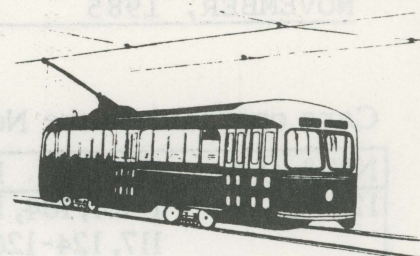
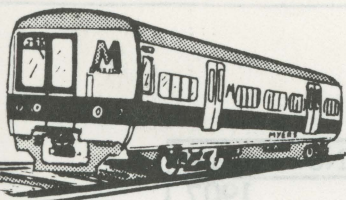


NEW YORK DIVISION BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION



Volume 28, Number 11

November, 1985

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MORE GRAFFITI-FREE SUBWAY CARS IN SERVICE

by Ray Berger

On September 30, 1985, the Transit Authority placed the first graffiti-free train on the A line in service, extending that program to include the 207th Street terminal. The train, consisting of eight R-44 cars, is the first of eight trains to be operating in a graffiti-free condition by the end of the year. All A line trains should be graffiti-free by the Spring of 1986, joining the 1,663 graffiti-free cars now running on the #4, #7, E, F, 42nd Street Shuttle and JFK express lines. A red sticker is placed under the car number to identify which R-44's are in the program.

In mid-October, 1985, it was announced that the General Electric R-32's would join the graffiti-free fleet and the first of these would be assigned to the GG line.

A total of 162 R-30 cars are scheduled to have a general overhaul in the Coney Island Shops, 24 of which should be completed by the end of 1985. These cars will be painted fox red with black trim and silver roofs, similar to the R-33's and R-36's on the #7. When the overhauled R-30's are placed in service they will be assigned to the J line and, thus, another line will have only graffiti-free cars in service.

METRO-NORTH SCHEDULE CHANGES

Metro-North is advising its passengers to check the new October 27, 1985 schedules carefully. Stops have been discontinued from certain trains and added to others. Departure times of many trains have been changed only a few minutes. To provide direct service to Stamford and Greenwich from the east end of the New Haven line, three New York-bound morning rush hour trains start from New Haven instead of Stamford. During the evening rush, two trains from Grand Central are extended from Stamford to New Haven to provide more frequent service between these points. By eliminating several stops from rush hour trains, Metro-North schedules a faster trip for commuters from east end stations.

The morning rush hour April 28, 1985 Hudson line schedule changes were so unpopular that Metro-North decided to return to the previous schedule which provided for one morning rush hour train starting from Greystone. When the schedules were revised on April 28, 1985, this train started from Glenwood, one station south of Greystone. The Greystone commuters were unhappy that they were forced to ride a train filled with passengers boarding at Irvington and three intermediate stations and they persuaded Metro-North to rescind the April 28, 1985 schedule change.

The concrete tie installation project on the northbound local track between Melrose and Fordham has been completed. Rush hour trains are stopping again at Melrose and Tremont, and the temporary van service between these stations and Fordham has been cancelled.

TABLE II

Cars operated by the New York & Harlem after February 1, 1920.

NY & H No.	NY Rwy. Numbers *	Date	NY & H No.	NY Rwy. No.	Date
1200-1319	1-101, 104, 105, 107, 112, 114, 117, 124-126, 128-135, 140	1907	1111	1782	1907
			1112	1343	1897
1100	2072	1901	1113	3081	1904
1101	2061	1901	1114	3153	1905
1102	1666	1898	1115	1753	1907
1103	3125	1905	1116	1835	1899
1104	1334	1897	1117	1839	1899
1105	1487	1898	1118	1556	1898
1106	1848	1898	1119	1772	1899
1107	1914	1899	1120	1436	1898
1108	1907	1899	1121	1801	1899
1109	1913	1899	1122	1304	1906
1110	2052	1901			

*-The 1-155 series cars were not in sequence; see list below.

All cars were built by the J.G.Brill Co. The 1200-1319 series were 12-window, double truck box cars and the 1100 series were 10-window, double truck box cars.

Cars 1283-1292 retired 1927.

Renumbering of New York Railway's 1-155 series cars.

