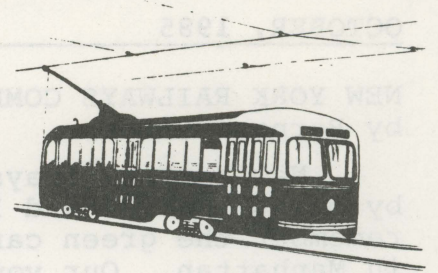
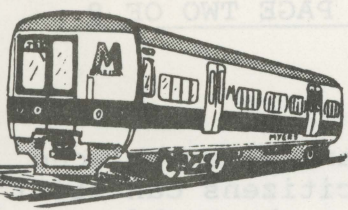


NEW YORK DIVISION BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION



Volume 28, Number 10

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TEMPORARY WOODEN PLATFORMS INSTALLED ON FLUSHING LINE

On May 13, 1985, the Transit Authority began a four and one half year program of overhauling the #7 Flushing line. To repair the steel and concrete structures, one track at a time must be taken out of service. During the first phase, the middle track was out of service. During the next phase, the Manhattan (south) bound local track will be out of service from north of 103rd Street to south of 69th Street (Fisk Avenue). To allow Manhattan bound local trains to make all stops during this period, several changes were made during the September 13-15 weekend. The track layout south of 111th Street was rearranged by installing a turnout from the southbound local to the middle. An additional switch was begun from the middle track to the northbound local, but will be put in service in February, 1986, when the northbound local track is removed from service for the identical work now in progress on the southbound side.

Temporary wooden platforms on local stations from 103rd Street to 69th Street, similar to the West End line platforms that were rebuilt recently, now cover the out of service local track. Manhattan bound trains now run on the middle track from north of 103rd Street to south of 69th Street and make all stops.

The new switches in the middle track north of 103rd Street were installed a few weeks ago when that track was still out of service. During the weekend of September 13th to 15th, Manhattan (south) bound #7 trains made express stops from Main Street to Woodside and local stops to Times Square. During that time track gangs installed the turnout north of 103rd Street while carpenters were busy constructing the temporary wooden platforms. The wooden platforms at 103rd Street, 82nd Street and at 69th Street are exactly parallel to the permanent local outside platforms. At 90th Street the temporary wooden platform is south of the permanent platform, while the 74th Street platform runs half a train length north of the permanent one. This arrangement allows trains stopped at stations to occupy only one signal block, expediting the flow of traffic.

R-62 A CARS REMOVED FROM SERVICE

In the September, 1985 issue of the "Bulletin" we reported that the delivery of R-62 A cars was stopped after 60 cars were delivered and that no further deliveries would be permitted until problems were resolved. The cars saw sporadic service on the #1 line. Since then, problems with the excessive wear of arc chutes in controllers, and circuit breakers in converters tripping continued. Because of this unreliability, the Transit Authority ordered all R-62 A cars out of service until the problems are resolved. However, testing of the cars continues and the TA is working with the manufacturer, Bombardier, to correct the malfunctions. Progress is slow and the TA is planning to set a deadline for correction of the problems. If the deadline cannot be met, the contract for the manufacture of the remaining 765 cars would be cancelled.

NEW YORK RAILWAYS COMPANY

by Bernard Linder

New York Railways' street cars, which operated in Manhattan, were replaced by buses in 1935 and 1936, nearly half a century ago. Senior citizens can still remember the green cars furnishing very frequent service on busy thoroughfares in Manhattan. Our younger members have never seen this large street railway and haven't been able to read about it because a detailed history has never been published.

In 1922, New York Railways operated street cars on twelve lines which covered 35.55 route miles, and transported 165,130,189 passengers. To carry this heavy load, 1,445 cars were available for service, 60 cars more than its competitor, the Third Avenue Railway System.

