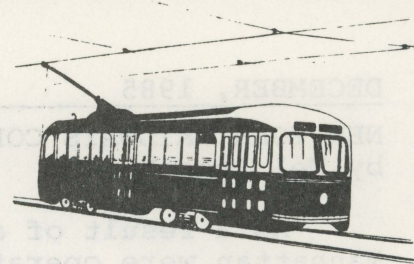


NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

Volume 28, Number 12

December, 1985

- In This Issue: NEW YORK RAILWAYS - OUTLINE HISTORY AND TRANSFERS

NEW BMT-IND SCHEDULES - INCREASED SERVICE TO ROCKAWAY

The new Division "B" (BMT-IND) schedules that went into effect on November 17, 1985 provided for increased weekday service to Rockaway. Rush hour CC Rockaway Park service has been almost doubled. Under the previous schedule, CC trains ran alternating to Euclid Avenue and to Rockaway Park. At the present time only three peak rush hour trains terminate at Euclid Avenue, while the others all operate to Rockaway Park. Weekday midday and evening CC service from Rockaway Park has been extended from Broad Channel to Euclid Avenue. Three morning rush hour A trains, which formerly started from Euclid Avenue, now start from Far Rockaway.

For several years, two morning rush hour E trains and two F trains from Jamaica Yard made their first stop at Continental Avenue and operated via the express track in Queens. Starting November 18th, these four trains still start from Continental Avenue, but make local stops in Queens.

Starting April 22, 1985, one J train from East New York Yard was held as a gap train at Broad Street. It was operated either as a J train to 111th Street or 121st Street or as an M train to Metropolitan Avenue, after which the train was returned light to East New York Yard. Under the November 18th schedule, this train still operates as a J from East New York Yard to Broad Street. It returns to Metropolitan Avenue, after which it probably runs light to East New York Yard.

NEW LIRR SCHEDULES

The October 14, 1985 Long Island Rail Road schedules provide for improved weekday and reduced weekend service. All weekday midday trains now stop at Little Neck and Douglaston. Under the previous schedule alternate midday trains skipped these stations. Weekend trains formerly operated on an hour headway on the Port Washington Branch, but a half hour headway was provided during the early morning, early afternoon and early evening hours. Effective October 14th, six trains giving this half hour service were discontinued, and thus an hour headway is provided all day and evenings on weekends.

Minor schedule adjustments were made on all lines, but excepting above, headways remained nearly the same as previously.

R-62 A SECOND THIRTY-DAY TEST BEGINS

After a one week delay in the "last chance" ultimatum given Bombardier by TA President Gunn, a new 30-day acceptance test was begun on Friday, November 22. There are 51 R-62 A's in service at all hours on the #1 line which are being used to test new Westinghouse propulsion equipment and other parts that were found less than acceptable on the cars to date.

Previous issues of the "Bulletin" outlined the problems that the cars developed, and so they were removed from service. A total of 61 cars were shipped from the manufacturer, one was damaged in delivery and returned, nine were rejected in the initial acceptance tests, and 51 remain for this second test.

The results of the success of the Westinghouse propulsion package impacts on the delivery of the R-68 cars from France in February, 1986, as these cars will use the same equipment as the R-62 A's.

NEW YORK RAILWAYS CORPORATION - OUTLINE HISTORY
by Mel Rosenberg

As a result of a series of consolidations, all of the streetcar lines in Manhattan were operated in 1907 under the control of the Metropolitan Street Railway Company, then a holding company. The operating company for the bulk of the system was the New York City Railway Company, the name which appeared on most transfers. However, certain underlying lines, particularly what were to become affiliates of the Third Avenue Railway System in later years, continued to issue transfers in their own respective names. Nevertheless, transfer forms were identical in all other respects, and the transfer privileges were such as to constitute a unitary, fully integrated system of rail surface lines.

The Bankers' Panic of 1907 plunged the system into receivership. In 1908, the Second Avenue Railroad Company and what was to become the Third Avenue Railway System broke away. In that same year, the operating company for the rump system became the Metropolitan Street Railway Company. Since this is the second time that name appears as operator, it is sometimes referred to as Metropolitan II. The Metropolitan name appeared on all transfers.

On January 1, 1912, a reorganized system appeared as the New York Railways Company, operating under common control with the Interborough Rapid Transit Company, and using much of the same management. The new system operated the vast bulk of all streetcar lines west of Third Avenue, and included lines extending across the Williamsburg Bridge to Brooklyn and the Madison Avenue Bridge to The Bronx. The bulk of the system was operated by underground conduit power, including the Williamsburg Bridge operations, which terminated at a major traction terminal on the Brooklyn side. In addition, there were a number of ramshackle horsecar lines. It seems probable that the Mott Haven line to The Bronx, terminating at the Mott Haven station near the Madison Avenue Bridge, used overhead wire, at least in The Bronx, but it has not been possible to confirm this.

The system had grandiose ideas, but was fatally flawed from the beginning, a victim of bad management and the misfortune of being born just in time for the vast economic changes of World War I. The New York Railways Company was grossly undercapitalized, and lacked the cash and other assets with which to purchase badly needed new rolling stock, and to modernize the horsecar operations which were a financial drain. The system carried over the pyramidal financial structure built up under the old Metropolitan system, which amounted to a sort of Ponzi scheme, in which lease payments to underliers were expected to be met from ever increasing revenues generated by leasing additional companies, a situation which was no longer possible. Consequently, revenues were so badly bled off to pay underliers that the Public Service Commission refused the company permission for the floating of securities to buy all the new rolling stock actually needed. The PSC felt that even in 1912, the company could never pay its debts if it borrowed what it actually needed to stay in business - a no win situation.

