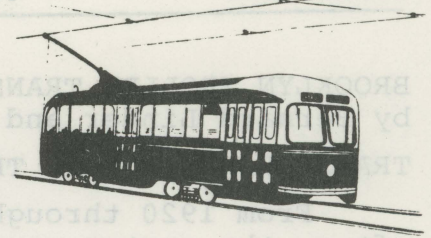


# NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

P.O. Box 3001 New York, N.Y. 10008

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IN THIS ISSUE: BROOKLYN TROLLEY TRANSFER PRIVILEGES

## STEINWAY TUNNEL, FOURTH AVENUE SUBWAY, AND SEA BEACH LINE OPENED SEVENTY YEARS AGO

On June 22, 1915, seventy years ago, trains started running through the Fourth Avenue Subway and the Sea Beach Line to Coney Island, and through the Steinway Tunnel to Long Island City.

Without any fanfare, the turnstiles at Chambers Street Station were opened at noon, June 22, 1915 where a crowd of fifty people were waiting. The first train to operate on the Manhattan Bridge, the Fourth Avenue Subway, and the rebuilt Sea Beach Line to Coney Island departed from Chambers Street three minutes late at 12:06 PM. Just like many present day N trains, this train left late because of door trouble, and continued losing time because of intermittent door trouble.

The IRT officials did not ignore the opening of the Steinway Tunnel and participated in a ceremony. Only invited guests were allowed to ride the first train which arrived at Vernon-Jackson Avenues at 10:48 AM, June 22, 1915. A ceremony attended by IRT and Public Service Commission officials and by reporters was held at this station. The official train then left Vernon-Jackson Avenues at 11:46 AM and arrived at Grand Central five minutes later. The subway was opened to the public at noon.

## COMMUTER RAILROAD SCHEDULE CHANGES

NJ Transit's April 28, 1985 schedules provided for increased service on several lines. Morris and Essex weekday midday schedules have been revised completely. Under the old schedule locals ran on an hour headway between Summit and Hoboken. Westbound trains from Hoboken ran express to Summit on an hour headway. At Summit, the last two or four cars were uncoupled and ran to Gladstone while the forward cars ran to Dover. Eastbound trains from Dover and Gladstone were not coupled at Summit, but continued to run eastward as separate express trains. Under the new schedule, midday local service has been increased to a half hour headway with trains running alternately to Summit and Morristown. Dover express trains still run on an hour headway, but Gladstone cars are no longer cut from the train at Summit. Instead four midday trains operate as shuttles between Summit and Gladstone. During the evening, trains from Gladstone, which are expresses east of Summit, run through to Hoboken. Oddly enough, three westbound Gladstone trains operate as shuttles from Summit.

Sunday service on the Raritan Valley Line has been increased from a ninety-minute to a sixty-minute headway. Rush hour trains and westbound evening trains now stop at Calco which was formerly served by only one train in each direction.

Sunday service on the Trenton locals was also increased to an hour headway. Under the new schedule, there is one additional AM rush hour and one additional PM rush hour Netcong train.

Bergen County Line weekday midday service was improved by adding two trains which make all stops between Hoboken and Ridgewood. (continued on Page Four)

## BROOKLYN TROLLEY TRANSFER PRIVILEGES by Bernard Linder and Mel Rosenberg

### TRANSFERS FROM 1920 THROUGH 1956

From 1920 through 1934, the system used modified Pope type forms. Thereafter, the system used what are commonly referred to as NYCTS standard transfers. It has been said that although Brooklyn traditionally had more varieties of transfers than any other system, "they never seem to take you where you want to go." As of 1926, there were over 150 different forms in use. Each underlying system of the BMT and BCR, however, provided more-or-less universality in transferring within the Central Fare Zone. It was in the outlying areas that the transfer arrangements became haphazard. It appears that there were no inter-company transfers between the BCR and the BMT. Also until reconsolidation, there were only a few surface-rapid transit transfer points: on the BMT lines at Marcy Avenue and Broadway, and at Fourth Avenue and 86th Street, and only one surface-rapid transit transfer point on the BCR.

