

SEASON'S  
GREETINGS

## BULLETIN

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## NUMBERS ASSIGNED TO IRT R-29 CARS

The 236 car R-29 IRT contract being built by St. Louis Car Co. has been assigned the following numbers:

8570-8687 (Westinghouse);                      8688-8805 (General Electric)

## WORK EQUIPMENT RENUMBERINGS

NYCTA has announced plans to renumber all non-revenue equipment. Five digit numbers will be assigned to the cars, starting with 20001 (for Loco 34). It is planned to list the new numbers in a future issue of the BULLETIN (assuming that the plan goes through).

## MORE OLDER BMT CARS HAVE HEADLIGHTS

In addition to 2434-2633-2435, the following cars have been seen with headlights: 2452-2642-2453, 2474-5, 2582-3-4, 2604, 2756-7-8.

## CAR SCRAPPINGS, MORE BMT STANDARDS

No bids were received for the last listing of 50 IRT cars and 18 BMT cars (see Nov. BULLETIN). They have been put up for bid again (to be opened Dec. 15th) along with 62 additional cars (BMT) for a total of 130 cars. The additional cars are: 2009-10-11, 2012-3-4, 2036-7-8, 2039-40-1, 2060-1-2, 2063-4-5, 2069-70-1, 2072-3-4, 2075-6-7, 2078-9-80, 2087-8-9, 2090-1-2, 2096-7-8, 2177-8-9, 2255-6-7, 2261-2-3, 2267-8-9, 2288-9-90, 2291-2-3, 4015, 4018, 4027, 4028 & BU-1395. When these BMT 4000's are sold, there will be only one remaining and that is 4036 assigned to South Brooklyn Ry.

## EXCHANGE PLACE, PENN RR JERSEY CITY TERMINAL, R.I.P. by H. A. Dunne

The dwarf signal went red for the last time as PRR train 3931 sprang out of Exchange Place. A cold and quiet wind swept over the weed grown track, nevermore to throb with the hurried traveler, nevermore to see a passenger train, Exchange Place was indeed, nevermore.

On November 17th, 1961, a 123 year old saga ended. Begun back in the pioneering days of railroading, Exchange Place rose to the pinnacle of being the eastward terminal of all the Pennsylvania RR's passenger trains, as well as of the LVRR, West Shore and NYS&W.

Begun on Sept. 15, 1834 as the terminal for New Jersey RR & Transportation Co.'s horse-drawn service to Newark. Leased by the PRR in 1871 and elevated in 1891 with a huge new terminal enabling passengers to board ferries to 23rd St., Desbrosses St., Cortlandt St. and Brooklyn as well as a steamer connection for N.H. passengers to Harlem River. In 1910 Penn. Station in New York opened, and for Exchange Place it was the beginning of the end. Before abandonment, only 7 inbound and 6 outbound runs remained.

The stars blinked on and off in the heavens as much as to say, "You served men well, now you may rest." On the last train few remembered the time when the "Pennsylvania Special" (forerunner of the "Broadway") and other famous name trains ruled the high iron of Exchange Place.

Left are the memories of Exchange Place and its past glows. Left with its head up high to face the crisp cold winds coming off the bay, Exchange Place is nevermore.

## CHRYSSTIE STREET &amp; SECOND AVENUE SUBWAY

by A.J. Lento

On December 14, 1947 the Board of Transportation announced plans for a Second Ave. Subway and allied projects to expand and improve the New York City Transit System. A half-billion dollar bond issue was subsequently approved supposedly earmarked for this purpose but most of the money was spent for other purposes. Reasons advanced for this dissipation were: Increased Construction Costs (Inflation), Use of the Bond proceeds for purposes that would have otherwise come from the normal City budget funds and decision of NYCTA to spend the money to improve rather than expand the system. Acquisition of the Rockaway Line and its rehabilitation was another item that was not anticipated in the original proposal. Many of the "allied projects" have been completed, however, or are in the process of construction. These include: Extension of BMT Broadway express service to 57th Street (but construction of new relay tracks north of 57th St. was dropped). Connection of the BMT Culver Line with the IND at Church Ave. Connection of the BMT Fulton St. El with the IND Fulton St. Subway. Connection of the IRT White Plains Rd. Line with the Dyre Ave. line. The Long Island City link between the BMT and IND. Reconstruction of the BMT DeKalb Ave. station. Two additional express tracks on Sixth Ave between W. 4 St. & 34th St. The only part of the Second Ave. line itself that is being built is the Chrystie St. Subway as a link from the Manhattan Bridge and from the Williamsburg Bridge to the IND Houston St. Line. (The temporary wall near the north (or west) end of the Manhattan Bridge has just recently been removed). We list herewith the proposed subway routes that the old Board of Transportation considered when the 2nd Ave. plan came out:

- A - 207 St.-Wash.Hts. to Lefferts Blvd. via 8 Ave.-Fulton St.
- BB- 168 St.-Wash.Hts. to 168 St.-Jamaica via 6 Ave-Bway.-B'klyn.
- CC- Bedford Pk-Concourse to Hudson Terminal via 8th Ave.
- D - 205 St.-Concourse to Brighton Bch. via via 6 Av.-Brighton
- E - 179 St.-Jamaica to Lefferts Blvd. via 8 Ave.-Fulton St.
- F - 179thSt-Jamaica to Coney Island via 6 Ave-Smith-Culver
- GG- Forest Hills to Church Ave. via Crosstown Line
- QT- Forest Hills to Coney Island via Broadway-Brighton-Tunnel
- Forest Hills to City Hall via Broadway Subway
- Pelham Bay Pk. to Hudson Term. via 2nd Ave.-57th St.-6 Ave.
- Pelham Bay to 95 St.-Ft.Ham. via 2nd Ave-Bridge-4 Ave,B'k.
- Pelham Bay to Coney Island via 2 Av-Nassau-Tunnel-West END
- Pelham Bay to Grand Street via Second Avenue
- 149 St-3 Ave. to Coney Island via 2 Av-Nassau-Tunnel-Brighton
- 149 St-3 Ave. to Coney Island via 2 Av-Bridge-Sea Beach
- RR- Astoria to 95 St-Ft.Ham via Broadway-Tunnel-4 Ave.,B'klyn.
- R - 57 St-Manhattan to 95 St-Ft.Ham via Broadway-Bridge-4 Ave.
- T - 57 St-Manhattan to Coney Island via Broadway-Bridge-West End
- N - 57 St-Manhattan to Coney Island via Broadway-Bridge-Sea Beach
- L - Eighth Ave. to Canarsie via 14 St-Canarsie
- Eighth Ave. to 168 St-Jamaica via 14 St-Jamaica Ave.
- KK- Chambers St. to Canarsie via Broadway(B'klyn.)
- HH- Court Street to Euclid Avenue via Fulton Street

(Letters shown were not included in the original listing.)

Changes now proposed for Chrystie St. operation include these:  
 Combination of D-6 Ave-Concourse with Brighton Exp. to Brighton Beach,  
 Operation of 4th Ave.Local via Tunnel-Nassau & Bway-Bklyn to Jamaica,  
 Extension of F to Church Ave.& Coney Island via Culver and extension of  
 BB via Houston-Chrystie-Man.Bridge & joined with present West End Local,  
 Extension of West End Exp. to Forest Hills to replace 4 Ave.Local.Trains  
 from 57 St-6 Ave.would run via Chrystie & Williamsburg Bdge.(to Jamaica?)