A complete history is beyond the scope of this publication, but we will publish a series of articles which are similar to the Brooklyn trolley series. A corporate history will follow this roster, after which we will feature track plans and route histories for each line. Following is a roster of cars in service after 1909:

Car Numbers	Builder	Year	Wide or Narrow	Type
1	Brill	1899	N	ST Box
13, 16, 25, 40, 41, 43, 46-52, 54 56-59, 71-92	Stephenson	1893	N	ST Box
93	Stephenson	1897	W	ST Box
94, 95, 97-100	Stephenson	1893	N	ST Box
101, 103-117, 119, 122, 124, 125	Laclede	1893	N	ST Box
127-130, 132, 134, 139, 142, 147, 148, 151	Stephenson	1894	128 & 129 are wide; others N	ST Box
152	Laclede	1893	N	ST Box
153, 155, 157-160, 162, 163, 165-167, 170, 171, 174-176, 178-181, 183-206, 208-215, 218-220, 222-226	Stephenson	1894	N	ST Box
227-231, 233-235, 237-242, 246-250, 252-257, 260, 263, 266, 271-274, 276, 277-315	Stephenson	1895	N	ST Box
316-320, 322, 323-344, 346, 347, 349-351	Stephenson	1896	N	ST Box
352-408, 410-426	Brill	1896	N	ST Box
499-508, 510-513, 515, 516-518, 520-526, 528, 529, 531-535	Stephenson	1896	N	ST Box

Cars listed above were built for cable service and some were equipped for electric operation. The same numbers were assigned to the 1907 and 1908 PAYE cars and the converted box cars. Duplication of numbers existed for many years until the cars were scrapped.

Car Numbers	Builder	Year	W or N	Type	Remarks
1-155	Brill	1907	W	DT PAYE	
156-230	Brill	1908	W	DT PAYE	Sold to TARS 1924 their no. 401-475
231-280	Jewett	1908	W	DT PAYE	Sold to TARS 1924 their no. 476-525
281, 282	Std Steel	1908	W	DT PAYE	Sold to TARS 1924 their no. 526, 527
283	Brill	1906	W	DT Box	Converted to long box 1907 ex-1315
284-290	Brill	1901	W	DT Box	Converted to long box 1907 ex-2048, 2049, 2053, 2057-2059, 2062
291-294	Brill	1899		DT Box	Converted from combination cars 1909 ex-2222, 2225, 2234, 2245
295-303	Brill	1902		DT Box	Converted from combination cars 1909 ex-2386, 2388, 2390, 2392-2395, 2398, 2399
304	Brill	1904		DT Box	Rebuilt 1907 with standard 1907 PAYE fronts & long platforms ex-3050
305	Brill	1908		DT Box	Special long box car, ex-3163
306-555	Brill	Various	W	DT Box	Converted 1909 to long vestibule cars and renumbered. See Table I.
556	Brill	1910	W	DT S/C	Sold to TARS 1924 their no. 528

DT PAYE = Double Truck - Pay As You Enter; S/C = Semi-convertible; W = Wide; N = Narrow.

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NEW YORK RAILWAYS COMPANY ROSTER (Continued from Page 2)

