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HUDSON TUBES ASKS FARE INCREASE, PLANS TO USE TOKENS

The Hudson & Manhattan RR (Hudson Tubes) has filed notice to raise fares between New York and Jersey City or Hoboken from 25¢ to 30¢. The fare would be paid by two 15¢ tokens. Intrastate fares between Hoboken and Jersey City would be 20¢. Newark fares are unaffected. The State of New Jersey has suspended the intrastate increase and is fighting the proposed interstate increase. H&M Trustee has charged, that since N.J. does not subsidize H&M (as it does other commuter railroads now) and it fights the fare increases, the state is trying to force H&M to the wall so that the Port of NY Authority can buy it at scrap value.

Incidentally, there are four expresses on the H&M in the am rush-hour. They leave Hoboken at 8:10, 8:26, 8:34 and 8:42 am and operate non-stop to Hudson Terminal.

TALE OF TELL-TALE BOARDS (CONDUCTOR INDICATOR BOARDS)

When BMT was preparing to run R-27's on its Southern Section (Lines operating through DeKalb and from Coney Island), the 8-R stop markers were placed so that the "Tell-tales" for the D-Types (black and tan stripes with red arrows) could be used. Then BMT decided to use boards with black and yellow stripes and the figure 8. These have since been replaced with white signs with diagonal black lines and figure 8. When IND eliminated the second conductor on 10-car trains, the platform edge at the center of the station was painted green. On elevated stations, a green "Tell-tale" board soon replaced this. Then these were changed to black and yellow stripes and the figure 10, and are now white with the black diagonal lines and figure 10. Now the subway stations are receiving green indicator boards as on el stations before the two changes.

AUTOMATIC TRAIN HAVING TROUBLES?

The automatic train (7509-7513-7516) has been on Track 4 of the 42nd St. IRT Shuttle for over a month but not in passenger service. The platform beyond this track at Grand Central is being cut back about 50 feet. Apparently NYCTA is worrying that it won't stop properly. Several trippers have been installed at the Times Square end of this track.

NEW HAVEN TRUSTEES SAY LINE NEEDS LOAN, SUBSIDY

The Trustees of the New Haven RR say the line cannot operate beyond next month unless a loan is granted. This is expected to carry the road about a year but without a subsidy, it will be impossible to maintain the present services according to the trustees.

ROCKAWAY WINTER SCHEDULE, OTHER NYCTA NOTES

Winter schedule on the Rockaway Line started October 1st. Earlier start of Round-Robin or loop service on Sat. & Sun. is main change.

More of the subway tunnels are being steam-cleaned. Lexington Ave. and Pelham Lines seem to be getting primary attention.

All Conductors, Motormen and Instructors are being re-schooled.

Third rail is being installed on the BMT bridge across C.I. Creek.

New token-operated turnstiles are replacing old agent-operated ones on the Culver stations of the IND "D" line. Avenue P station of this line is now receiving a concrete station platform.

On Sundays, nearly all Sea Beach trains now consist of R-cars. On Saturdays, about half of the West End Expresses have R-Type cars while Sea Beach trains seem to be exclusively D-Type. Sun. West End's have Bs.

AS THE 5:33 CLICKS AWAY.....

At least 100 New York Central commuters were left with a lurch last evening (Oct. 5th) when a defective coupling orphaned two-thirds of a train in the Marble Hill station in Manhattan. A railroad spokesman said the coupling had broken between the fourth and fifth cars of the twelve car train, the 5:33 bound for Tarrytown. The engineer, who quickly realized that all his charges had not been with him when he left the station, backed up 100 feet to regain custody. The process took ten minutes. The incident delayed four Hudson Division trains four to seven minutes, the railroad said.

