers:	Montauk & Amphion	211-213	222
Type:	Parlor	Pay	Mail
Builder:	Barney & Smith	Bklyn Hts RR Co	Stephenson
Year Built:	1894	1900 (rebuilt)	1895 (rebuilt by BHRR)
Length over bumper	36'2"	24'10½"	28'0"
Width:	8'1¼"	7'11"	7'1½"
Height:	10'10 3/8"	11'5"	10'8"
Weight:	14 tons	12 tons	8½ tons
Seating Capacity:	20	-	-
Maximum Speed:	23 MPH	20 MPH	23 MPH
Trucks:	Brill Eureka	Peckham #6	Brill #21-E

"Montauk" and "Amphion" were rebuilt to passenger cars 796 and 797 in 1910 and were scrapped in 1938 and 1947 respectively.

## NYCTA CAR NOTES

On April 5, 1985, cars 6630-6658 (20 cars excluding those for the 42nd Street shuttle) were transferred from line #4 to #1 and 8600-8619 were transferred from the #1 to the #3. Cars 9432-3, 9476-7, 9478-9, and 9514-5 were transferred from Corona Yard to East 180th Street Yard. Cars 9534-9557 were transferred from the #7 to the #4 on April 5th and were returned to the #7 on April 12th. Cars 6660-6697 (27 cars except 42nd Street shuttle cars) were transferred from the #4 to the #2 on April 28th. There are no more R-17's on the #4, but 80 old cars, 40 R-21's, 30 R-33's, and ten R-36's are still assigned to this line.

As of April 24, 1985, R-62 cars 1301-1571 were in passenger service.

Cars 8842-3, 8846-7 (\*), 8848-9, 8856-7, 8860-1 (\*), and 8862-3 (¢), have been painted green. (\*) = These cars have new beige floors. (¢) = These cars' doors are painted green inside.

Car 7470 is now a locker room in the East 180th Street Yard.

Cars 6524, 6582, 6872, 6882, 7341, 7441, 7448, 5828, and 6590 were scrapped. The last two cars were yard offices. On Page Eight of the April, 1985 "Bulletin" we didn't mention that car 5818 was scrapped in 1983.

Cars 3005, 3035, 3040, and 3208 are being overhauled and painted green. As of April 24, 1985, 40 green R-10 cars were in service

Cars 2953 and 3111 have been scrapped.

The following cars are mismated: 4354-4401, 4355-4400, 4364-4433, 3488-3637, 3489-3636, 4658-4667, and 4659-4708. Cars 3620-1 were recoupled and 4658-9, 4666-7, and 4708-9 will be together again.

Cars 4714-5 and 4766-7, which were damaged in a derailment at West 4th Street, may never run again.

Effective April 9, 1985, New York Air Brake cars 4754-5, 4760-1, 4838-9, and 4864-5 were ordered assembled into a solid train and not mixed with other R-42's. These cars are assigned exclusively to the QB. This is the first time that these cars were ordered to be kept together.

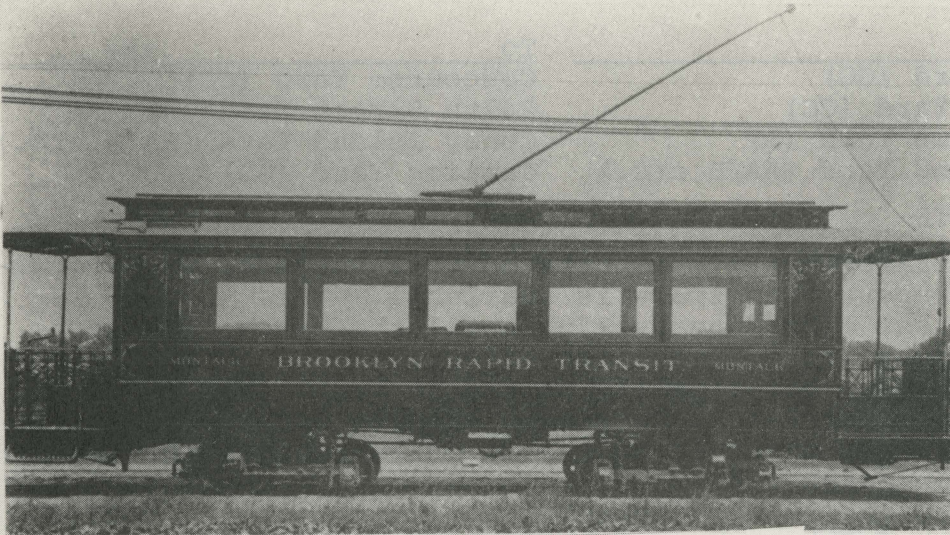
Car 4154, which was damaged by fire about a year ago, is back in service with a new beige floor. Cars 209 and 300, which were reported in the last issue of the "Bulletin" as having sustained body damage, were observed running on the A on April 20, 1985.

