

BULLETIN

RINKE'S COMPLETE TOUR OF

THE NEW YORK SUBWAYS

IN 1958 .. Page 2

VOLUME 5, NUMBER 3

JUNE 1962

4 Pages - 10¢

LEXINGTON-JEROME EXPRESSES MAY SOON GET R-TYPES

The latest for use of the R-Type (SMEE) cars displaced as the new R-29's go into service on the IRT Broadway Local is for them to be sent to the Woodlawn-Jerome Ave. Line. Purpose is to permit operation of all through lines with R-Type cars on the IRT during owl hours and weekends. The TA's name for the R-29 cars is the "Red Birds." Although most of the trains on both BMT and IRT is now with SMEE equipment, the only line using them in regular 10-car trains is the IND "A" line. This will soon and if expected switch of some new cars to Lexington-Jerome Exp. occurs. Present plans call for cars 7500-7749 (R-22's) to be assigned to the Lexington-Pelham Local replacing the R-17's.

SOUTH BROOKLYN RAILWAY is having new rails laid on McDonald Ave. from Cortelyou Rd. to Ditmas Ave. This area did not receive new rails when most of McDonald Ave. got new rails and the area between the el pillars was paved for automobile traffic in 1938.

WEST END SHUTTLE had BMT D-Types (6000-6120) in service last Sunday.

NEW NEW YORK CENTRAL CARS were built by Pullman-Standard not St. Louis.

NEW SIGNALS FOR UPPER BROADWAY

The Broadway IRT line above 96th St. (BB) including the Van Cortlandt Park Yard is to be completely equipped with new signals. The most interesting point is that General Railway Signal Equipment is to be installed. This will be the first time GRS equipment will be used on the IRT. All other equipment has always been Union Switch & Signal. A new master board will be installed at 240th St. to control the entire line. Satellite boards are to be located at 137th St. (for the underground yard) and at 215th St. (for interlocking and the drawbridge). The 240th St. Board can also control these two locations. The 103rd St. interlocking will be placed on the 96th St. Board and presumably on the main board at 40th St. & Broadway (visible from the mezzanine). Most of the signals above 96th St. date from the original opening of the subways. Signals from about 34th St. to 96th St. were replaced a few years ago.

New switches were installed in the South Ferry loop area causing interesting night time train operations last month.

New signals will be installed in IRT lines in downtown Manhattan and Brooklyn with the master board at Nevins St. (the old 5th track) and a satellite board at Bowling Green.

The Lexington Ave. Subway from Fulton to 96th St. was recently equipped with new signals. The board for controlling all switches and signals for this installation is located in the old northbound local pocket of the original subway south of Grand Central. A satellite board is located at Brooklyn Bridge station.

OTHER NEWS

Work has been started on straightening Irt tracks (northbound) between Atlantic Ave. and Nevins St. in Brooklyn.

D-Type conductor indicator boards have been installed on stations on the BMT Franklin Ave. and Nassau-Centre St. lines (even on certain stations used only by Eastern Div. trains). On the Astoria line, new type boards have replaced those installed when the line became BMT.

HERMAN RINKE'S 1958 SUBWAY TOUR

In June 1940, after the City of New York had taken over the BMT (Brooklyn-Manhattan Transit Corp.) and just before it acquired the IRT (Interborough Rapid Transit Co.) and discontinued the Second Ave. (north of 60th St.) and Ninth Ave. els, Herman Rinke (currently Division Chairman and National Secretary) took advantage of the opportunity to ride the maximum amount of mileage for one nickel. Although it had been possible to transfer between BMT and IRT in Queens, transfers between BMT and IND were not possible (without additional fare) until the City absorbed the BMT and discontinued the Fulton St. El. His trip record was included in ERA HEADLIGHTS February 1944. Because of the many NYCTS changes since that time (discontinuance of all Manhattan els, opening of the Sixth Ave. Subway, Dyre Ave. Line, Fulton St. Extension, Rockaway Line and other links, changes of some lines from one division to another and the two fare increases as well as added transfer points) Mr. Rinke decided to ride the entire system again for one fare (this time a 15¢ token) on December 1 and 2, 1958. We believe the details of this trip will interest many readers and publish them here. (Edited by A. Lonto)