The following is a breakdown of transfer types used from 1920 through 1929:

- 1) Regular Transfer: BMT lines A or AA (yellow), B or BB (green); BCR lines "Conductor's Transfer" C (brown), D (green), E (yellow). There was a two cent charge for A, AA, B, and BB transfers. Transfers were accepted at locations listed on the transfer.
- 2) Continuing Trip Ticket: This form was issued on cars operating in downtown Brooklyn, the Williamsburgh Bridge Plaza area, the Greenpoint area and was also issued from a branch or shuttle car to a through car. Color, white on both the BMT and BCR, free. A two-cent transfer could be issued on the connecting car.
- 3) Conductor's Feeder Ticket: Issued on cars operating in downtown Brooklyn, the Williamsburgh Bridge Plaza area, and the Greenpoint area, and also from main line to branch or shuttle cars. Free, color pink or salmon.
- 4) Transfer Agent's Special Ticket: Issued by street corner agents to passengers getting off a cutback car at key intersections. Each such intersection had a station number. BCR and BMT each had its own numbers, even for the same intersections. Sometimes several intersections close together had the same station number.
- 5) Zone Issues: For zone overlap purposes, there were the Conductor's Fare Receipt and the Overlap Fare Receipt, issued by the BMT and the Fare Receipt issued by the BCR.
- 6) Emergency Transfers: These were called Block Tickets.

Immediately upon reconsolidation, all company initials were deleted except from South Brooklyn Railway issues. Beginning on July 1, 1929 through 1934, no company initial or name appeared on a great many Brooklyn streetcar transfers. Beginning about mid-1931, the B&QT initials began to appear, and this change-over gradually took place from then until 1934. All B&QT issues continued to be rail except for Cortelyou Road (became trolley coach).

About October 1, 1934, the Pope type transfer was superseded by the NYCTS standard form. The new forms were issued by divisions, as indicated on the top of the transfer on the tab retained by the operator. There were eight rail divisions, coded A through H. The standard Globe Ticket Company dating system was used for plate dating, together with an additional letter code to show the reprinting number. Thus, reading left to right: H-5, E-4-38 identifies a Flushing Avenue Feeder Ticket, Division H, Form 5, plate date April, 1938, fifth printing (letter E).

Following is an explanation of the Division codes:

- |                 |   |
|-----------------|---|
| A- Flatbush     | E- East New York  |
| B- Ninth Avenue | F- Crosstown  |
| C- 58th Street  | G- Fresh Pond   |
| D- Canarsie     | H- Maspeth  |
|                 | K- Stations #1 and #2, Half Fare, and Williamsburgh Bridge tickets. |

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

When the Board of Transportation started its bus conversion program, it opened several garages and added the following:

- H- Fifth Avenue (opened 1944; formerly used by Maspeth which closed in 1937)
- J- 54th Street (opened 1942)
- L- West Fifth Street (opened 1946)

In general, the pre-1930 captions continued after City takeover in 1940. Thus, it is possible to identify ex-BCR lines in some cases by the use of the captions peculiar to them, e.g., "Conductor's Transfer". However, several new forms were introduced, apparently due to rail discontinuances and new bus lines, and the reinstatement of surface-rapid transit transfer privileges on a wide scale.

During the intervening years, several lines were discontinued, rerouted, cut back, or extended and transfer privileges were revised to allow a passenger to follow nearly the same route as previously.

When the 86th Street line was cut back from Flatbush and Atlantic Avenues to 63rd Street and Third Avenue in 1936 (see October, 1978 "Bulletin"), passengers transferring from 86th Street cars to Fifth Avenue cars were given a feeder ticket so that they could transfer to lines intersecting the 86th Street line before it was cut back.