PROGRESS REPORT - B.M.T. DIVISION:

That old BMT is changing, a sad fact but a true one. The old cars are going, never to be forgotten, and being replaced by new R type cars. As of October 7, a total of 400 R-27, R-30 & R-30A cars have been delivered (# 8020-8419). The following 88 EMT subway cars have been sold for scrap; trailers # 4014, 4016, 4017, 4019, 4020, 4021, 4024, 4025, 4030, 4032, 4033, 4040, 4041, 4042, 4043, 4045, 4047, 4048, 4049. motor cars: 2015-2016-2017, 2018-2019-2020, 2021-2022-2023, 2024-2025-2026, 2027-2028-2029, 2030-2031-2032, 2033-2034-2035, 2042-2043-2044, 2045-2046-2047, 2048-2049-2050, 2051-2052-2053, 2054-2055-2056, 2057-2058-2059, 2328 (destroyed by fire 6-10-61). multi-section cars: 7005, 7007, 7011, 7014, 7017, 7019, 7020, 7021, 7022, 7025, 7027, 7028. Ex-SIRT Motors: 2900, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2911, 2912, 2914, 2917, 2919, 2920, 2921, 2922, 2923. The above list includes the last of the Multi-Section cars and the last of the Ex-Staten Island Rapid Transit motor cars.

Modernized BX trailer 4036, one of the original experimental rebuilds will be scrapped along with the other 4000 series trailers. As of October 1st only four BX trailer units had not been rebuilt. When these units are rebuilt the 4000 series trailer is removed and scrapped and the 2400 series motors either coupled into a two car train, or rebuilt into a 'B' or three car motor unit by placing a 2600' in the middle. Cars 2615 to 2649 are being used for this purpose. Only ten 2000-2099 series cars remain in service, 42 having been scrapped, 15 in work service and 33 out of service awaiting the scrap dealers torch.

THE SUBWAY IS OPENED:

October 27th is the 57th anniversary of the opening of New York's first subway. What happened that day made history and it is safe to say helped make our City the Greatest City in the World.

The place is City Hall, the date October 27, 1904, the time 2:24 P.M.

Mayor McClellan walks toward the speakers chair and says:

"Now I, as Mayor, in the name of the People, declare the subway open."

Mr. August Belmont, President of the IRT Company then walked to the chair and handed to the Mayor a mahogany case, saying:

"I give you this controller, Mr. Mayor, with the request that you put in operation this great road, and start it on its course of success, and, I hope, of safety."

After requesting every one to remain seated while the officials passed out, Mayor McClellan declared the meeting adjourned, and the audience, headed by the special guests, left the City Hall for the loop station, there to board the first train. The first train started at 2:34 P.M. from the City Hall station.

SURFACE LINES ACROSS THE MANHATTAN BRIDGE

The Manhattan Bridge was opened to roadway traffic (center roadway) on Dec. 31, 1909. It was and is, one of the longest and best designed suspension bridges in the world. The center roadway had 4 traffic lanes (since reduced to 3). In addition, the bridge had provision for 8 railroad tracks, 2 each on 2 levels on the east (incorrectly called "north") and on the west (incorrectly called the "south") sides of the center roadway. Originally elevated railways were to use the upper levels and street railways the lower. Later these plans were changed to put subway tracks on the lower east level and elevated tracks on the upper west level. The elevated tracks were to connect with Brooklyn elevated lines south of the bridge, the subway tracks to the proposed 4th Ave. Subway in Brooklyn and to the subways going west under Canal St. and both north and south under the Bowery in Manhattan. The other 2 roadways were to be used for street railways, with large terminal building structures, as then on the Brooklyn Bridge, at both ends. Conduit was to be on the upper east tracks, trolley wire on the lower west tracks.

However before the bridge was completed, it was decided not to provide elevated railway connections and to instead provide a second set of subway tracks over the bridge as part of the 4th Ave. subway project. The second set of subway tracks were to be on the lower level, west tracks, and the trolley wire street railway tracks previously planned for the space were to be moved to the upper level west tracks. Delays in building the 4th Ave. Subway resulted in the bridge being completed 6 years before the 4th Ave. Subway. Surface lines however were ready to operate over the bridge, so that a new line, the Manhattan Bridge Three Cent Line began operation over it at 2:00 PM on Sept. 4, 1912. It was permitted to use the lower level, west tracks planned for the yet uncompleted 4th Ave. Subway. A second surface line, the Brooklyn and North River Railroad Co. (incorporated by the N. Y. Railways and Third Ave. interests in Manhattan and the Brooklyn Rapid Transit Co. in Brooklyn, but operated by the Third Ave. Railway Co.) also desired to operate over the bridge as soon as possible, and in order to allow an early opening of this line, it was permitted temporarily to begin operation (then local only but later through) over the lower level, west tracks on Nov. 13, 1912. The Manhattan Bridge Three Cent Line then was using light weight trolley cars, the Brooklyn and North River Railroad was using storage battery cars. On Feb. 9, 1913, the B & N R began operation with combination trolley conduit cars, using overhead wire on the bridge and in Brooklyn and conduit in Manhattan. A plow pit was then at the Manhattan Plaza of the bridge. On Sept. 9, 1913, the B & N R ended its local service and removed loops and shelters at the Brooklyn Plaza. The M B 3¢ Line began the use of heavier weight trolleys on Sept. 16, 1913.