The new securities actually floated were used to rebuild some track, etc., but mainly to buy new rolling stock - a fleet of new center entrance cars embodying rapid transit technology. Because platforms could not be built on city streets, the loading/unloading problem was to be aided by lowering car floors between the trucks. The motorman rode in a separate cab, car doors were National Pneumatic sliding type, and street intersection indicator signs, advanced ventilating systems, etc., also appeared. Redesign even included car trucks. Three types of cars were built: one double decker, nicknamed "The Broadway Battleship", 176 single deck conduit cars, and a fleet of battery cars to replace the horsecars. Unfortunately, a "Boeing" problem resulted: the car trucks and many other features simply did not work well. More importantly, however, when costs for manpower skyrocketed as a result of World War I, it proved physically impossible to convert the "hobbleskirt" cars, as they were called, to

(Continued on Page Three)

NEW YORK RAILWAYS CORPORATION - OUTLINE HISTORY (Continued from Page Two)

one-man operation. By 1924, the last were scrapped, except for a few battery cars, and were replaced by older conventional equipment.

The Mott Haven line quit on December 31, 1912. Most, but not all horse-car lines were converted to battery operation that year. It appears that those horsecar lines that were not profitable enough to convert to battery operation, were scrapped. These were the 17th & 18th Streets on February 14, 1914, the Chambers Street-Roosevelt Street Ferry on January 19, 1916, and the last horse-car line, a franchise car operated on Bleecker Street, on July 26, 1917. A conduit line, the 24th street-Avenue A line, stopped on April 2, 1917.

The system entered receivership on March 20, 1919. Three underliers broke away: the Eighth Avenue Railroad Company on August 1, 1919, the Ninth Avenue Railroad Company on October 1, 1919, and the New York and Harlem Railroad Company on January 31, 1920. The last company took with it two lines: the Fourth and Madison Avenues line and the 86th Street Crosstown line. The Fourth and Madison was the first streetcar line ever operated. Also it apparently brought the end of through services to Brooklyn via the Williamsburg Bridge, service on which was provided by three routes, including one via Fourth and Madison. Third Avenue Railway's Grand Street and Post Office cars, operating over the same tracks as the discontinued New York Railways lines, still provided through service to Brooklyn. Loss of the Eighth and Ninth Avenue lines caused the end of three through routes effective October 1, 1919: Broadway-Amsterdam, Broadway-Columbus, and Sixth and Amsterdam.

The breakup of operations was paralleled by abandonments of lighter services. All battery operations were abandoned by the end of 1919. However, a single route was ordered restored, Spring and Delancey Streets, which apparently resumed service on February 1, 1920. This line continued in service for another eleven years. Three conduit operations also quit: 106th Street and 145th Street, both on July 11, 1920, and 53rd Street, on December 17, 1922.

In 1918, the New York Railways Company operated about 134 miles of conduit lines and roughly 20 miles of battery car lines. In 1924, there were 71 miles of conduit lines and 1½ miles of battery lines.

The reduction in conduit mileage is not as drastic as it seems at first, as the breakaway companies then operated 55 miles of conduit lines, for a net loss of only eight miles from 1918. The impact is reflected in rolling stock figures, which show a net decline of 69 cars total, from 1,945 in 1918, to 1,876 in 1924. Hence, aside from the loss of through routings and the virtual disappearance of battery operations, the network was basically intact, a situation which continued until 1935.

On April 15, 1925, the New York Railways Corporation was incorporated and on May 1, 1925 it succeeded the bankrupt company. The new concern was operated under common control with the Fifth Avenue Coach Company, and had as its ultimate goal the conversion of all rail operations to bus. However it took a very conservative approach, based on the view that in 1925 there were not yet available buses which could replace streetcars in Manhattan. As a result, another ten years passed before conversion began.

During the interim, the company overhauled rail operations, introduced convertible equipment from rebuilt cars, and even rebuilt one open car as a closed streamliner. The famous Green Lines logo and color scheme was adopted. At the same time, experimentation with bus design continued. About 1926, a deck roof bus built by Uppercu and painted in New York Railways Corporation colors and logo was tested, apparently without success. By 1931, a modern bus was designed with the size, seating capacity and operational stamina to replace the streetcars and the company began methodically to implement its program.

Effective January 3, 1931, the Sixth Avenue-South Ferry conduit line was abandoned, followed by the last battery line, Spring and Delancey Streets, on May 20th. The breakaway operations were reclaimed from the Eighth and Ninth
(Continued on Page Four)

NEW YORK RAILWAYS CORPORATION - OUTLINE HISTORY (Continued from Page Three)

Avenues Railway Company and the New York and Harlem Railroad Company and were reincorporated into the system. Conversion to bus began on February 1, 1935 with the symbolic changeover of the first rail line, the Fourth and Madison. Conversion was completed with the motorization of the 86th Street Crosstown line on June 8, 1936.

NEW YORK RAILWAYS AND ITS PREDECESSORS TRANSFERS

by Mel Rosenberg

The streetcar transfer lies at the very foundation of the New York Railways and its predecessors. The transfer was invented simultaneously in Philadelphia and Indianapolis about 1879. As opposed to a conventional ticket coupon, which, railroad fashion, contained a single prescribed trip over a connecting line, the free transfer, as then invented, permitted the passenger to follow a multiplicity of routings to a destination of the passengers choice.