The Park Avenue line was discontinued in 1933, and was replaced by the Wilson Avenue-Brooklyn Bridge line (both NERR lines) operating over the route of the Wilson Avenue (NERR) and the Flushing Avenue (BCR) lines (see June, 1981 "Bulletin"). When the Wilson Avenue-Brooklyn Bridge line was discontinued in 1934, Flushing Avenue transfers were revised to include the same privileges as the discontinued line. This line became an oddity, a BCR line issuing two-cent transfers to ex-BRT lines. Of course, passengers handing in Wilson Avenue transfers were allowed to buy Flushing Avenue two-cent transfers.

Cars of the Marcy Avenue line, a NERR line, operated on the same tracks as Tompkins Avenue cars north of Fulton Street for two years before the line was discontinued in 1933. (See March-April, 1980 "Bulletin"). The BMT was able to continue the same transfer privileges by issuing two-cent transfers, valid on ex-BRT lines, on Tompkins Avenue cars north of Fulton Street. Because transfers from these intersecting lines were good only as far south as Fulton Street, Tompkins Avenue motormen informed each passenger about the restriction. If the passenger refused to get off at Fulton Street, the motorman collected an additional nickel.

When the BMT started operating its franchised bus system in 1931, it added 282 transfer privileges between bus and trolley at 52 points specified in the franchise. There was a two-cent charge for these transfers which were not issued between all intersecting trolley and bus lines. At many intersections passengers were allowed to transfer only in the direction providing a shorter trip. For instance, a passenger on the Avenue U bus was allowed to transfer to southbound Ocean Avenue cars for a short ride to Sheepshead Bay, but not to northbound cars for a longer ride to Bergen Street.

Because no transfer instruction manual or rule book has been located nor individual orders recorded, only the following general observations can be made:

Feeder tickets were issued on all cars operating to Downtown Brooklyn, the Williamsburg Bridge Plaza area, and the Greenpoint area. These tickets were valid on all intersecting former BCRR and BRT cars. Another feeder ticket was issued to a passenger handing in a feeder ticket. Continuing trip tickets, issued on cars operating in the opposite direction in the above areas, entitled passengers to the same privilege as a cash fare. Continuing trip tickets were also issued on Eighth Avenue, 86th Street, Hamilton Avenue, Junction Boulevard,

(continued on Page Eight)

## COMMUTER SCHEDULES (continued from Page One)

Metro-North's schedules which went into effect on April 28, 1985 were revised slightly. Upper Harlem Line service was speeded up by four minutes between North White Plains and Brewster North. Saturday and Sunday trains now run on an hour headway between New Haven and Grand Central.

On March 18, 1985, Long Island Rail Road service to Penn Station was reduced because of track reconstruction just west of the terminal. Details can be found in the April, 1985 BULLETIN. When the May 13, 1985 schedules went into effect, pre-March 18th Penn Station service was restored. The new schedules also include the seasonal increase in service to the south shore of Long Island and two additional weekday Babylon expresses connecting with trains operating farther east. We were unable to determine whether the latter is a seasonal or permanent increase in service. On June 17, 1985, one weekday Greenport train in each direction was discontinued. Because of the Hicksville to Ronkonkoma electrification project, buses replaced trains between Ronkonkoma and Republic during midday on weekdays.

## SIRTOA UPDATE

The Staten Island Rapid Transit Operating Authority may be called New York's forgotten rapid transit line, but the Transit Authority hasn't forgotten it in its 1985 budget proposal. Because 13 SIRTOA platforms are unable to accommodate four-car trains, a project in the budget provides for platform extensions or structural reconfiguration of existing platforms. Eventually, SIRTOA would like to extend platforms to handle six-car trains. Another project provides for replacement of the main line tracks between Huguenot and Tottenville stations and the installation of two crossovers at unspecified locations. These areas are prone to flooding and do not have the proper ballast or drainage to withstand heavy rainfall and hazardous weather conditions.