NY&H No.	NYRy No.	NY&H No.	NYRy No.	NY&H No.	NYRy No.	NY&H No.	NYRy No.
1200	44	1230	89	1260	57	1290	21
1201	84	1231	56	1261	129	1291	99
1202	7	1232	100	1262	11	1292	48
1203	9	1233	45	1263	51	1293	68
1204	34	1234	114	1264	131	1294	50
1205	8	1235	62	1265	12	1295	15
1206	17	1236	132	1266	23	1296	88
1207	71	1237	72	1267	104	1297	78
1208	86	1238	101	1268	105	1298	58
1209	22	1239	59	1269	70	1299	39
1210	98	1240	117	1270	123	1300	82
1211	33	1241	3	1271	61	1301	91
1212	6	1242	128	1272	75	1302	92
1213	133	1243	41	1273	42	1303	54
1214	83	1244	5	1274	18	1304	81
1215	79	1245	49	1275	95	1305	107
1216	63	1246	27	1276	52	1306	96
1217	19	1247	4	1277	38	1307	126
1218	87	1248	46	1278	85	1308	36
1219	90	1249	124	1279	130	1309	37
1220	29	1250	73	1280	47	1310	32
1221	2	1251	30	1281	93	1311	60
1222	135	1252	16	1282	94	1312	25
1223	40	1253	20	1283	43	1313	10
1224	65	1254	31	1284	67	1314	55
1225	14	1255	35	1285	26	1315	76
1226	1	1256	28	1286	74	1316	69
1227	13	1257	97	1287	66	1317	140
1228	64	1258	125	1288	112	1318	24
1229	134	1259	80	1289	53	1319	77

TABLE III - CARS TRANSFERRED TO THE EIGHTH AVENUE RAILROAD AND 9th AVE RAILROAD

TRANSFERRED IN 1920:			TRANSFERRED IN 1920:			TRANSFERRED IN 1923 to 8 Ave RR Co.		
8 Ave No.	Orig. NY Rwy No.	Second NY Ry No. 1935	8 Ave No.	Orig. NY Rwy No.	Second NY Ry No. 1935	8 Ave No.	Orig. NY Rwy No.	Second NY Ry No. 1935
1	1288	15	51	1503	48	111	111	-
2	1828	29	52	1768	52	112	148	-
3	1822	43	53	1827	53	113	154	-
4	1290	-	54	2066	19	114	108	-
5	1291	-	55	3088	-	115	115	-
6	1724	-	56	?	37	116	109	-
7	1712	-	57	1869	-	117	?	-
8	1766	22	58	1678	54	118	?	-
9	1811	51	59	1899	11	119	?	-
10	1948	23	60	1780	-	120	?	-
11	1954	16	61	1884	-	121	?	-
12	2069	30	62	3071	-	TRANSFERRED IN 1920 to 9 Ave RR Co.		
13	3115	39	63	1293	-	251	1353	-
14	1728	-	64	1289	55	252	1757	61
15	3100	26	65	1810	56	253	1842	-
16	1879	27	66	1886	44	254 (+)	1797	-
17	3054	28	67	2992	57	255	1883	-
18	1927	17	68	1778	-	256	1915	-
19	1698	14	69	3066	18	257	1668	-
20	1862	-	70	1330	-	258	1321	62
21	1470	-	71	1852	47	259	1619	-
22	1868	25	72	1459	12	260	1507	63
23	3138	33	73	1818	21	261	1699	64
24	3109	-	74	1823	42	262	1451	-
25	1299	-	75	1446	-	263	1575	-
26	1322	34	76	1468	32	264	1307	65
27	1667	31	77	3108	-	265 (*)	1463	-
28	1929	36	78	1824	-	266	1891	-
29	3107	35	Loaned to 9th Avenue 1924 or earlier:			267	1562	-
30	3102	-	79	3142	58	268	1333	-
31	1952	-	80	1361	-	269	1445	66
32	1496	-	81	3135	24	270	1431	-
33	1804	-	82	1363	59	271	1472	-
34	1873	-	83	1803	-	272	1889	67
35	1790	41	84	?	60	273	1807	-
36	1888	20	85	1756	13	274	1829	-
37	1329	40	TRANSFERRED IN 1923:			275	3057	68
38	1813	45	100	142	-	276	1719	-
39	1845	-	101	152	-	277	1283	-
40	1720	38	102	102	-	278	1754	-
41	1444	-	103	139	-	279	1284	69
42	1548	49	104	144	-	280	3036	-
43	3144	-	105	145	-	281	1744	-
44	1675	-	106	106	-	282	1711	-
45	1860	-	107	119	-	283	1612	70
46	1314	50	108	118	-	284	1306	-
47	1783	-	109	120	-	285	1776	71
48	1820	-	110	110	-	286	1511	-
49	1627	-				287	1881	72
50	1972	46				288	1350	-
						289	2994	73
						290	1372	74

(+) = Other list shows car no. as 1792
 (*) = Other list shows car no. as 1453

TABLE III - CARS TRANSFERRED TO 8th AVE. R.R. AND 9th AVE. R.R. (Continued)

Former Williamsburg Bridge cars built by Brill. Purchased by 8th & 9th Avenue Railway in 1934:
Original Williamsburg Bridge numbers not known.