In Philadelphia, the free transfer was a means of generating a vastly increased amount of traffic and, in turn, paying for the cost of establishing a vast consolidated network of rail lines. The idea was shortly brought to New York City, where the Metropolitan Street Railway Company syndicate introduced a system of free transfers early in 1887. Free transfers coupled with conversion to cable and later electric operation were the key means to generate the traffic which paid for the cost of building the consolidated system and financing the massive cost of underground conduit construction and the cost of leasing the underlying lines. Simply put, it was the policy of the new system to make it possible to go from any one point in Manhattan to any other point on a single fare, as of 1892. It is estimated that the peak of transfer privileges in Manhattan was reached in 1896, long before New York Railways came on the scene.

During the 1907-1911 period, there were several different types of transfer forms in use, including a basic form used among Metropolitan lines and also as an intercompany form, an intercompany form, and various types of surface-elevated and elevated-surface forms. As to the last, it has been established that there were surface-elevated and vice versa forms between the Interborough's el lines and what ultimately became the Third Avenue Railway System. However, it has not been concretely established that there ever were such transfers involving what later became New York Railways. An intercompany triplex transfer form was in use during the Metropolitan II period (1908-1911). This form was not adopted or carried over by the New York Railways Company.

The basic Metropolitan transfer form was issued in AM and PM variants, and contained a complete recital of all transfer privileges on its face - in effect, perhaps requiring a magnifying glass to decipher. Retransfer privileges were included. The reverse was used for advertisements and public notices. North-south forms were denominated "Avenue" transfers, and were issued on green colored stock northbound and red southbound. Crosstown forms were printed on white stock and were good in either direction. According to a company statement, normal practice was for the passenger to retain the "Avenue" transfer, and to receive a transfer on a transfer for crosstown forms when transferring to a north-south line. This produced concern on the part of the company particularly with respect to passengers who originated on crosstown cars. William Sidis, exploring the New York Railways Company in about 1924, found that he was able to obtain a transfer on a transfer repeatedly, after starting out with a single two-cent transfer, so as to collect 40 forms for a total of seven cents, and a whole lot of riding.

The basic Metropolitan form went through minor changes, such as reversal of the positions of the company name and date, and change in the color ink used in printing those items of information. New York Railways used this form through May 31, 1912.

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NEW YORK RAILWAYS CORPORATION - TRANSFERS - (Continued from Page Four)

Effective June 1, 1912, the New York Railways Company adopted a three coupon Smith Patent form, similar to that also adopted by the Third Avenue Railway System for its own Manhattan lines. The right hand coupon of the New York Railways form bore a star overprint or surcharge, so as to tell the conductor that that was the coupon which ordinarily was to be detached first. The same colors were used on the north-south and most crosstown lines as before. However, on crosstown lines which had joint running, colors were adopted for directions: gold eastbound, and purple westbound. Because each transfer had three coupons, a passenger could ride up to four cars on one form: originating car and three transfer cars. Finally, route numbers were officially assigned and appeared on each coupon of each transfer. In this regard, however, route numbers never appeared on the cars themselves, except for some experiments on some hobble-skirt cars. The route numbers were changed as lines were discontinued, etc.

One important aspect of the new forms was that they could have been described as AM rush hour and PM rush hour, rather than AM and PM forms. The cutoff point for the AM form was 3:00 PM, so as to include the morning rush and midday traffic, but cutoff before the PM rush. The AM rush form bore the surcharge No. 1, and the PM rush form the surcharge or overprint No. 2. This was so as to enable the conductor to tell at a glance if the wrong rush hour form was being presented.

There was a steady attrition of transfer points involving what were to become the Third Avenue Railway System, as well as what became the Second Avenue Railroad Company lines, from 1908 to 1911. A few intercompany transfer points continued on, however, and about 1912, new intercompany transfer points were established over Third Avenue's 59th Street line. In addition, about 1914, an intercompany ferry transfer arrangement was established over the Staten Island Ferry which lasted apparently until 1919. Three New York Railways Company lines transferred to the ferry: Broadway-Columbus, Sixth and Amsterdam, and Eighth Avenue. As will be noted, these same lines were severely affected by the breakup of the Eighth and Ninth Avenue operations, described in the history of the company, above. The Smith Patent transfer was used as before, with the new transfer privileges in the center coupon. In addition, the transfer to the ferry bore a huge "X" overprint or surcharge. The transfer from the ferry was a single coupon form good over any of the three New York Railways Company lines.

With but two or three exceptions, it appears that in its history the New York Railways never made use of a variety of transfer type forms such as the continuing trip ticket or other special type transfer, as so widely used on the Brooklyn Rapid Transit and its successors. Routes 3C-Post Office, 21A-34th Street Pier, and perhaps, the Mott Haven line used a "fare receipt" which was issued on a Smith Patent form, and had transfer privileges only on the center coupon.

In connection with receivership, effective August 1, 1919, all transfers which, up to then, had been free, were now two-cent forms. At the same time, a whole new system of free transfers was established, using a variant of the Smith Patent form. At first these came in AM and PM rush forms, so that a conductor might have to carry up to eight different transfer forms: AM, PM, two-cent, and free (both directions) Instead of colored paper, free transfers were printed on white stock. In a precedent followed in very recent years, direction was denoted by streaking. A small streak of color was used, following the pattern already established for directions, except that gold became brown. Lines not using colors continued without directional colors. Interestingly, there were some free transfers which included intercompany privileges.

When William Sidis made his trip described above, he found the New York and Harlem's transfer privileges fully integrated with those of the New York Railways Company. At that time (1924), he found a few intercompany transfers involving the Eighth and Ninth Avenues lines, but only one involving the Second (Continued on Page Six)

NEW YORK RAILWAYS CORPORATION TRANSFERS - (Continued from Page Five)

Avenue Railroad Company. Sidis does not mention any involving the Third Avenue Railway System, and it appears that all transfers between that system and the New York Railways Company were ended by the time of receivership, if not well before.