SIRTOA would like to install inter-car safety barriers on its 52 R-44 cars. When twelve R-44 cars are transferred from the IND A line to SIRTOA, they will need major upgrading to meet SIRTOA's and FRA's specifications for railroad cars.

Another project provides for the replacement of the one hundred year old wooden Clifton diesel shop by a new steel and brick shop building with a capacity for storing two diesel locomotives, three other non-revenue vehicles, and one three-car revenue train. A paint shop will be located inside the shop building and a chemical car wash will be adjacent to the structure.

Another project provides for the installation of new relay interlocking apparatus, remote controlled from St. George, for the main line and yard tracks at the Tottenville terminal. The existing signals and switches, which are antiquated, require manual switching and cannot be controlled from St. George.

The June, 1985 issue of NRHS "CINDERS" reports that Delaware Otsego took over operation of the Staten Island Corporation from Chessie on April 29, 1985. It is run as a part of the NY, S & W, using ex-Chessie SW-9 #5091 repainted into NY, S & W's yellow and black, and numbered 120. NY, S & W now owns the former Staten Island Corporation's tracks between St. George and Cranford Junction, N.J. and has trackage rights on MTA's tracks between St. George and Tottenville.

## FLUORESCENT LIGHTS INSTALLED ON IND STATIONS

Passengers riding F trains in Brooklyn must have noticed that since last autumn the contractor has been installing fluorescent lights on stations from Bergen Street to 15th Street-Prospect Park West. Lights on Seventh Avenue station have been lit permanently since April, 1985. Some lights have been lit on 15th Street-Prospect Park West since May 28, 1985 and on Bergen Street since June 17, 1985.

## CAR ASSIGNMENT NOTES

Following the weekend car shifting on April 26-28, (see May BULLETIN) some R-46's were used on the GG in six-car trains (A-B-A-A-B-A configuration, as was operated on the CC back in 1980). These disappeared when the May 16th car assignments took effect. Also effective with the May 16th assignments, R-10's are no longer used on the GG, but are now on the CC exclusively. R-38's are chiefly used on the A, with a few left on the CC. One was seen on the B on June 13, and one train on the D virtually every day from June 18th to July 14th, with the consist slightly altered every few days. Slant R-40's are no longer on the A, are now almost entirely on the AA/B where they provide most service. Until July 1st, as many as three or four trains a day of slant R-40's were seen on the D, and they also appeared on the RR and even on the QB, especially in the AM rush. On June 25th, two trains of slant R-40's were on the QB in the AM rush; due to a delay, one was rerouted via the Montague Street tunnel and local on Broadway, and both trains were observed side by side at Union Square. These all became less frequent after July 1st.

R-16's are still mostly on the J, appear from time to time on the LL, and on May 6th on the QB. They appear mixed with R-27/30's on the J and LL in all combinations (one consist reported on the LL in May had three R-16's, two R-27/30's, and three R-16's). During the week of June 24-28, two trains consisting of two R-16's and six R-27/30's were reported on the M.

R-27/30's appear from time to time on the N, somewhat less frequently on the D, and especially the AA/B. One train of R-32's appears occasionally on the AA/B, and on J or LL. R-32's appear somewhat more frequently on M/QB than on these other three services. They also provide all GG service. On May 30th, a mixed train of four R-27/30's and four R-32's ran on the QB. R-42's are now more generally seen in services for which they have correct signs; however, on June 25-26, one or two solid trains of AA/B cars were seen in RR service (no signs). R-46's in F service frequently get rerouted via Brighton.

On the IRT, cars 7050-7069 were transferred from #4 to #2 service on June 16th, and cars 7070-7092 were similarly transferred on July 7th. Thus, all R-21's as well as R-17's are out of #4 service; only cars 8838-8867 and 9558-9567 remain on #4 outside of the R-62's, although it is reported that cars 9548-9557 will soon be transferred from #7 to #4. These are main line type (former red) R-36's.