8 & 9 Ave No.	NY Ry No.	8 & 9 Ave No.	NY Ry No.
301-308	-	315	10
311	5	316	4
312	8	317	3
313	6	318	2
314	7	319	9
		320	1

TABLE IV - DETAILED ROSTER SHOWING AGE OF DOUBLE TRUCK BOX CARS ACQUIRED BY NEW YORK RAILWAYS

Brill 1897	Brill 1898	Brill 1899	Brill 1900	Brill 1902	Brill 1907	Brill 1908	Jewett 1910
1597	1427-1431	1728, 1735	1915, 1926	2601-2606	1712, 1713	1531, 1532	1553, 1555
	1435-1438	1739, 1740	1927, 1929	2608	1715, 1719	1535, 1545	1558, 1571
	1440-1441	1742, 1744	1931, 1932	2611-2613	1720, 1724	1554, 1557	1577, 1581
	1444-1446	1748, 1749	1934, 1936	2615-2618	1731, 1733	1559, 1560	
	1451-1453	1753, 1756	1938, 1940	2622	1741, 1754	1565, 1566	
	1455-1460	1757	1942, 1944	2625-2645	1758, 1759	1568-1570	
	1463-1465	1763-1765	1948, 1949	2647	1761, 1762	1572-1574	
	1468-1474	1768-1770	1952, 1954	2649-2655	1766, 1767	1576, 1578	
	1476	1772-1774	1956	2657, 2659	1771	1583, 1585	
	1482	1778, 1780	1958-1960	2662	1775-1777	1589, 1600	
	1486-1488	1783, 1784	1964-1969	2671-2700	1779, 1781	1602, 1607	
	1494, 1496	1786, 1789	1971, 1972		1782, 1785	1610	
	1503-1505	1790	1974		1788, 1791	1613-1616	
	1507-1509	1792-1795		Brill 1903	1800, 1807	1673, 1677	
	1511-1513	1797, 1798		2973-3008	1811, 1819	1680, 1682	
	1515, 1516	1801-1806		3010	1822, 1825	1686, 1687	
	1519, 1527	1808, 1810			1828, 1830	1691, 1693	
	1548, 1556	1813-1818			1832, 1840	1695, 1704	
	1562-1564	1820, 1821		Brill 1904		1799, 1847	
	1567, 1575	1823, 1824		3011-3090		1851, 1853	
	1578, 1579	1826, 1827		3100-3110		1855	
	1583, 1585	1829, 1831				1857-1861	
	1587, 1593	1834-1839				1916, 1919	
	1612	1841-1845				1920, 1923	
	1617-1619	1873				1930, 1933	
	1627, 1630	1875-1881		Brill 1905		1935, 1937	
	1635, 1640	1883-1886		2607, 2609		1939, 1941	
	1643	1888-1896		2621, 2623		1943, 1945	
	1654-1671	1898-1910		2624, 2646		1947, 1950	
	1674-1676	1912-1914		2648, 2656		1955	
	1678, 1681	1918, 1921		2660, 2661		1961-1963	
	1684, 1688	1922, 1924		2663-2670		1970, 1975	
	1689			2971, 2972			
	1697-1700			3009			
	1703			3112-3159			
	1706-1709						
	1711, 1721						
	1848-1850						
	1852						
	1862-1871						

