

NEW YORK DIVISION, ELECTRIC RAILROADS ASSOCIATION, INC.

The regular monthly meeting of the New York Div., ERA, will be held 8:P.M., EDT, Friday, September 18th, 1959, at the Fourth Floor Auditorium, Penn. Sta., New York. Doors open 7:P.M. (Use elevator at 8th Ave. entrance.)

ENTERTAINMENT

Color slides by Henry H. Deutch, featuring trolleys in Canada and Northeastern U.S. cities.

THE R-27 ORDER will be for 230 BMT-III cars and was awarded to St. Louis Car Co. Present plans call for them to replace BMT cars 2000-2199. Cars will be single end and semi-permanently coupled in pairs. They will have all side hard seats. Walls will be blue and gray. Numbers have not yet been assigned (as of Sept. 11) according to Mr. Welch of the Cars & Shops Dept. The R-28 order is for 100 IRT cars to be built by ACF and as yet have no numbers.

PATTERSON threatened to cut service again, if the city failed to purchase 340 more IRT cars, and 200 more BMT cars to replace old cars he described as "obsolete and broken-down." Asked after a budget hearing what would happen if he did not get the funds, he said: "I'm going to take them (the old cars) off the tracks. I may have to shut down some service. I'm not going to let them reach the point where they are a hazard to the riding public." About a week later, he modified his statement, and said the old cars would have to be rebuilt if they were not replaced, and each one would have to be out of service about two weeks. If the newspaper stories are right, Mr. Patterson likes to contradict himself. One day he demands new equipment because of breakdowns of the old equipment, and the next day, he says many of the breakdowns have nothing to do with equipment. It seems to your Secretary that lines having all new equipment have more delays than the lines with the old equipment. The IRT Flushing and Pelham Bay lines are the lines that specifically come to mind.

FOURTH AVE.-NASSAU BMT locals run over the Bridge in the PM as well as in the morning. Effective with the May 23th BMT cuts, they were changed to run through the Tunnel, but a few weeks later, they were re-routed because of the congestion in the Montague St. tunnel.

IRT LOW V's were put in service on the BMT Culver shuttle on August 20th. These cars had steps added, and "flanges" along each side at platform level, to eliminate the gap between car and platform. They are numbered in the 4590's and low 4600's. They have the following plates in their sign-racks: Franklin Ave., Prospect Park, Brighton Line, Coney Island, and well as the 3 Culver signs. At least on one occasion, Staten Island cars were used on Culver since Aug. 20th. There was one SI train, and one IRT train. (What ever became of the BMT???)

THE WEST SIDE IRT CHANGEOVER last February resulted in an overall increase in rush-hr. service, but a decrease in the express service. Expresses ran every 2 minutes before the change, or 30 trains per hr. Now the rush headway is 2½ min., with 9 cars or 24 trains, and 216 cars per hr. There used to be 26 local trains per hour, with 5 cars each, or 130 cars per hour. Now, locals run every 2 min., with 8 cars, or 30 trains and 240 cars per hr. Therefore, the overall service has been increased from 430 to 456 cars per hour.

IND QUEENS SUBWAY stations are being painted with silver-blue ceilings above the tracks, and part of the steel pillars. This is presumably the same color being used on the recently-painted "L" structures. (parts of the IRT Flushing, BMT Jamaica, and BMT Franklin and Brighton lines.)

IND FULTON ST. Express service was reversed on Sept. 8th. The "A" runs local at all hours now, and the "E" is express when it runs in Brooklyn.

THE LONG ISLAND RAIL ROAD started its modernization program 5 yrs. ago last month. To mark the occasion, the LIRR announced that: in the preceeding 12 months, 98.6% of its trains have run on time; 2. Of its 1273 passenger-car fleet, 222 were built in the last 5 yrs., and 444 others were completely rebuilt in the same period; 3. Six new stations have been built, four others "extensively modernized", and 120 repainted. President Goodfellow said: "With the continued growth of the Island and with the steadily increasing highway congestion, we're convinced the time has come when the LIRR must be converted into a virtual steel thoroughway between the Island and New York."

ROLL-SIGN LISTS from various subway cars are listed below. If there is enough interest, others can be listed in future issues. All lists show signs as they appear inside the cars. On newer cars, the outside signs differ slightly.

IRT - R-21 & R-22	- - - - - *			
Upper Destination	Lower Destination	R-22 Route	Roller	R-17 Destination *
No Passengers	No Passengers	No Passengers		No Passengers
Special	Special	Special		Special
Times Square	Grand Central	Shuttle		Grand Central
59 Street	Brooklyn Bridge	Super Express		Times Square
E. 177 St. - Pkch'ter	Bowling Green	Local - Exp.		59 Street
Pelham Bay Park	Flatbush Ave.	Express		E 177 - P'kch'ter
149 St. - Concourse	New Lots Ave.	Local		Brooklyn Bridge
149 St. - 3rd Av.	Utica Ave.	Pelham Thru Exp.		Pelham Bay Park
238 - W.P. Rd.	Atlantic Ave.	Pelham Exp.		Bowling Green
Dyre Ave.	South Ferry	Lexington Ave Lcl		149 St. - Concourse
Gun Hill Rd.		Lex. Ave. Thru Exp.		149 St. - 3 Ave.
East 180 St.		Lexington Ave. Exp.		238 - W.P. Rd.
242 - B'way.		7 Ave. - Lenox Lcl		Dyre Ave.
E. 241 - W.P. Rd.		7 Ave. - Thru Exp.		Gun Hill Rd.
Woodlawn Road		7 Ave. - Exp.		East 180 St.
137 St. - Broadway		Broadway Local		242 - B'way.
145 St. - Lenox		B'way Thru Exp.		Flatbush Ave.
		Broadway Express		New Lots Ave.
				Utica Ave.
				Atlantic Ave.
				E. 241 - W.P. Rd.
				Woodlawn Rd.
				South Ferry
				137 St. - B'way
				145 St. - Lenox

* NOTE: R-17 upper AND Lower destination rollers carry all these markers, in the same order as shown.