About May 1925, New York Railways Corporation made a reissue and a re-numbering of its transfer forms issued as two-cent transfers, and issued a new type free transfer form. As the breakaway companies were brought back into the system, new forms were issued under the New York Railways Corporation name, which were identical to other forms issued by that system, and which reestablished a fully integrated system of transfer privileges. Finally, when conversion to buses was fully under way, several new two-cent forms were issued in December 1935, which expressly provided for transfer to former rail lines that were now operated with buses. In this regard, the bus forms were issued by the New York City Omnibus and its affiliates represented a complete break with what had gone before during rail operations, although, that of course, goes beyond the scope of this subject.

The author wishes to thank Don Harold for his assistance in preparing this article.

NEW YORK RAILWAYS CAR 4182
by Walter Ench

In the October, 1985 issue of the "Bulletin" we referred to ex-open car 4182 as a convertible. This is not true; it was rebuilt as a nine-window semi-convertible and was the most modern looking car that the New York Railways ever operated. It was probably the first New York City streetcar that was equipped with tail lights, brake lights, and marker lights. The double headlights, which looked like automobile headlights, were standard New York Railways, Third Avenue Railway, Second Avenue Railroad type headlights. Car 4182 resembled the Queensboro Bridge Brill master units. The car retained the same dimensions that it had as an open car, and the deck roof was replaced with an arch roof. The floor level was the same as it had been as an open car, and there were two stepwells on each platform instead of external protruding steps that were standard on the other closed cars. The company made room for long front platforms by removing the interior bulkheads and the fixed seats that were fastened to these bulkheads.

The interior was different from the other New York Railways cars. Cross seats were installed on one side of the car and longitudinal seats on the opposite side. It had the same interior finish as all the convertibles, except the odd one, car 550. It was painted a green stain with beige graining, producing a very aesthetic appearance. The plain wooden floor was not covered with the wooden matting that was standard on all other cars. The white ceiling reflected the glare of the bare bulbs. The company saved money by not using open shades which had to be cleaned frequently due to electrostatic precipitation.

The car retained the original trucks and electrical equipment, but the compressor seemed to run continuously. The controller and brake handles were enclosed in a finished wooden cabinet. The top of the controller was flush with the top of the cabinet, while the brake handle extended above the counter top.

It was somewhat difficult to control this car. When it was placed in service in the Spring of 1930, it was operated in base service on the Lexington-Lenox Avenue line, but this lasted for only about a month. When it was operating in owl service on Lexington Avenue, it was involved in a fatal pedestrian accident. After that, only one motorman, apparently a high seniority man, was allowed to operate the car. He seemed to work only in the daytime. If he didn't report to work, the car remained in the barn. Because I worked in The Bronx, I was unable to ride the car on weekdays. I rode the car only once on a
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NEW YORK RAILWAYS CAR 4182 (Continued from Page Six)

rare Sunday when this motorman was working. I boarded the car on lower Lexington Avenue one Sunday evening just after dark and rode to 99th Street where this motorman's tour of duty ended for the day. I was disappointed when we were asked to transfer to a standard PAYE box car that his relief had brought out of the barn.

Car 4182 was never operated as a one-man car because it lacked the safety dead man control required by the Transit Commission. Therefore it was operated only on Lexington-Lenox Avenue and 14th Street Crosstown where two-man cars operated at all times.

Starting May 21, 1934, Fourth and Madison Avenue operated two-man cars from 7:00 AM to 7:00 PM Monday through Saturday. Car 4182, all the other convertibles, and several standard box cars that had been revamped as modified semi-convertibles were transferred there. During the summer of 1934, the open cars, the convertibles, and 4182, probably driven by the same motorman, provided service on this line. After the Fourth and Madison line was converted to bus on February 1, 1935, I believe that 4182 was returned to Lexington Avenue and the Convertibles were transferred to various crosstown lines.

When the Columbus and Lenox Avenue line was converted to one-man operation in October 1929, the open cars were transferred to Lexington Avenue, making it an all open car line. Car 4182 remained on Lexington Avenue during the summer of 1930, but was transferred to one of the crosstown lines during the 1931, 1932, and 1933 summers. If my memory is correct, it remained on Lexington Avenue during the last summer of rail operation, 1935.

After the New York Railways street cars were replaced by buses, they were transported to the scrap dealer by Gerosa Trucking Company on flat bed trucks. They were driven out of the 146th Street and Lenox Avenue car house, after which they were lifted slightly so that the trucks and motors could be removed. Then they were lifted on to the flat bed truck.

One Saturday afternoon I rode on my bicycle to the 146th Street car house. Then I followed the flat bed truck on Lenox Avenue, 135th Street, Madison Avenue bridge, 138th Street, Lincoln Avenue, 133rd Street, Southern Boulevard, Whitlock Avenue, Leggett Avenue, and Randall Avenue to the Hunts Point dumps where the cars were set on fire. An old Second Avenue combination car which had been there since 1933, was used as an office for the dump. This car was scrapped and replaced by 4182 which was repainted a horrible shade of pink two years later. The car survived another two years and then vanished. It's unfortunate that this car was scrapped before trolley museums were in existence.

Editor's note: Car 4182 was inadvertently omitted from the roster of open cars in the October, 1985 issue.