NEW YORK RAILWAYS WORK EQUIPMENT

Car No.	Builder	Yr. Built	
SWEEPERS			
10	Brill	1907	
11	Taunton Loco	1898	(E)
13	Brill	1907	
14	Taunton Loco	1898	(N)
15	Brill	1907	
16	Taunton Loco	1898	(E)
17-19	Brill	1907	
21	Taunton Loco	1898	(N)
22	Brill	1906	
23	Taunton Loco	1898	(N)
24	Brill	1906	
25	Brill	1907	(M)
26, 27	Brill	1907	
28	Taunton Loco	1898	(E)
29, 30	McGuire Mfg.	1898	(N)
31, 32	McGuire Mfg.	1898	(E)
33, 37	Brill	1907	(M)
40-42	Brill	1907	(M)
44	Brill	1907	(M)
49	Brill	1907	
50-52	Brill	1907	
53-67	Brill	1901	
68-73	Brill	1902	
74	Brill	1907	
75	Brill	1902	(*)
76	Brill	1903	
77, 78	Brill	1906	
79	Brill	1906	(N)
80	Brill	1903	(E)
81-85	Brill	1903	
86-89	Brill	1906	
90-91	Brill	1907	
050	N.Y. Railways	1914	(B)

SNOW PLOWS

35, 36, 39,			
43, 46	Taunton Loco	1899	

SLOT SCRAPERS

2	N.Y.C. Rwy.	1906	(M)
3, 4	N.Y.C. Rwy.	1907	(M)
5	Brill	1907	(N)
6-14	Brill	1907	
574	N.Y.C. Rwy.	1905	
575	N.Y.C. Rwy.	1905	(N)
576-579	N.Y.C. Rwy.	1905	
2796	N.Y.C. Rwy.	1906	
2797-2798	N.Y.C. Rwy.	1906	(E)
2799-2800	N.Y.C. Rwy.	1906	

(*) = 1900 on other list.

(B) = Extended broom.

(C) = Converted from express car in 1915.

(D) = Converted from D.T. box car in 1926.

(E) = Transferred to 8 Ave. in 1920. (N) = Transferred to 9 Ave. in 1920.

(M) = Transferred to N.Y. & Harlem in 1920 (Madison Avenue).

Car No.	Builder	Yr. Built	
SAND CARS			
543	N.Y.C. Rwy.	1898	(E)
544, 546,			
547	N.Y.C. Rwy.	1898	
548	N.Y.C. Rwy.	1898	(E)
550, 551	N.Y.C. Rwy.	1898	
552	N.Y.C. Rwy.	1899	
553	N.Y.C. Rwy.	1898	
554	N.Y.C. Rwy.	1898	
555	N.Y.C. Rwy.	1898	(M)
556, 557	N.Y.C. Rwy.	1898	
558	N.Y.C. Rwy.	1899	
559	N.Y.C. Rwy.	1899	(N)
561, 562	N.Y.C. Rwy.	1902	
564	N.Y.C. Rwy.	1899	(N)
566	N.Y.C. Rwy.	1899	
567	N.Y.C. Rwy.	1899	(M)
568	N.Y.C. Rwy.	1899	

EXPRESS CARS

12-23	Brill	1901	
25-30	Brill	1901	

FREIGHT CARS

539, 560	N.Y.C. Rwy.	1899	
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WHEEL CARS

541, 542	N.Y.C. Rwy.	1904	
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TEST CAR

1205	Stephenson	1897	
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VACUUM CLEANER

94	N.Y.C. Rwy.	1908	
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DERRICK

No Number	Smith & Wallace	1908	
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WHITE WASH CAR

No Number	N.Y.C. Rwy.	1908	
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WELDING CARS

16	Brill	1901	(C)
358	Brill	1896	

FLAT TRAILERS

01, 02	Met. St. Ry.	1911	
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TOW CAR

147	Brill	1907	(D)
-----	-------	------	-----

"SAND & WING" SHORT CLOSED

Converted to Work Cars in 1925

156	?	?	
157, 158	Stephenson	1894	
167, 180	Stephenson	1894	
298	Stephenson	1895	
338, 376	Stephenson	1896	
1270	Stephenson	1897	
1398	Stephenson	1898	

EIGHTH AND NINTH AVENUE RAILWAY WORK EQUIPMENT NEW YORK AND HARLEM WORK EQUIP'T

Car No. Builder Yr. Built N.Y. Rwy. No.