The M B 3¢ Line operated from the Manhattan Plaza, across the bridge, onto Flatbush Ave. Ext. (where it shared tracks with the B & N R as far as Fulton St. It had a 6 track stucco barn at the intersection of Gold and Myrtle and Flatbush Ave. Ext. This car barn still exists as a garage for the National Transportation Co. (a taxi fleet operator). The B & N R. operated a cross town line beginning at the Desbrosses St. Ferry at the North River in

Manhattan, running across Manhattan to the Manhattan Plaza of the bridge, across the bridge into Flatbush Ave. Ext. sharing Manhattan Bridge 3 ϕ Line trackage. It also operated local service across the bridge with loops at the Brooklyn Plaza until Sept. 9, 1913 as noted above.

Service on both surface lines was removed to the upper level, east tracks on May 24, 1915. These tracks were equipped with permanent conduit and temporary overhead wire. By Dec. 12 of the same year, the upper level, west tracks were equipped and the MB 3 ϕ Line switched its operation to them. The temporary wire over the upper level, east tracks was removed by Jan. 15, 1916. A plow pit for the B & N R was then at the Brooklyn Plaza. The B & N R was abandoned at 12:15 AM on Oct. 5, 1919 and its service was replaced by municipal busses going the same route but continuing further to the LIRR station at Flatbush & Atlantic Aves. in Brooklyn. This service was, in turn, abandoned on March 16, 1920. A 2 lane auto roadway replaced the B & N R on June 15, 1922. The city by 1929, found that more auto roadway space was needed on the bridge, so the city purchased the M B 3 ϕ Line and its operation was abandoned at 12:30 AM on Nov. 13, 1929. Another 2 lane auto roadway replaced the M B 3 ϕ Line on June 18, 1931.

The lower level, west tracks had to be relocated slightly to clear 10 foot wide subway cars, after abandonment of track for surface car service. The first subway train on these tracks operated on June 19, 1915 into Chambers St. station (trial runs).

The lower level, east tracks, which had never been used for surface car operation, were placed in subway car service on Sept. 4, 1917 with West End Line service.

From Sept. 4, 1917 to Oct. 5, 1919 therefore, the Manhattan Bridge had operating electric trackage on all 4 track roadways (8 tracks in all). In its time the bridge has had (or has) battery, conduit, and trolley surface cars, and 3rd rail subway trains operating on it in normal service, but it never has had any regular elevated train operations.

At present the Manhattan end of the bridge and the 2 upper auto roadways are being rebuilt. The Manhattan end will connect with the new Lower Manhattan Expressway, the upper roadways are being rebuilt to carry truck loading in conjunction with the expressway. Among other things, when completed, the lower level, east tracks will feed into the new Chrystie St. Subway and the little used, lower level, west tracks will feed into the Canal St. Subway instead of the present tracks.

At the Brooklyn end of the bridge are 2 statues "Brooklyn" and "Manhattan" by Daniel Chester French, America's most famous sculpturer. At the Manhattan end is an ornamental arch similar to those at Washington Place and the Grand Army Plaza. The arch rests directly on the roofs of both sets of subway tracks. Robert Moses has announced plans to tear down the arch and to relocate most of the statuary, much to the dismay of the city Art Commission.

D. Rogoff Oct. 1, 1961

 Future articles by Mr. Rogoff will include the 14th St.- Canarsie Line, the Brooklyn Bridge Lines, the Flushing & Astoria Lines (outbound of Queensboro Plaza station), and the IRT Contract II Subway (Brooklyn Bridge station to Atlantic Ave. station).