ALTERNATING CURRENT TRACTION MOTOR TESTS

The September, 1985 issue of "Modern Tramway", published by the Light Rail Transit Association in England, reported that two New York subway cars were equipped with a new three-phase drive traction system. The system was developed by Garrett/Stromberg as part of a U.S. Department of Transportation funded experiment to identify a possible standard traction drive system for all American rapid transit properties.

The New York City Transit Authority shipped four R-44 cars to the Morrison-Knudsen plant at Hornell, NY: cars 249 and 280 on June 7, 1985 and cars 161 and 240 on September 19th. The former cars have the new AC motors installed and the latter retain their conventional DC traction motors. All four cars will be put through identical endurance tests so that proper comparisons can be made.

Originally these tests were to be made at the U.S. D. of T. Test Center at Pueblo, Colorado, but it is now believed that they will be made at the Morrison-Knudsen plant at Hornell.

The "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 Editor; Raymond R. Berger, Chairman.

1 GLOBE TICKET COMPANY, PHILA., PA.

JAN.	A. M.	1-4	5	6	7	8	9	10	11	12	Canal			
FEB.		1	2	3	4	5	6	7	8	9	10	11	12	Canal
MAR.		1	2	3	4	5	6	7	8	9	10	11	12	Canal
APR.	THE 9th AVE., RAILROAD CO.													
MAY	CONTINUOUS TRIP TICKET 1630000													
JUNE	Good only for a continuous trip over this company's lines on the first following appropriate car in the direction indicated if presented at the point punched hereon and before time cancelled.													
JULY	JOS. TATE, PRESIDENT													
AUG.	1 2 3 4 5 6 7 8 9 10 11 12 13													
SEPT.	14 15 16 17 18 19 20 21 22 23 24 25 26													
OCT.	27 28 29 30 31 NORTH SOUTH													
NOV.	63d & 7th Av. 6th Av. R. R.													
DEC.	64th St. 65th St. 106th St. 116th St. Emergency													

(1)

- 1) Prior to merger of 8th and 9th Ave. lines.
- 2) Post merger form before reabsorption into NYRYS.
- 3) Last type free transfer.
- 4) Dept. Plant & Structures issued tickets but did not transfer at either Brooklyn or Manhattan
- 5) Standard cash transfer.
- 6) Bus conversion issue.

(2)

Mel Rosenberg Collection

3 NOTCH PERFORATION 33 GLOBE TICKET COMPANY, PHILA., PA.

JAN.	A. M.	1-4	5	6	7	8	9	10	11	12	Amsterdam Ave. & 106th St.			
FEB.		1	2	3	4	5	6	7	8	9	10	11	12	Columbus Ave. & 65th St.
MAR.		1	2	3	4	5	6	7	8	9	10	11	12	Columbus Ave. & 65th St.
APR.	Eighth & Ninth Aves. Railway Co. NINTH AVENUE DIVISION													
MAY	COLUMBUS AVE. TRANSFERS 085045													
JUNE	This transfer is issued and accepted subject to our rules and is NOT TRANSFERABLE. Good only when presented on date issued and within time limit indicated and at transfer point punched.													
JULY	MICHEL KIRTLAND RECEIVER													
AUG.	1 2 3 4 5 6 7 8 9 10 11 12 13													
SEPT.	14 15 16 17 18 19 20 21 22 23 24 25 26													
OCT.	27 28 29 30 31 NORTH SOUTH													
NOV.														
DEC.														

5 NOTCH PERFORATION 20 GLOBE TICKET COMPANY, PHILA., PA.

Broadway-7th Ave. Line SOUTH
NEW YORK RAILWAYS CORPORATION

TUE SEP 14 1926

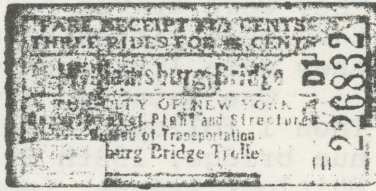
On surrender of this ticket properly punched east town conductors will issue on request a retransfer to any car and in same manner passenger may retransfer to any car at 14th St. Crosstown cars at 14th St. and 4th Ave. only

Issued only to passengers boarding Broadway between 34th St and 23d St

At 23d St and Broadway E only on 23d St. Crosstown cars.

SEE CONDITIONS 302626 ON REVERSE SIDE

A. M.	5	6	7	8	1	2	3	4	5	6	1 TO 4 A.M.
P. M.	9	10	11	12	7	8	9	10	11	12	



(3)

(4)

5 NOTCH PERFORATION 25 GLOBE TICKET COMPANY, PHILA., PA.

NOT GOOD IF DETACHED

To Lexington Ave line S at 34th St
To 6th Ave line S
To 7th Ave line S

3 105500

WED OCT 5 1927

BROADWAY-7th AVE. LINE SOUTH
NEW YORK RAILWAYS CORPORATION

WED OCT 5 1927

Good only for a continuous trip in direction indicated if presented before time cancelled at intersection of issuing line and a line named on either coupon, and to any line named on remaining coupon at intersection of selected line or to an intersecting line named below. Transfer point in case of converging lines is at point of divergence.