SWEEPERS

E51	Brill	1903	(R)	
E52	McGuire Mfg.	?	-	
E53	McGuire Mfg.	?	-	
E54	Taunton Loco	?	-	
E55	Taunton Loco	1898	(R)	
E56	Taunton Loco	1898	(R)	
N51	Brill	1906	(R)	79
N52	McGuire Mfg.	1898	(R)	29
N53	McGuire Mfg.	1898	-	30
N54	Taunton Loco	1898	(R)	14
N55	Taunton Loco	1898	(R)	21
N56	Taunton Loco	1898	(R)	23

SLOT SCRAPERS

E11	Peckham	1906	(R)	
E12	Peckham	1906	(R)	
N11	Brill	1907	(R)	
N12	Brill	1905	(R)	

WELDING CAR

E3	Stephenson	1897	(R)	
----	------------	------	-----	--

SAND CARS

E1	Peckham	1898	(R)	
E2	Peckham	1898	(R)	
N1	Stephenson	?	-	
N2	Stephenson	?	(R)	
559	N.Y.C. Rwy.	1899	-	
564	N.Y.C. Rwy.	1898	-	

YARD CARS

E3-E10	?	?	-	
--------	---	---	---	--

TOW CAR

108	Brill	1907	(R)	
-----	-------	------	-----	--

(R) = Returned to New York Railways in 1935; other cars were scrapped by Eighth and Ninth Avenue Railway. Most of the above listed cars were transferred from N.Y. Railways in 1920 and renumbered.

2nd AVENUE R.R. CO. SWEEPERS SOLD TO 8th & 9th AVENUE RAILWAYS, PROBABLY AFTER ABANDONMENT IN JUNE, 1933:

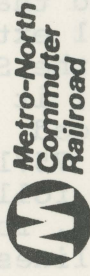
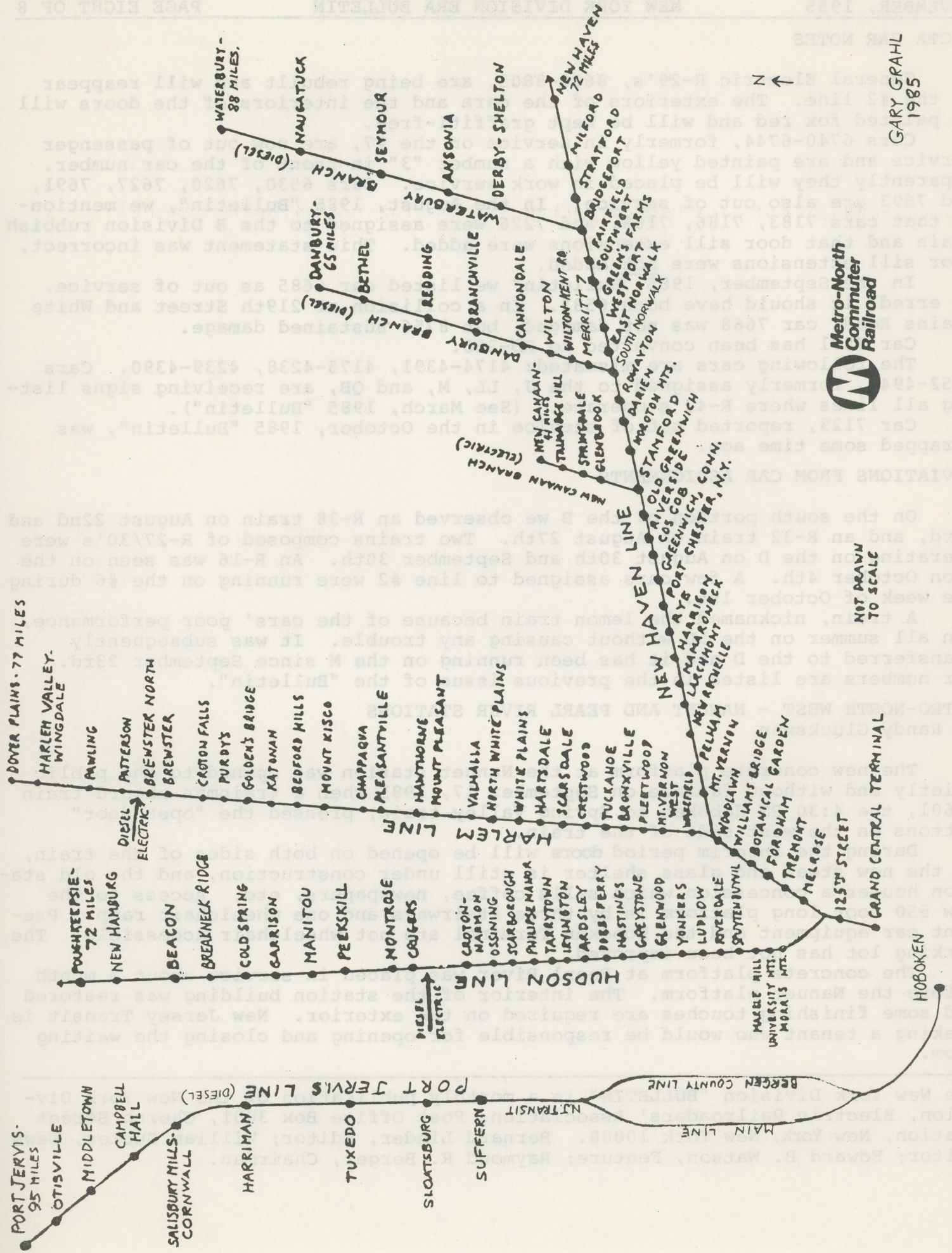
Car No.	Built by	Year
8	Smith & Wallace	1909
9	Brill	1909
10	Brill	1909
12	Smith & Wallace	1909
15	Brill	1913