Solid trains of old #4 cars were recently seen running on lines #1, #2, and #3. Mismatched unit 8672-9135, formerly assigned to the #6, is now assigned to #1. Late in June (and running for several days), a solid ten-car train of #1 cars, including the mismatched unit, was running on the #3. Generally speaking, when cars are running misassigned on the wrong lines, in the event of shortages, solid trains rather than single cars should be transferred, for ease in eventually returning there to proper assignments. Unit 7913-7928 has been running on the 42nd Street Shuttle since at least January 23rd, and car 6679 is also presently on the shuttle.

The following IRT cars have been scrapped or released for scrap from May 30th through to early July: 6520, 6526, 6529, 6531, 6532, 6537, 6538, 6540, 6543, 6552, 6561, 6565, 6566, 6569, 6571, 6542, 6577, 6587, 6606, 6630, 6631, 6637, 6641, 6642, 6645, 6646, 6648, 6649, 6682, 6696, 6850, 7106, 7129, 7317, 7446, 7505, 7542, 7551, 7673, 7682, 7686, 7692, 7695, 7723, 7729, 7748. Of the above, 7106 was a bad fire. In addition, the following are out of service and will probably soon be scrapped: 6560, 6584, 6589, 6600, 6636, 6728, 7254, 7370, 7436, 7537, 7538, 7557, 7566, 7623, and 7659.

Cars 7183, 7186, 7188, and 7226 have been painted yellow (as with most work cars), a letter G has been placed before the number, door sill extensions added, and trips moved to their left sides. They will be assigned to the BMT-IND Division as rubbish collection cars.

The following are now rider cars: RD-341 (ex-7633), RD-342 (ex-7397), RD-343 (ex-7608), RD-344 (ex-7441), RD-345 (ex-7287), and RD-346 (ex-7276). Car 7247 is being held for conversion to a rider car, probably RD-347.

Car 8770 hit a bumping block at Flatbush Avenue on June 4th; 7474 is also out due to a similar accident at Westchester Yard.

(continued on middle of next page)

## BROOKLYN TROLLEY ALBUM

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

Car Numbers	787	840-854	398-399
Type	Convertible	Open	Sprinkler
Builder	Brill	Jones	Taunton
Year Built	1898	1892	1898
Length Over Bumper	34'8"	34'5"	32'1"
Width	8'0 1/2"	8' 0 1/2"	6'5 1/2"
Height	11'6 1/4"	11' 6 1/2"	11'1"
Weight	14 tons	11 tons	24 tons
Seating Capacity	36	60	-
Maximum Speed	23.2 mph	24 mph	20 mph
Trucks	Brill Eureka	Brill Eureka	Baker
Year Scrapped	1933	1930	1930

Car 787 was converted to a closed car in 1912.

Cars 398-399 were renumbered to 9918-9919. Capacity was 4,000 gallons of water.

## TEMPORARY REROUTES BECAUSE OF MAY 15TH DERAILMENT

For completeness, we would like to state that during most of the day following the May 15th derailment at DeKalb Avenue, southbound RR as well as B and N had to operate via the Manhattan Bridge and all had to bypass DeKalb Avenue, and because of poor track layout, RR along with B and N had to operate express from Pacific Street to 36th Street. Of course, RR via Nassau Street was suspended, but QB operated and both D (southern leg) and QB had to operate southbound via the Montague Street tunnel. M of course operated normally via tunnel; all transferring passengers had to be at Atlantic Avenue - Pacific Street through a very narrow passageway creating much congestion here and on the road. The TA is planning to install additional crossovers at various locations to relieve some of these problems and to add flexibility. There are now many additional locations for these planned beyond those covered in the May BULLETIN. We will publish the additional track diagrams in a future issue of the BULLETIN.