Testing of the R-62A cars resumed on the #7 line on April 14, 1985, and was concluded a week later. This successfully completes the 30-day acceptance tests of this model car and Bombardier can now begin to ship production model cars from their plant.

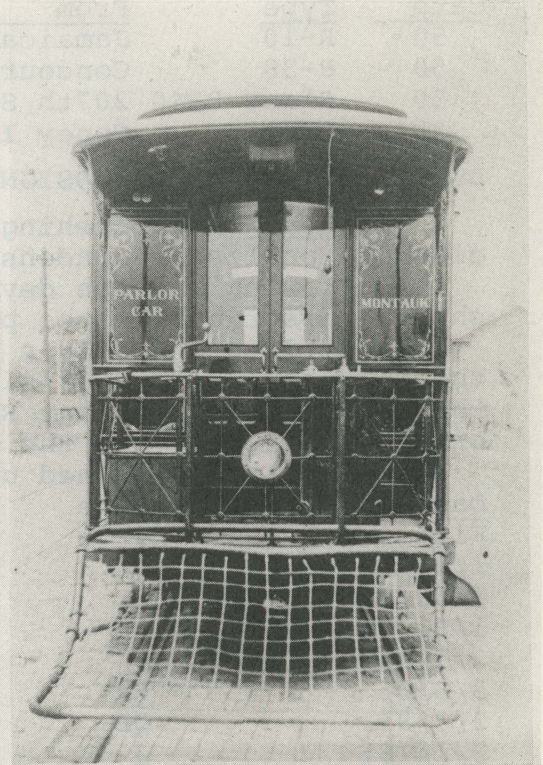
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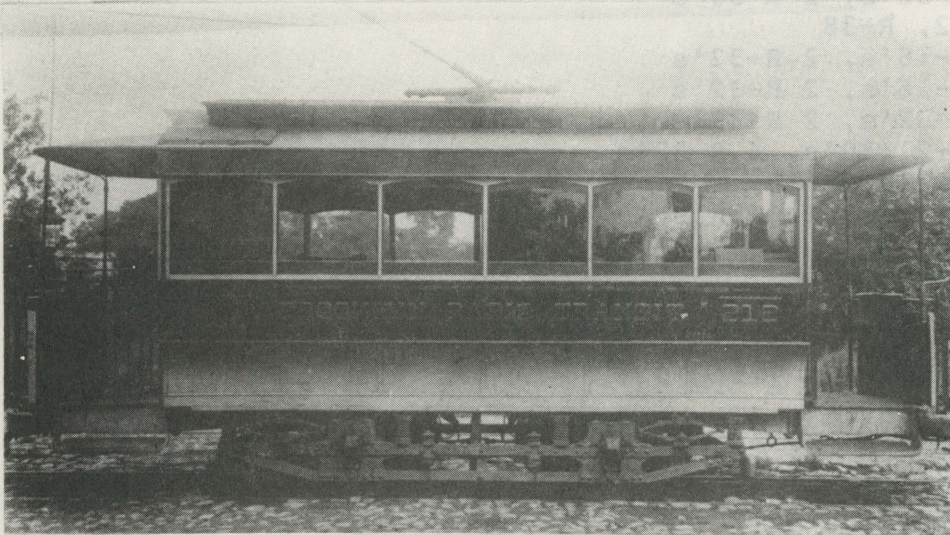
BROOKLYN TROLLEY ALBUM