Jefferson PRESIDENT

A. M. 105500 P. M.

5	6	7	8	1	2	3	4	5	6	1 TO 4 A.M.
9	10	11	12	7	8	9	10	11	12	

NOT GOOD IF DETACHED

To 34th St line E or W
To 23d St line E or W
To 14th St line E or W
To 8th St line E or W
To Spring & Delancey Sts line E

3 105500

WED OCT 5 1927

(5)

12 NOTCH PERFORATION 35 GLOBE TICKET COMPANY, PHILA., PA.

To 8th St line E or W
To 14th St line E or W
To 34th St line E or W
To 86th St line E or W
To 116th St line E or W

10 052100

NOT GOOD IF DETACHED

TUES APR 28 1936

23d STREET LINE WEST BOUND
NEW YORK RAILWAYS CORPORATION

TUES APR 28 1936

ISSUED SUBJECT TO CONDITIONS ON BACK HEREOF

A. M. 052100 P. M.

5	6	7	8	1	2	3	4	5	6	1 TO 4 A.M.
9	10	11	12	7	8	9	10	11	12	

TO STREET CAR LINES
Lex Ave line N
6th Ave line N or S
Broadway-7th Ave line N or S
7th Ave line N or S

TO BUS LINES
(At intersection of Issuing line with both coupons attached, without retransfer)
4th & Madison Ave line N or S
8th Ave & Cent Pk West line N or S
9th Ave & Amsterdam Ave line N or S

10 052100

NOT GOOD IF DETACHED

TUES APR 28 1936

(6)

(1)

SOUTH LEXINGTON AVE. LINE
Monday 25 MARCH
P. M.

1	2	3
6	7	8
9	10	11
12		

- 1) Metropolitan type
- 2) Smith Patent type
- 3) Ferry transfer
- 4) Early free transfer
- 5) N.Y. & Harlem issue

Mel Rosenberg Collection

Not Good if Detached

To Chambers or Duane St line
 To Canal St line E or W
 To Spring St line E or W
 To Prince St or Houston St line
 To 6th St line E or W
 To 14th St line E or W
 To 23d St line E or W
 To 34th St line E or W
 To 86th St line E or W
 To 116th St line E or W
 To 145th St line E or W
 To Lexington Ave N at Broadway & 23d St

16 | **000112**
MON MAY 1 1916

BLEECKER STREET LINE
NEW YORK RAILWAYS COMPANY
MON MAY 1 1916

Good only for a continuous trip in direct or indicated if presented before time canceled at intersection of issuing line and a line named on coupon, and to any line named on remaining coupon at intersection of elected line and a remaining line named T.P.SHORTS, Pre. below. Transfer point in case of converging lines at point of divergence.

To Ave C line N only
 To 7th Ave line N
 To 4th Ave line N or at Stanton or 8th Sts

A. M. | **000112**

5	6	7	8	9	10	11	12	1	2	3	P
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Not Good if Detached

N or S away from Bleecker St
 To Broadway-Columbus Ave line
 To Broadway-Amsterdam Ave line
 To Broadway-Lexington Ave line
 To 6th and Amsterdam Ave. line
 To 6th Ave Ferry line
 To 8th Ave line
 To 9th Ave line

16 | **000112**
MON MAY 1 1916

(2)

Not Good if Detached

To Ave C line S
 To Lexington Ave line S at 116th, 59th or 84th St
 To 4th and Madison Ave line S
 To Broadway-Amsterdam Ave line S at 106th St only
 To 6th and Amsterdam Ave line S
 To 7th Ave line S
 To 8th Ave line S
 To Spring St line W at Watts St

7 | **136987**
MON MAY 1 1916

Broadway-Columbus Avenue Line SOUTH
NEW YORK RAILWAYS COMPANY
MON MAY 1 1916

Good only for a continuous trip in direct or indicated if presented before time canceled at intersection of issuing line and a line named on coupon, and to any line named on remaining coupon at intersection of elected line and a remaining line named T.P.SHORTS, Pre. below. Transfer point in case of converging lines at point of divergence.

To 6th Avenue Ferry Line
 To 8th Avenue line S at Watts St only
 To Bklyn. and N. R. at Broadway
 To Staten Island Ferry Line with coupons attached
 To BE SUBSTITUTED WITH COUPONS ON BROADWAY

P. M. | **136987**

4	5	6	7	8	9	10	11	12	1	2	3	P
---	---	---	---	---	---	----	----	----	---	---	---	---

Not Good if Detached

To 116th St line E or W
 To 86th St line E at 8th Ave
 To 59th St line E or W
 To 34th St line E or W
 To 23d St line E or W
 To 14th St line E or W
 To 6th St line E or W
 To Bleecker St line E or W
 To Houston or Prince St line
 To Spring St line E or W
 To Canal St line E or W
 To Chambers or Duane St line

7 | **136987**
MON MAY 1 1916

(3)

4th and Madison Avenue Line NORTH
NEW YORK RAILWAYS COMPANY
SAT SEP 20 1919

Good only for a continuous trip in direction indicated if presented before time canceled at point indicated by punch mark hereon.

On surrender of this ticket a punch will be made on the westbound 23d Street Crosstown car and in same manner passengers may again transfer to northbound Crosstown cars.

P. M. | **211837**

4	5	6	7	8	9	10	11	12	1-4	A. M.
---	---	---	---	---	---	----	----	----	-----	-------

At Canal and Centre Sts E only on Bklyn & N R R Co cars
 Issued only to passengers boarding cars on 4th Ave between 14th and 23d Sts
 At 34th St and 4th Ave E only on 34th St Crosstown cars
 At 59th St and Madison Ave W or at 86th St and Madison Ave E on 86th St Crosstown cars
 At Centre St W or at Bowery E on Grand St cars
 At 59th St E or W on 86th St Crosstown cars

3 | **211837** NOT GOOD IF DETACHED

SAT SEP 20 1919

(4)

4th & MADISON AVE. LINE NORTH
P. M.
 This Coupon denotes that hour punched on body of transfer is
P. M.
 Not good if detached
SAT, NOV. 27

4th and Madison Avenue Line NORTH
NEW YORK & HARLEM RAILROAD COMPANY
(Traction Lines)
SAT-NOV-27

Good only for a continuous trip in direction indicated if presented before time canceled at point indicated by punch mark hereon. R. E. McDOUGALL, Mgr.