DIV.	LINE	STATION -LEAVE-	TIME	STATION-ARRIVE-	TIME	MILES
IRT #6-Lex-Pelham X		Pelham Bay Pk.	8:09 $\frac{1}{2}$ A	125 St.-Lex.Av.	8:34A	7.73
IRT #5-Lex-W.P.Rd		125 St.-Lex.Av.	8:36 A	149 St.-3rd Av.	8:43A	1.82
IRT	3rd Ave."L"	149 St.-3rd Ave	8:48 $\frac{1}{2}$ A	Gun Hill Road	9:11 A	5.48
IRT #5-Lex-W.P. X		Gun Hill Road	9:13 A	E.241 St.-W.P.	9:24 A	1.96
IRT #5	" " "	E.241-W.P. Rd.	9:30 A	East 180 St.	9:45 $\frac{1}{2}$ A	4.63
IRT #2-7 Av.-Dyre		East 180 St.	10:01 A	Dyre Ave.	10:12 A	3.96
IRT #2-7 Av-Dyre X		Dyre Ave.	10:18 A	96 St.-Bway.	10:57 A	11.12
IRT #3-7 Av-LenoxL		96 St.-Bway.	11:01 A	145 St-Lenox	11:16 $\frac{1}{2}$ A	3.04
IRT	" "	145 St-Lenox	11:24 $\frac{1}{2}$ A	110 St-Lenox	11:31 A	1.70
IRT #2-7 Av-Bx Exp.		110 St-Lenox	11:40 $\frac{1}{2}$ AM	149 St-G.Con.	11:48 A	2.11
IRT #4-Lex-Jerome X		149 St-G.Con.	11:52 A	Woodlawn	12:11 P	5.50
IRT #4	" " "	Woodlawn	12:18 PM	161-River Av.	12:35 $\frac{1}{2}$ P	4.79
		(Transfer to IND Division)				
IND D-6 Av-Conc'se		161-River Av.	12:40 $\frac{1}{2}$ P	145-St.Nich.	12:44 P	1.24
IND A-8 Av-W.Hts.		145-St.Nich.	12:54 P	207-W.Hts.	1:05 P	3.50
IND A	" "	207 St-W.Hts.	1:09 $\frac{1}{2}$ P	168 St.-Bwy.	1:17 P	2.35
		(Transfer to IRT Division)				
IRT #1-Bway-7 Av. X		168 St.-Bway.	1:28 P	242 St.-Bwy.	1:41 P	4.11
IRT #1-Bwy-7 Av.Exp		242 St.-Bway.	1:43 $\frac{1}{2}$ P	42-Times Sq.	2:14 P	10.62
		(Transfer to BMT Division)				
BMT #1-Brighton Lcl		42-Times Sq.	2:22 P	IND-74-Roosevelt	2:45 P	6.56
IND F-6 Av-Jam.Exp		74-Roosevelt	2:45 $\frac{1}{2}$ P	179-Jamaica	3:00 $\frac{1}{2}$ P	6.85
IND F-6 Av-Jam.Exp		179-Jamaica	3:03 P	74-Roosevelt	3:19 $\frac{1}{2}$ P	6.85
		(Transfer from IND to IRT Div.)				
IRT #7-Flushing Lcl		74-Roosevelt	3:25 $\frac{1}{2}$ P	Main St.-Flshg	3:36 P	3.42
IRT #7-Flushing Lcl		Main St-Flshg	3:38 P	Queensb.Plaza	3:56 $\frac{1}{2}$ P	6.21
		(Transfer to BMT Division)				

HERMAN RINKE'S 1958 SUBWAY TOUR (Continued)