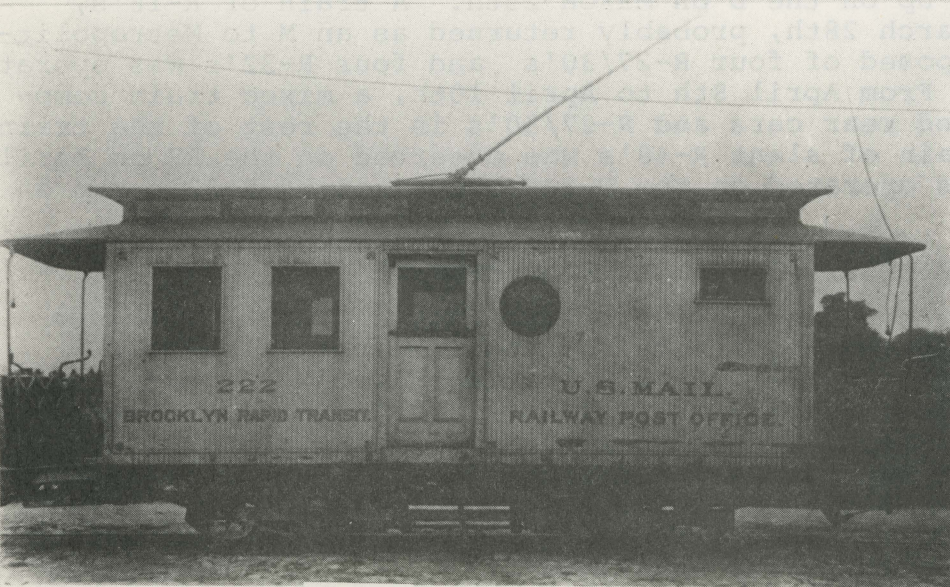
PARLOR CARS WHICH TRANSPORTED CHARTER PASSENGERS FOR 25 CENTS



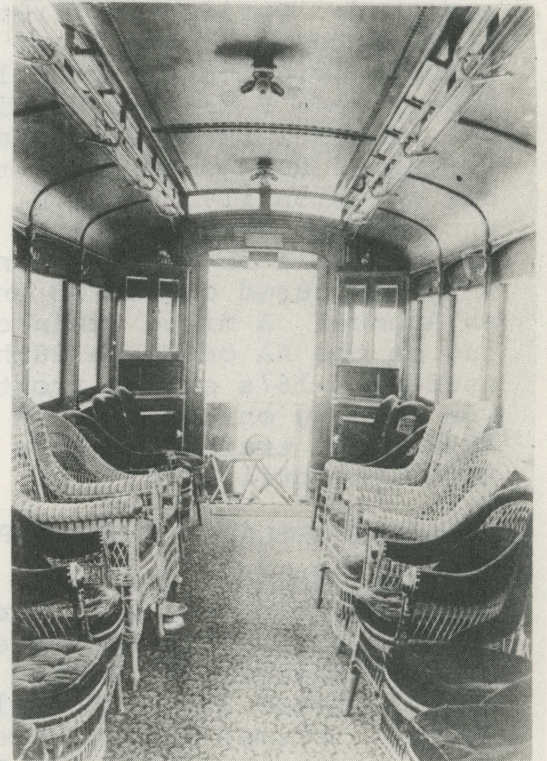
FRONT VIEW OF PARLOR CAR



PAY CAR



MAIL CAR



INTERIOR OF PARLOR CAR SHOWING UPHOLSTERED WICKER CHAIRS



## NYCTA CAR NOTES (Continued from Page 6)

During the April 26th to April 28th weekend, the following types of cars were transferred:

No. of

Cars	Type	From	To
50	R-10	Jamaica Yard (GG)	Concourse Yard (CC)
50	R-38	Concourse Yard (CC)	207th Street Yard (A)
50	Slant R-40	207th Street Yard (A)	Coney Island Yard (AA/B etc.)
50	R-32	Coney Island Yard (AA/B etc.)	Jamaica Yard (GG)

## DEVIATIONS FROM CAR ASSIGNMENTS

Instead of publishing detailed monthly reports on this subject, we have decided to publish a condensed report when space is available.

Following are the deviations from January 27th until the March 16th car shift, described in the previous issue, went into effect.

R-27/30's and R-38's turned up occasionally on the AA and B, and rarely on the N. R-27/30's, R-38's, and slant R-40's have been running occasionally on the D. A train of slant R-40's was observed on the CC on February 12th, the QB on February 20th, and the RR on March 6th.

Mixed trains turned up regularly on different lines:

Date	Line	Type of Cars
First Week Jan.	J	4 R-32's, 4 R-16's, and 4 R-32's, 4 R-27/30's
1/17/85	D	8 R-32's, 2 R-38's
1/30/85	B	R-32, R-38
1/31/85	LL	6 R-16's, 2 R-32's
2/1/85	J	6 R-16's, 2 R-32's
3/5/85	RR	6 R-32's, 2 R-38's
3/7/85	QB	4 R-27/30's, 4 R-32's
3/14/85	J	R-27/30, R-16
3/15/85	M	6 R-32's, 2 R-38's

When there is a train delay, an R-46 train is occasionally diverted to fill the gap. R-46's have been observed on the following lines where they are not assigned: During the first week of February, 1985, R-46's appeared on the B to 168th Street and the CC to Euclid Avenue. On March 7th, a train of R-46's was rerouted via the Brighton line. When A trains are delayed during the midnight hours, R-46 E trains are diverted to Lefferts Boulevard.

There were fewer deviations after the March 16th car shift. One or two trains of R-32's are seen regularly, while R-27/30's, R-38's, and slant R-40's run occasionally on the D. R-38's operate occasionally on the AA/B and R-27/30's run occasionally on the N. On March 22nd, we observed a train of R-16's on the LL. A train of R-10's turned up on the D on March 25th. A train of R-16's, which appeared on the QB on March 28th, probably returned as an M to Metropolitan Avenue. A mixed train composed of four R-27/30's and four R-32's was operating on the AA on March 28th. From April 8th to April 10th, a mixed train composed of R-16's on the front and rear cars and R-27/30's in the rest of the train, was running on the LL. A train of slant R-40's was observed on the RR on April 18th. One train of R-32's was operated on the E and one train of R-32's ran on the F on April 28th.

## BROOKLYN TROLLEY TRANSFER PRIVILEGES (Continued from Page 2)

The following are the lines operated by Brooklyn City: Avenue C, Bergen Beach Shuttle, Bushwick Avenue, Calvary Cemetery, Court Street, Crosstown, Cypress Hills, Flatbush Avenue, Flatbush Avenue Shuttle, Flushing Avenue, Flushing-Ridgewood, Fulton Street, Gates-Prospect Park, Graham Avenue, Grand Street, Grand Street Shuttle, Greene and Gates Avenues, Greenpoint, Hamilton Avenue, Lorimer Street, Meeker Avenue, Myrtle Avenue, Nassau Avenue, Nostrand Avenue, Nostrand-Prospect Park, Nostrand Avenue Shuttle, Putnam Avenue, Richmond Hill, Sixteenth Avenue, Third Avenue, Tompkins Avenue, Union Avenue, 65th Street-Bay Ridge Avenue, 65th Street-Fort Hamilton.

The transfer privileges and restrictions which went into effect on October 16, 1919 were changed only slightly during the next three decades.