## CAR ASSIGNMENT NOTES (continued from Page Five)

On the BMT-IND Division, the following were released for scrap: R-32 3766, R-42's 4714-5, 4766-7, R-44's 227, 288, 290, 315, and 385.

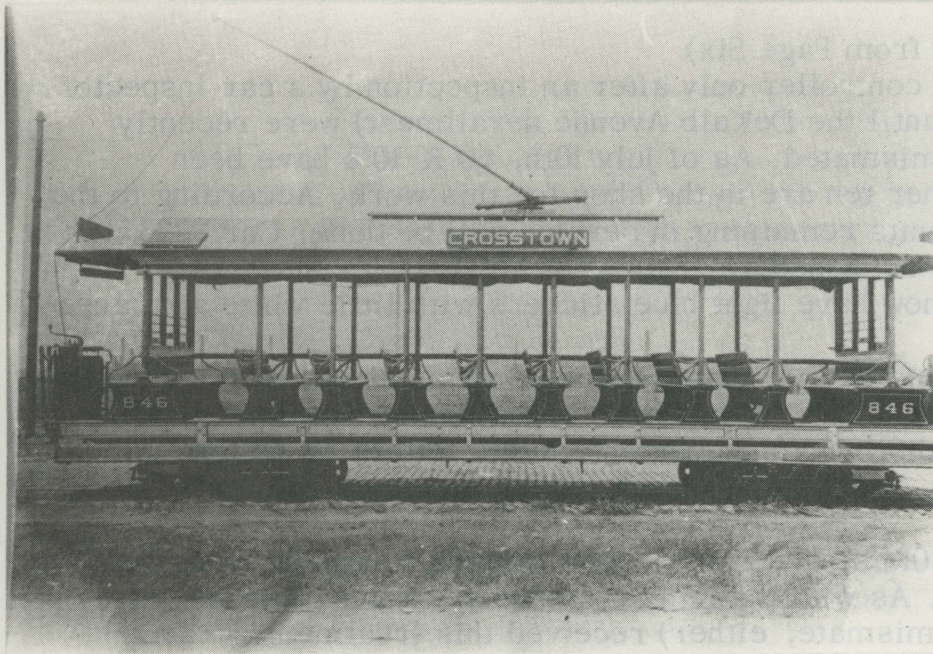
On June 11th, around 9:30 AM, an R-32 train consisting of 3504-5, 3868-9, 3510-1, 3650-1 ran through a trailing point switch in Concourse Yard set against it. When the motorman realized his error, he attempted to back the train up. The train derailed and hit a column supporting the roadway overhead (Bedford Park Blvd. ) which had to be closed for several hours. Car 3651 split the switch and was heavily damaged (the motorman was not injured). As cars 3650 and 3767 suffered only moderate damage on their blind ends in their respective accidents, they will probably be repaired and become a regular married pair eventually.

Cars 3916, 4505, and 4616 are out for minor fires; R-46 unit 870-887 for locked gears. Early in June, 4666-7 and 4708-9 returned to service, all mates restored.

All R-44's are to be converted to SMEE cars. Four cars already converted, 212-173-359-358 are being tested in Rockaway Round Robin service. Other cars converted are 140-211, 280-249, and 240-161. Presently in the shops for this work are 148-149, 356-357.

Unit 8345-8358 has been equipped with traction fault detectors which alert train personnel that there is a dead motor. One additional guard light has been installed outside on both sides of each car in the center over a door pocket (there is no corresponding lens inside the car). When a fault occurs, the white guard is illuminated, after which a reset circuit must be energized. If the circuit is tripped five times, a lockout occurs and the car will not