Car Numbers	Builder	Year	Wide or Narrow	Type	
580-585, 587-595, 597-599	Brill	1899	W	ST Box	
600-629	Brill	1896	N	ST Open	
632, 635, 636, 639, 640, 642, 643, 648, 650, 653, 654, 656, 658, 659	Brill	1903	W	DT Open	Renumbered to 4001-4014, probably in sequence
660-672, 674-686, 688-810	Stephenson	1897	N	ST Open	
813, 815, 817, 820, 821, 822, 824, 825, 827-829	Brill	1903	W	DT Open	Renumbered to 4015-4025, probably in sequence
831-864, 866-876, 878, 880, 882-888, 890-913, 915-919, 921-930	Stephenson	1898	W	ST Open	
1076-1078, 1081, 1082, 1085, 1086, 1089, 1092, 1095, 1097-1100, 1102, 1105, 1108, 1110-1114, 1118-1124, 1126-1130	Brill	1898	N	DT Open	Renumbered to 4026-4059, probably in sequence
1131-1199	Brill	1898	?	DT Comb	Transferred to 2 Ave RR Company
1201, 1202, 1205-1207, 1209, 1212, 1213, 1216, 1218, 1219, 1221-1244, 1246-1282	Stephenson	1897	W	ST Box	
1283, 1284, 1286-1310, 1312-1322, 1325	Brill	1906	W	DT Box	Several cars rebuilt & renumbered See Table I (*)
1326-1331, 1333, 1334, 1338, 1339-1344	Brill	1897	W	DT Box	Several cars rebuilt & renumbered See Table I (*)
1347-1351, 1353, 1356, 1358, 1361, 1363, 1371, 1372, 1374	Brill	1898	W	DT Box	Several cars rebuilt & renumbered See Table I (*)
1376-1425	Stephenson	1898	W	ST Box	
1426-1975	See Table IV			DT Box	Several cars rebuilt & renumbered See Table I (*)
2046-2075	Brill	1901	W	DT Box	Several cars rebuilt & renumbered See Table I (*)
2222, 2225, 2234, 2245	Brill	1899	?	DT Comb	Renumbered to 291-294
2257-2263, 2266, 2269, 2270, 2271, 2276, 2279, 2280, 2281, 2283, 2287, 2288, 2290-2294, 2297-2300, 2303-2307, 2311, 2312, 2314, 2315, 2318-2322, 2327-2329, 2332, 2340, 2342-2345, 2347, 2349-2351, 2353, 2354	Brill	1899	N	DT Open	Renumbered to 4060-4115, probably in sequence
2356	Pr Steel	1905	W	DT Box	Steel Car
2386, 2388, 2390, 2392-2395, 2398, 2399	Brill	1902	?	DT Comb	Renumbered to 295-303
2551-2564, 2566-2571	Brill	1901	W	DT Open	Renumbered to 4116-4134, probably in sequence
2572, 2573, 2575-2585, 2587-2589, 2593-2595, 2597, 2599	Brill	1903	W	DT Open	Renumbered to 4135-4156, probably in sequence
2601-2700	Brill - See Table IV		W	DT Box	Most cars rebuilt & renumbered to 352-437; See Table I
2801, 2803, 2805, 2807, 2809-2812, 2816, 2817, 2819, 2821, 2825, 2830, 2832, 2837, 2840, 2843, 2844, 2847-2849, 2853, 2859, 2860	Brill	1903	W	DT Open	Renumbered to 4157-4181, probably in sequence

(*) = Several cars transferred to NY & Harlem and to 8 & 9 Ave Ry. See Tables II & III
(Continued on Page 4)

NEW YORK RAILWAYS COMPANY ROSTER (Continued from Page 3)

Car Numbers	Builder	Year	Wide or Narrow	Type	
2861-2910	Brill	1904	W	DT Open	
2911-2970	Brill	1903	W	DT Box	Most cars rebuilt & renumbered to 438-467; See Table I
2971	Brill	1905	W	DT Box	Steel Car
2972-3161	Brill - See Table IV		W	DT Box	Most cars rebuilt & renumbered to 469-555; See Table I (*)
3162	Brill			DT Box	Standard ST box car rebuilt by Brill in 1907 with very long platforms & mounted on double trucks
3163	Brill	1908		DT Box	Renumbered to 305
4000-4025	Brill	1903	W	DT Open	ex-632-659, 813-829
4026-4059	Brill	1898	N (#)	DT Open	ex-1076-1130
4060-4115	Brill	1899	N	DT Open	ex-2257-2354
4116-4134	Brill	1901	W	DT Open	ex-2551-2571
4136-4181	Brill	1903	W (@)	DT Open	ex-2572-2599; 2801-2860

The following cars were rebuilt to P.A.Y.E. Convertible Cars:

- 4150 - in 1926
- 4122, 4131 - in 1927
- 4166, 4173 - in 1928
- 4182 - in 1930

5000	Brill	1912 ?		Stepless Center Entrance
5001-5175	St Louis	1913 ?		Stepless Center Entrance
6000	Brill	1912 ?		Stepless Double Deck
7000	Brill	1912 ?		Stepless Storage Battery
7001-7045	ACF	1913 ?		Stepless Storage Battery
7046-7115	Southern	1916 ?		Stepless Storage Battery

(*) = Several cars transferred to NY & Harlem and to 8 & 9 Ave Ry. See Tables II & III

(#) = Another list shows cars 4026-4059 Brill 1903.