On surrender of this ticket properly punched westbound 23d Street Crosstown conductors will issue on request a retransfer coupon and in same manner passengers may again transfer to Crosstown cars.

IF NO P. M. COUPON ATTACHED HOUR PUNCHED IS A. M.

P. M. Coupon, Patent 11-21-05
204429

1	2	3	4	5	6	7	8	9	10	11	12
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Issued only to passengers boarding cars on 4th Ave between 14th and 23d St
 At 23d St and 4th Ave W only on 23d St Crosstown cars
 At 34th St and 4th Ave E only on 34th St Crosstown cars
 At 85th St and Madison Ave W or at 86th St and Madison Ave E on 86th St Crosstown cars

Upon surrender

(5)

TRANSFERS FROM STATEN ISLAND FERRY TO NEW YORK RAILWAYS CARS
Mel Rosenberg Collection

A.M.	1	2	3	4	5	6	7	8	9	10	11	12
THE CITY OF NEW YORK MUNICIPAL FERRY												
Continuous Trip Ticket												
This ticket is good only for a continuous trip on a northbound car of one of the following lines of the NEW YORK RAILWAYS CO. if presented at the South Ferry Terminal thereof before time cancelled and carries no privilege of retransfer.												
Broadway-Columbus Ave. Line Sixth and Amsterdam Ave. Line Eighth Avenue Line												
FRIDAY, OCTOBER 23rd, 1914												
No.	6001											
In issuing this ticket the City of New York assumes no liability for damages to person or property occurring outside of the City's boats and the parts of the terminals under its physical control; and this ticket is issued and taken with that understanding.												
R. A. C. SMITH, Commissioner of Docks												
P.M.	1	2	3	4	5	6	7	8	9	10	11	12

A.M.	1	2	3	4	5	6	7	8	9	10	11	12
THE CITY OF NEW YORK MUNICIPAL FERRY												
Continuous Trip Ticket												
This ticket is good only for a continuous trip on a northbound car of one of the following lines of the NEW YORK RAILWAYS CO. if presented at the South Ferry Terminal thereof before time cancelled and carries no privilege of retransfer.												
Broadway-Columbus Ave. Line Sixth and Amsterdam Ave. Line Eighth Avenue Line												
TUE-FEB 16-1915												
No.	06024											
In issuing this ticket the City of New York assumes no liability for damages to person or property occurring outside of the City's boats and the parts of the terminals under its physical control; and this ticket is issued and taken with that understanding.												
R. A. C. SMITH, Commissioner of Docks												
P.M.	1	2	3	4	5	6	7	8	9	10	11	12

A.M.	1	2	3	4	5	6	7	8	9	10	11	12
THE CITY OF NEW YORK MUNICIPAL FERRY												
Continuous Trip Ticket												
This ticket is good only for a continuous trip on a northbound car of one of the following lines of the NEW YORK RAILWAYS CO. if presented at the South Ferry Terminal thereof before time cancelled and carries no privilege of retransfer.												
Broadway-Columbus Ave. Line Sixth and Amsterdam Ave. Line Eighth Avenue Line												
SUN-SEPT 19-1915												
No.	02778											
In issuing this ticket the City of New York assumes no liability for damages to person or property occurring outside of the City's boats and the parts of the terminals under its physical control; and this ticket is issued and taken with that understanding.												
R. A. C. SMITH, Commissioner of Docks												
P.M.	1	2	3	4	5	6	7	8	9	10	11	12

A.M.	1	2	3	4	5	6	7	8	9	10	11	12
THE CITY OF NEW YORK MUNICIPAL FERRY												
CONTINUOUS TRIP TICKET												
This ticket is good only for a continuous trip on a northbound car of one of the following lines of the NEW YORK RAILWAYS CO. if presented at the South Ferry Terminal thereof before time cancelled and carries no privilege of retransfer.												
BROADWAY-COLUMBUS AVE. LINE SIXTH AND AMSTERDAM AVE. LINE EIGHTH AVENUE LINE												
In issuing this ticket the City of New York assumes no liability for damages to person or property occurring outside of the City's boats and the parts of the terminals under its physical control; and this ticket is issued and taken with that understanding.												
035000 MURRAY GOLBERT, Commissioner of Docks												
P.M.	1	2	3	4	5	6	7	8	9	10	11	12

NEW YORK RAILWAYS CAR RETIREMENTS

The New York Railways car rosters published in the October and November, 1985 "Bulletin" were compiled from New York Railways' records and the company's semi-annual reports to the Public Service Commission and its successor, the Transit Commission. These reports list the dates the cars were taken out of service. Following is a summary of this data:

Single Truck Closed Cars 1-1498:

Report to PSC or TC	No. of Cars Retired	Report to PSC or TC	No. of Cars Retired
4/13/10	1	7/ /17	11
8/10/14	14	8/ /17	61
10/31/14	12	9/ /17	11
12/01/14	81	6/11/18	1
12/22/14	16	6/30/20	98
12/23/14	1	12/31/20	3
10/30/15	42	1/02/23	2
10/01/15	1	6/30/23	3
4/07/16	7	12/31/24	123
5/12/17	1		

Open Cars:

Report to PSC or TC	No. of Cars Retired
<u>S.T. 600-930:</u>	
1/01/15	1
6/30/20	162
12/31/24	104
<u>D.T. 4001-4182:</u>	
12/31/24	1
12/31/29	1
12/31/35	174
6/30/36	6*
* = Rebuilt to Convertibles 1926-1930	