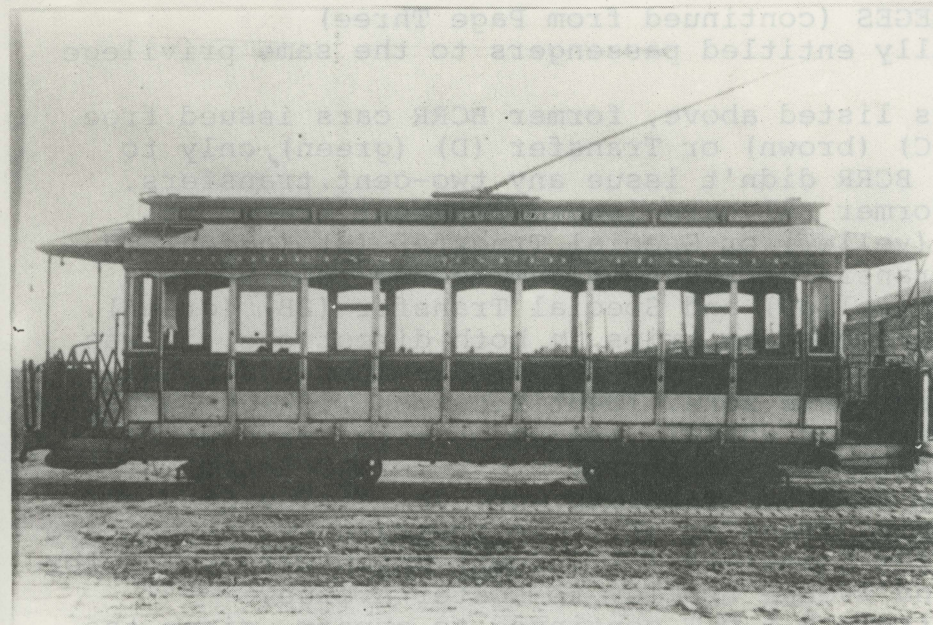
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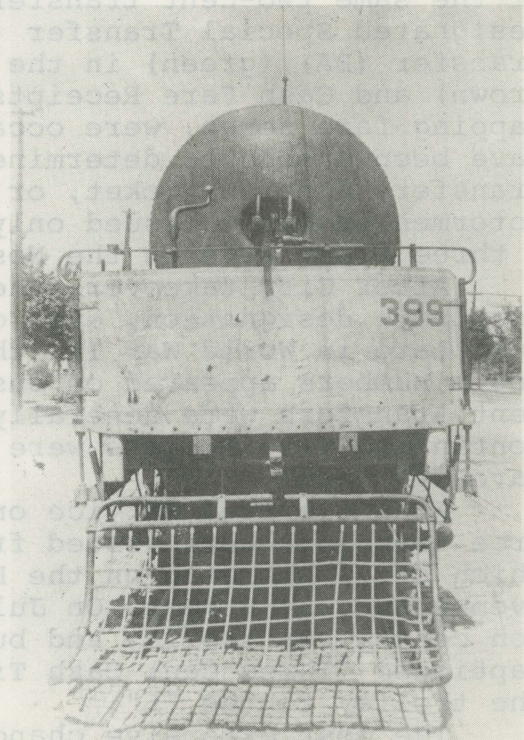
Open Car.



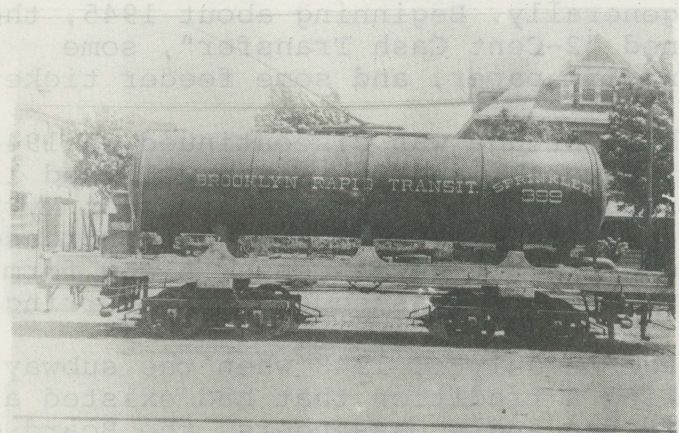
Interior of convertible car.