(@) = Another list shows cars 4136-4148 Brill 1902.

A detailed corporate history will be published in future issues. Here's a brief summary which will explain why there are so many missing numbers.

The Metropolitan Street Railway, which was incorporated on November 12, 1895, expanded rapidly by buying and leasing nearly every street railway in Manhattan, The Bronx, and Westchester County. The company's financial position deteriorated until the Panic of 1907 forced it into receivership. Shortly afterwards the Third Avenue Railroad Company and the Second Avenue Railroad Company were returned to their original owners. Unfortunately we do not have any records of the cars that were transferred. The remaining lines were sold at foreclosure and reorganized as the New York Railways Company.

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UNUSUAL TRAIN OPERATION DURING METRO-NORTH'S TRACK REHABILITATION

Metro-North is having difficulty maintaining the wooden ties in the open cut between Melrose and Tremont. It has decided to install concrete ties with a useful life of forty to fifty years in this area of poor drainage and tight clearances.

To perform this work, the northbound local track will be out of service between Melrose and Woodlawn starting July 29th and continuing for about twelve weeks. During this period, three miles of track and third rail will be removed. The drainage problem will be solved by installing a six-inch perforated pipe along the stone wall of the open cut. This pipe will be connected to the storm sewers. A new type of subgrade, water impermeable Geo Textile, will be installed under the ballast. The concrete ties will be lowered by a crane operating on the northbound express track during non-rush hours.

With the northbound local track out of service, temporary schedule changes were made, effective July 29, 1985. Rush hour trains no longer stop at Melrose and Tremont. Service is provided by vans operating between these stations and Fordham where they will make connections to north and southbound trains.

(Continued on Page 7)

TABLE I - RENUMBERING OF DOUBLE TRUCK BOX CARS WHICH WERE REBUILT AS P.A.Y.E. CARS WITH LONG VESTIBULES Cars 283-290 converted in 1907; the balance in 1909.

New	Old	New	Old	New	Old	New	Old	New	Old	New	Old
283	1315	321	1689	344	1910	439-441	2914-2916	506-513	3019-3026	554	3155
284	2048	322	1697	345	1931	442	2922	514	3028	555	3159
285	2049	323	1706	346	1956	443	2925	515	3029		
286	2053	324	1721	347	1965	444-452	2927-2935	516	3031		
287	2057	325	1731	348	1969	453-456	2938-2941	517	3035		
288	2058	326	1765	349	2070	457	2944	518-522	3037-3041		
289	2059	327	1774	350	2071	458	2948	523	3043		
290	2062	328	1802	351	2073	459-460	2953-2954	524	3044		
306	1319	329	1817	New	Old	461	2958	525	3046		
307	1320	330	1849	352-359	2602-2609	462	2960	526	3047		
308	1325	331	1850	360-362	2611-2613	463	2964	527	3049		
309	1338	332	1863	363-366	2615-2618	464	2966	528	3052		
310	1460	333	1855	367-383	2621-2637	465	2967	529	3053		
311	1513	334	1864	384-386	2639-2641	466	2969	530	3086		
312	1519	335	1871	387	3082	467	2970	531-532	3055-3056		
313	1564	336	1876	388-400	2645-2657	468	3080	533	3059		
314	1640	337	1878	401-409	2659-2667	469-475	2972-2978	534-537	3062-3065		
315	1654	338	1880	410-419	2669-2678	476-477	2980-2981	538-540	3068-3070		
316	1665	339	1892	420-425	2680-2685	478-485	2984-2991	541-543	3072-3074		
317	1674	340	1894	426-430	2687-2691	486	2993	544-547	3076-3079		
318	1681	341	1895	431-435	2693-2697	487-503	2995-3011	548	3134		
319	1684	342	1896	436-437	2699-2700	504	3090	549	3143		
320	1688	343	1898	438	2911	505	3017	550	3145		
								551-553	3148-3150		

The following cars were rebuilt to cross seat convertibles:

- 495 - in 1925
- 410, 419, 449, 480, 498, 535, 550 - in 1927
- 479, 517 - in 1926
- 326, 422, 437, 447, 489, 491, 504, 546, 1761 - in 1928

During the 1890's, the Eighth Avenue Railroad Company, the Ninth Avenue Railroad Company, and the New York and Harlem Railroad Company were leased to the Metropolitan Street Railway Company. When the Metropolitan was reorganized in the latter part of 1911, its successor company, the New York Railways Company, acquired possession of these lines and property.