Transferred to NY&H 6/30/20 Retired 12/31/24			
No.	Builder	Year	Type
2	NYC Rwy.	1906	scraper
3	"	1907	"
4	"	1907	"
25	Brill	1907	sweeper
33	"	1907	"
37	"	1907	"
40	"	1907	"
41	"	1907	"
42	"	1907	"
44	"	1907	"
103*	LaCledde	1893	s. t. wing
555	NYC Rwy.	1898	sand
567	"	1898	"
1236**	Stephenson	1897	s. t. scraper
1247**	"	1897	"
1376**	"	1898	"

*-transferred 12/31/20

**-transferred before 6/30/21

Returned from NY&H 12/31/32	
No.	Type
011	scraper
012	"
013	"
01	sweeper
02	"
03	"
04	"
05	"
06	"
07	"
019	wing
017	sand
018	"
021	whitewash freight
022	"



GARY GRAHL
1985

NOT DRAWN
TO SCALE

NYCTA CAR NOTES

General Electric R-29's, 8688-8805, are being rebuilt and will reappear on the #2 line. The exteriors of the cars and the interiors of the doors will be painted fox red and will be kept graffiti-free.

Cars 6740-6744, formerly in service on the #7, are now out of passenger service and are painted yellow with a number "3" in front of the car number. Apparently they will be placed in work service. Cars 6530, 7620, 7627, 7691, and 7693 are also out of service. In the August, 1985 "Bulletin", we mentioned that cars 7183, 7186, 7188, and 7226 were assigned to the B Division rubbish train and that door sill extensions were added. This statement was incorrect, door sill extensions were not added.

In the September, 1985 "Bulletin" we listed car 6685 as out of service. We erred; it should have been 6583. In a collision at 219th Street and White Plains Road, car 7668 was not damaged, but 8756 sustained damage.

Car 7571 has been converted to RD-350.

The following cars are mismated: 4174-4391, 4175-4238, 4239-4390. Cars 4852-4949, formerly assigned to the J, LL, M, and QB, are receiving signs listing all lines where R-42's operate. (See March, 1985 "Bulletin").

Car 7129, reported out of service in the October, 1985 "Bulletin", was scrapped some time ago.

DEVIATIONS FROM CAR ASSIGNMENTS

On the south portion of the B we observed an R-38 train on August 22nd and 23rd, and an R-32 train on August 27th. Two trains composed of R-27/30's were operating on the D on August 30th and September 30th. An R-16 was seen on the M on October 4th. A few cars assigned to line #2 were running on the #6 during the week of October 1st.

A train, nicknamed the lemon train because of the cars' poor performance, ran all summer on the LL without causing any trouble. It was subsequently transferred to the D and it has been running on the M since September 23rd. Car numbers are listed in the previous issue of the "Bulletin".

METRO-NORTH WEST - NANUET AND PEARL RIVER STATIONS

by Randy Glucksman

The new concrete platform at the Nanuet station was opened to the public quietly and without fanfare on September 17, 1985 when a trainman aboard train #1601, the 4:30 PM Hoboken to Spring Valley train, pressed the "open door" buttons on the west side of the train.

During the interim period doors will be opened on both sides of the train, as the new steel and glass shelter is still under construction, and the old station houses a concession which sells coffee, newspapers, etc. Access to the new 550 foot long platform is by three stairways and one wheelchair ramp. Present car equipment and the Hoboken Terminal are not wheelchair accessible. The parking lot has not been improved.

The concrete platform at Pearl River was placed in service about a month before the Nanuet platform. The interior of the station building was restored and some finishing touches are required on the exterior. New Jersey Transit is seeking a tenant who would be responsible for opening and closing the waiting room.

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