Convertible car with windows in place for winter service.



Front view of sprinkler.



The BRT had six sprinklers which were used on unpaved streets during dry weather.

## CAR ASSIGNMENT NOTES (continued from Page Six)

take power. It can be reset inside the controller only after an inspection by a car inspector.

R-32 mates 3746-7 and 3766-7 (until the DeKalb Avenue derailment) were recently restored. R-40's 4205-4238 are now mismatched. As of July 10th, 60 R-10's have been rehabilitated and painted green. Another ten are in the shop for this work. According to the latest report, only 110 Westinghouse units remaining in service will be done. Car 3323 was recently stripped and will probably be scrapped.

R-46's assigned to JFK service now have light blue stickers with little white airplanes imprinted under their number plates.

R-27/30's are receiving new front and side route and destination signs, similar to those installed on the R-32's and R-38's, in 1982-83. Aside from experiencing similar "growing pains" with these signs, there is one distinct improvement. Route letters on yellow backgrounds (Broadway Subway, N, Q, and R) now appear black, making them much easier to make out.

Beginning May 27th, R-42's, R-40M's, and slant R-40's started to appear in service with side doors (outside) painted blue. As with the R-32's, there are some units in which only one car of the unit (not necessarily a mismatch, either) received this treatment.

## BROOKLYN TROLLEY TRANSFER PRIVILEGES (continued from Page Three)

and Holy Cross Shuttle, and usually entitled passengers to the same privilege as a cash fare.

In addition to the transfers listed above, former BCRR cars issued free transfers, designated Transfer (C) (brown) or Transfer (D) (green), only to certain other former BCRR lines. BCRR didn't issue any two-cent transfers. Beyond the areas listed above, former BRT cars issued two-cent transfers designated Special Transfer (A) (yellow) or Special Transfer (B) (green) on lines with two fare zones; the transfers issued in the second zone were designated Special Transfer (AA) (yellow) and Special Transfer (BB) (green). If the same two-cent transfer was issued on trips in both directions, it was designated Special Transfer (AB) (yellow) in the first fare zone and Special Transfer (BA) (green) in the second fare zone. Identification Tickets (usually brown) and Cash Fare Receipts (brown or white), issued on lines with overlapping fare zones, were occasionally used as transfers to other lines. We have been unable to determine why various transfers were designated Special Transfer, Special Ticket, or Special Transfer (E). The Nostrand Avenue Shuttle motormen probably issued only a few Transfers (E) (brown) which were valid for a three block ride on the Nostrand Avenue trolley to Foster Avenue.

After City takeover, the letters B & Q T continued to appear, minus the corporate designation, even on lines the Board of Transportation converted to bus. Late in World War II, the initials "NYCTS" replaced "B & Q T", and bus route numbers appeared on bus issues, generally. Beginning about 1945, the two cent transfers were generally recaptioned "2-Cent Cash Transfer", some Continuing Trip Tickets were printed on pink paper, and some feeder tickets on lavender paper.

When elevated service on the Brooklyn Bridge was discontinued in 1944, free transfers were issued from DeKalb, Seventh, and Smith-Coney Island lines, which still operated on the Brooklyn Bridge, to the elevated lines at Myrtle Avenue and Jay Street. On July 1, 1948, subway and "L" fares were increased to ten cents, but trolley and bus fares rose to only seven cents. A new form, captioned "Three Cent Cash Ticket", was issued to passengers transferring from the trolley to the "L".

The most extensive changes were made on July 1, 1948 when the subway and "L" fare was raised to ten cents, breaking a tradition that had existed as far back as anyone could remember. To pacify the angry passengers, the Board of Transportation eliminated the two-cent transfer charge between certain surface lines and sold transfers to the subway and "L" at 152 stations in the four boroughs.

(To be concluded in next issue!)