After New York Railways went into receivership in 1919, the United States District Court ordered the receiver not to adopt the leases of the above companies and to return the lines to their owners on the following dates:
 Eighth Avenue Railroad Company - midnight between July 31, 1919 & August 1, 1919
 Ninth Avenue Railroad Company - midnight between Sept. 30, 1919 & Oct. 1, 1919
 New York and Harlem Railroad Co. - midnight between Jan. 31, 1920 & Feb. 1, 1920

The cars, which were transferred and renumbered by the new owners, are listed in Tables II and III.

Cars 109, 115, 141, 149, 151, 153, and 155 were transferred to the Ninth Avenue Railroad Company in 1923, but were not used because of clearance problems. They were transferred to Eighth Avenue.

The Eighth Avenue Railroad Company and the Ninth Avenue Railroad Company were merged into a new company, the Eighth and Ninth Avenue Railway Company on December 22, 1926.

The companies were returned again to the New York Railways Company. On December 17, 1932, the New York and Harlem became part of the New York Railways, and the Eighth and Ninth Avenue Railways followed on June 1, 1935. Tables II and III list the cars which were returned to New York Railways and were renumbered again.

HURRICANE DISRUPTS RAIL SERVICE

Hurricane Gloria, which stormed through the New York area on September 27, 1985, was the worst since 1938. It had little effect on NYCTA's subway and elevated lines, but disrupted service on several commuter railroads. When service to the Rockaways was discontinued at 8:00 AM, Far Rockaway A trains were turned at Howard Beach and Rockaway Park CC trains were discontinued. Many employees were sent home early, and extra CC's ran as far as Euclid Avenue. When Howard Beach became flooded, all A and JFK expresses were rerouted to Lefferts Boulevard. Airport shuttle buses were rerouted there to take passengers to Kennedy Airport. Normal service to the Rockaways resumed at about 4:00 PM. Because of the high winds, trees were knocked to the tracks and rights of way at several points. Service was disrupted for brief periods on the Brighton, Sea Beach and Dyre Avenue lines. During most of the day, there was no #1 service between South Ferry and 14th Street, and between 137th Street and 242nd Street, on the #3 between 96th Street and 148th Street, and on the LL east of Bedford Avenue all due to flooding.

Because many commuter railroads operate on the surface in low lying areas, or because of falling trees, they were unable to operate service. At about 9:00 AM service was suspended on NJ Transit's North Jersey Coast line south of Matawan and service was spotty on the Long Island Rail Road, and on Amtrak and Metro-North New Haven line. By 12:00 noon, all service stopped on the Long Island and on the New Haven line. Metro-North's Harlem and Hudson lines ran during the storm, providing hourly service between Grand Central and Poughkeepsie and Brewster, and half-hourly service between Grand Central and Croton-Harmon and North White Plains.

After the storm passed, the railroads worked hard to clear fallen trees and power lines, and to shore up the washed out areas so that service could resume. By nightfall, the Long Island had limited irregular service on some electrified lines. Service to the east end of Long Island, by far the hardest hit, did not resume for several days. Buses were operated from Babylon to Montauk and from Ronkonkoma to Greenport. As tracks were cleared, diesel service returned to Patchogue and Speonk, then finally to Montauk and Greenport, a full week later.

Similar conditions existed on Metro-North's New Haven line. However, limited diesel service was run during the evening of September 27th and regular service was run with diesel power on Saturday, September 28th and Sunday, September 29th. Maintenance crews used the weekend diesel operation to restore the overhead catenary system which was knocked down by the high winds, fallen trees, or fallen catenary towers. During this restoration work, service was quite irregular. Of course, Amtrak's New York-Boston service was similarly disrupted as they run on the Metro-North line as far as New Haven.