Center Entrance Cars:

Report to PSC or TC	No. of Cars Retired
<u>Low Level 5100-5175:</u>	
12/31/24	1
6/30/25	175
<u>Stepless Battery 7000-7115:</u>	
12/31/25	107
12/31/33	9
<u>Double Deck 6000:</u>	
6/30/25	1

Double Truck Closed Cars:

Report to PSC or TC	Long Platform 283-555 No. of Cars Retired	Short Platform 1283-3160 No. of Cars Retired
1/01/15	-	1
7/01/15	-	1
7/01/17	1	1
6/30/27	-	6
12/31/27	1	2
6/30/28	-	9
12/31/28	-	26
12/31/29	1	5
12/31/30	1	-
6/30/32	-	1
6/30/33	-	1
6/30/34	1	-
6/30/35	6	59
12/31/35	15	19
6/30/36	247	166

Double Truck Closed Cars Converted to PAYE:

12/31/17	80
6/30/18	263
12/31/18	95

Double Truck Closed Cars Transferred:

6/30/20	85 to Eighth Avenue RR Co.
6/30/20	40 to Ninth Avenue RR Co.
11/ /24	23 to New York & Harlem RR Co.

EIGHTH & NINTH AVENUE RAILWAYS - CAR RETIREMENTS

Number of Cars Retired:

Report to TC	8th Ave. Cars 1-85	8th Ave. Cars 100-121	9th Ave. Cars 251-290	Former Williamsburg Bridge Cars
12/31/27	1	-	1	-
6/30/33	18	21#	21	-
6/30/34	10	-	3	-
12/31/35	17	-	5	17
6/30/36	38	-	10	1
Missing	1	-	-	-

= Probable date retired.

NEW YORK & HARLEM RAILROAD - CAR RETIREMENTS

Report to TC	1100-1122	1200-1319	Report to TC	1100-1122	1200-1319
1/01/27	-	10	6/30/35	19	-
12/31/32	-	110	6/30/36	3	-
			Missing:	1	

NYCTA CAR NOTES

Interior doors on graffiti-free R-32's are painted blue. The following cars that are still covered with graffiti have blue interior doors and beige fans: mismated unit 3628-3669, and married pairs 3918-9 and 3946-7. Car 3918, which was damaged by a fire in the roof, was out of service for a year and was back in service in September, 1985. Cars 3656 and 4448, which sustained minor damage, are in Coney Island Yard. Both cars of mismated unit 4659-4666 in service on the "lemon train" have different color floors. The former has a beige floor near the seats and doorways and a blue floor in the rest of the car, while the latter has a solid beige floor. Cars 3650 and 3767 are mismated.

Cars 4696-4807 have received new non-color coded side signs listing all the lines where R-42's operate. Similar signs are being installed on 4550-4583. This will complete installation of this type sign on the R-42's. New end signs which were not color coded, were installed on several R-42's. They are being replaced by color coded signs.

All cars assigned to the #6, which were transferred to the #1 on August 30, 1985, were returned to the #6 line. See the October, 1985 "Bulletin". Car 7704, reported out of service in the September, 1985 "Bulletin", is back in service. Cars 6614, 6616, 6618, 6619, 6620, 6623, 6624, 6626, and 6627, formerly assigned to the #7 while single unit R-33's were overhauled, were assigned to the 42nd Street Shuttle in early September. These fox red cars are spares.

The walls of 8610-1 are beige, the inside end doors and side door posts are orange, but the side doors are gray. (Unpainted)

General Electric R-32 cars 3350-3499 and 3650-3799 will join the graffiti-free fleet and will be placed in service on the N as well as the GG. Orange stickers will be placed under the outside car numbers to denote that class car is in a graffiti-free condition.

General Electric R-30 cars 8250-8411 are now being overhauled in the Coney Island Shops and are being painted fox red. When they are placed in service on the J line, they too will be kept graffiti-free.

DEVIATIONS FROM CAR ASSIGNMENTS

Slant R-40's were observed on the QB on October 31st, the D on October 26th, November 9th and 19th, and on the RR on November 20th. To fill a gap in south-bound D service after the November 7th evening rush, two R-46 E trains were diverted via Sixth Avenue and the Brighton Express. On November 11th an M train composed of R-27/30's was diverted as a J to 121st Street. The train then operated light to Myrtle Avenue, after which it was operated as an M train. R-32's have not operated on the D since through service was restored on November 4th, and are rarely seen on the B. A train of R-42's, probably a rerouted D, appeared on the F on November 23rd. Three or four trains of R-27/30's are usually in service on the RR. They run occasionally on the N. The March 16, 1985 Division B car assignment was in effect again on September 19th. The "lemon train" appeared on the QB during the November 18th evening rush.

NEW YORK RAILWAYS HORSE CAR RETIREMENTS

New York Railways predecessors operated an extensive network of horse car lines, many of which were never electrified. The last horse car line, Bleecker Street, was abandoned on July 26, 1917.

Unfortunately, we do not have a horse car roster. However, we have the dates the cars were retired:

Report to PSC	No. of Closed Horse Cars Retired	No. of Open Horse Cars Retired
8/01/11	-	71
6/06/12	1	-
8/01/12	3	-
4/30/14	8	9
6/12/14	35	2
7/08/14	38	24
12/22/14	8	-
10/11/15	2	1
7/ /17	8	5
8/ /17	37	45
9/ /17	8	1
10/ /17	52	-
11/ /17	11	-