Trolley service was not run at the trolley museum at Branford on Saturday and Sunday (September 27th/28th). The trolley wire was knocked down at several places and the main line track was washed out at the culvert and at the Stony Creek Trestle. However, no cars were damaged or flooded, nor was any of the barns or shops.

In brief, rail service did not get the predicted destruction that was forecast along with the 150 mph winds of Hurricane Gloria.

The "Bulletin" is a monthly publication of the New York Division of the Electric Railroaders' Association, Post Office Box 3001 - Church Street Station, New York, New York 10008. Raymond R. Berger, Chairman - Bernard Linder, Editor - William Zucker, News Editor - Edward B. Watson, Feature Editor.

TROLLEY CARS ON LIVINGSTON STREET

by Bernard Linder

When we described the route changes on the Flatbush Avenue, Third Avenue, St. John's Place, and Putnam Avenue lines in the December, 1976, December, 1978, September, 1980, and February, 1983 "Bulletins", we were unable to furnish the exact date the cars were rerouted to Livingston Street. Because this street is an important thoroughfare, we were certain that the construction and operation of the cars on Livingston Street was recorded in the newspapers. After spending several afternoons in the library, we were able to gather enough information to write a brief history of the operation of the cars on this busy street.

After the turn of the century, most of the trolley lines in downtown Brooklyn were routed via Fulton Street. Riding increased and the BRT provided additional service which soon approached saturation. To relieve the congestion on Fulton Street, the company asked permission to build a parallel line on Livingston Street. The BRT had no difficulty obtaining a franchise for a line on Livingston Street between Flatbush Avenue and Court Street, and on Lafayette Avenue between Fulton Street and Flatbush Avenue. The tracks on Lafayette Avenue were to be used to divert cars from Fulton Street in rush hours and in emergencies.

On August 13, 1907, the Public Service Commission approved the application of the Nassau Electric Railroad Company, a BRT subsidiary, for about a mile of double track in Livingston Street, and work began on both streets three days later.

The company was unable to run cars on Lafayette Avenue because of the objection of the property owners. However, Flatbush Avenue trolley cars first operated on Livingston Street for about two hours on October 21, 1907 during the evening rush hour. The company expected to provide service on this street during the morning rush about a week later. During this period, Flatbush Avenue cars provided irregular service on Livingston Street, either in one direction or in both directions.

Effective 4:00 AM, November 7, 1907, Flatbush Avenue, Third Avenue, and St. John's Place cars started operating via Livingston Street at all times. Rush hour cars marked "CITY HALL" (Borough Hall) still operated westbound on Fulton Street, then looped on Court Street and returned east bound on Livingston Street. These cars were formerly diverted via Gold Street and Willoughby Street. Fulton Street was still served by Gates Avenue, Putnam Avenue, Flatbush-Seventh Avenue, Fulton Street, and westbound short turns listed above. Rush hour Putnam Avenue cars were no longer diverted via Park and Vanderbilt Avenues.

The diversion of cars to Livingston Street helped speed up trolley service in downtown Brooklyn and on the Brooklyn Bridge. Rush hour traffic checks revealed that 264 cars per hour crossed the bridge in November, 1906. A year later, the company was able to operate 298 cars per hour on the bridge. The prohibition of overloaded trucks on the bridge also helped speed up trolley service.

The tracks on Lafayette Avenue were finally placed in service on January 9, 1908 when evening rush hour Putnam Avenue cars were rerouted via Court Street, Livingston Street, Lafayette Avenue, and Fulton Street.

UNUSUAL TRAIN OPERATION DURING METRO-NORTH'S TRACK REHABILITATION

(Continued from Page 4)

Because northbound trains operate on tracks which are not adjacent to Fordham, Botanical Gardens, Williams Bridge, and Woodlawn station platforms, Metro-North made special arrangements for passengers using these stations. Several flat cars have been placed on the northbound local track at each of the above stations and temporary wooden nosings have been fastened to both sides of the flats. To prevent passengers from falling to the track, temporary railings were fastened to the ends of the flats. Trains operating on the northbound express track open the doors of the cars which are adjacent to the flats. When non-rush hour northbound trains are wrong-railed on the southbound express track, only one leaf of one door in the first car is opened and passengers alight by walking on a temporary bridge placed over the northbound express track at the above stations.

Two weekend trains still stop at Tremont where passengers alight by walking on a temporary bridge to the station platform.

NYCTA CAR NOTES

The following cars were transferred on August 30, 1985:

- - From #3 to #7: 9424-5, 9442-3, 9448-9, 9452-3, 9456-7.
- - From #2 to #3: 7059-7069 (10 cars).
- - From #6 to #1: 6807, 6834, 6837, 7443, 7452, 7472, 7485, 7502, 7510, 7512.

Cars 7059-7069 were transferred from the #3 to the #1 by September 6, 1985 and were returned to the #3 about a week later. Cars 7508-7517 (7 cars), 9000-9009, and several cars assigned to the #2 and #5 are now operating on the #1. Car 9000, which was badly damaged by a fire on October 12, 1984, was returned to service on September 18, 1985. Fox red cars 9558-9581 were transferred from #4 to #2 about September 13, 1985. Also transferred to the #2 were 9582-5, 9592-3, and 9598-9. Line #4 is operated only with R-62 cars, except for one train, a train of R-36's. The R-62's are extremely reliable and can usually furnish all the service on the #4. On one day, only four of the 325 R-62's were out of service. Cars 6807, 6834, 6837, 7443, 7452, 7472, and 7485 were all transferred back to the #6. Cars 9588-9591 were seen at the 239th Street Yard and we are wondering whether they were in service on the #4. The remaining cars in the 6500-6559 group, which were assigned to rubbish collection service in mid-August, 1985, were returned to the #2 service in mid-September. Cars 6614, 6616, 6618, 6620, and 6624 which have fox red exterior paint and beige and orange interior paint, were transferred from the #7 to the 42nd Street Shuttle. Other shuttle cars are white outside and two tone blue inside. Cars 7213, 7621, and 7629, previously reported out of service, are back in service. Cars 6556, 6583 (a 42nd Street Shuttle car), and 6829 are out of service and stripped. Car 7129 is out of service.

The TA will rehabilitate 110 of the R-10's and paint them dark green, but they will have difficulty finding enough parts to complete this project.

Cars 4346 and 4365 are mis-mated.

R-46's are no longer assembled in solid trains bearing all orange or all blue stickers. Instead cars with blue, orange or no stickers, all of which must be graffiti free, are mixed in the same train.

Contrary to reports in the previous "Bulletin", blue stripes are being painted on the ends of R-42's. Inside doors are blue instead of orange. A train composed of newly painted cars 4652-3, 4659-4666, 4686-7, 4880-1, and 4900-1 was running all summer on the LL and was recently seen on the D.

NYCTA CAR NOTES EXPLANATION

The above article reports cars transferred on the IRT, basically adding older cars to the #1 fleet. This was done to give enough cars for service because the R-62-A's were all taken out of service, leaving a shortage of cars.

The transfer of older cars from the #4 is due to the reliability of the R-62 (Kawasaki) cars. These cars perform so well that the TA does not need as many spare cars as it does for other classes of cars.

R-17 cars were assigned to the #7 line and painted fox red to match the existing fleet of R-33 (single) cars and R-36 (married pairs). The R-33 cars were taken out of service for the same overhaul and rebuilding as the R-36's. To provide for 11-car trains, replacement single unit cars were required and the R-17's were used. Now the R-33 single cars are being returned overhauled, rebuilt and repainted. As these arrive from Morrison-Knudsen at Hornell, NY, the R-17's become surplus on the #7 which, in turn are reassigned to 42nd Street.

Originally only a small part of the R-46 fleet was designated to be kept clean and graffiti-free. At first, E line cars appeared with blue stickers and were separated from the rest of the IND Jamaica line fleet. Soon F line cars followed with their orange striped cars. Now, all R-46's are cleaned and graffiti-free. Thus, there is no need to separate any of that class of cars.