DIV.	LINE	STATION-LEAVE-	TIME	STATION-ARRIVE-	TIME	MILES
BMT	#2-4th Ave. Lcl	Queensb. Plaza	4:02 $\frac{1}{2}$ P	Ditmars-Astoria	4:13 P	2.48
BMT	#2 " " "	Ditmars Blvd.	4:15 P	Queens B. Plaza	4:24 P	2.48
		(Transfer to IRT Division)				
IRT	#7-Flushing Lcl	Queensb. Plaza	4:25 P	Times Square	4:36 P	3.22
IRT	#1-Bwy-7 Av. Exp	Times Sq.-42	4:39 $\frac{1}{2}$ P	Chambers St.	4:47 P	3.02
IRT	#1-Bwy-7 Av. Lcl	Chambers St.	4:47 $\frac{1}{2}$ P	South Ferry	5:00 $\frac{1}{2}$ P	1.09
IRT	#1 " " "	South Ferry	5:01 P	Chambers St.	5:06 $\frac{1}{2}$ P	1.09
IRT	#2-7th Ave. Exp	Chambers St.	5:08 $\frac{1}{2}$ P	Nevins St.	5:22 P	2.94
IRT	# Lex. Ave. Exp.	Nevins St.	5:22 $\frac{1}{2}$ P	Flatbush-Nost.	5:42 P	4.85
IRT	# " " "	Flatbush Ave.	5:44 P	Franklin-E. Pky	5:55 P	3.00
IRT	# Lex. Ave. Exp.	Franklin Ave.	5:59 P	Utica Av. " "	6:02 $\frac{1}{2}$ P	1.32
IRT	#2-7th Ave. Exp.	Utica-E. Pky.	6:08 $\frac{1}{2}$ P	New Lots-Livonia	6:20 P	2.90
IRT	#2 " " "	New Lots Ave.	6:25 P	Utica Av. E. Pky	6:35 P	2.90
IRT	#4-Lex-Jerome X	Utica-E. Pky.	6:41 $\frac{1}{2}$ P	161-River Av.	7:25 P	15.33
		(Transfer to IND Division)				
IND	D-6 Av-Conc'se	161 St.-River	7:31 P	205th Street	7:45 P	4.48
IND	D-6 Av-Conc'se	205 St.-Bronx	7:48 P	C.I.-Stillwell	9:10 P	25.75
		(Transfer to BMT Division)				
EMT	#4-Sea Beach Ex	Coney Island	9:18 P	59 St-4th Ave.	9:36 P	5.53
BMT	#2-4th Ave. Lcl	59 St.-4 Ave.	9:44 P	95 St-4th Ave.	9:51 P	1.84
BMT	#2 " " "	95 St-4th Ave	9:54 $\frac{1}{2}$ P	59 St-4th Ave.	10:01P	1.84
BMT	#4-Sea Beach-BdX	59 St-4 Ave.	10:02 P	Canal St.	10:19P	6.36
BMT	#2-4th Ave. Lcl	Canal St.	10:25 $\frac{1}{2}$ P	Whitehall-S. Fy	10:32P	1.39
EMT	#2-Bwy-4 Av. Lcl	Whitehall St.	10:36 P	42-Times Sq.	10:51P	4.01
		(Transfer to IRT Division)				
IRT	42 St Shuttle	Times Square	10:56 P	Grand Central	10:57 $\frac{1}{2}$ P	0.50
IRT	# Lexington Ex	42-Grand Ctl.	11:02 $\frac{1}{2}$ P	14-Union Sq.	11:03 $\frac{1}{2}$ P	1.39
		(Transfer to BMT Division)				
BMT	#16-14 St-Conc'se	14 St-UnionSq	11:15 P	8 Av.-14th St.	11:18 P	.71
BMT	#16 " " "	8 Av-14th St.	11:26 P	Rockaway Pky.	12:02AM	10.15
BMT	#16 " " "	Rockaway Pky.	12:14 A	Myrtle-Wyckoff	12:31 A	4.14
BMT	#11-Myrtle "L"	Myrtle-Wyckoff	12:35 A	MetropolitanAv	12:42 A	3.00
BMT	#11 " " "	Metropolitan	12:56 A	Bridge-Jay sts.	1:20 A	6.80
		(Transfer to IND Division)				
IND	A-8th Ave. Exp.	Jay St-BoroHl.	1:23 A	42 St.-8th Ave.	1:36 A	5.43
IND	E-8 Av-Queens	42 St-8 Ave.	1:37 $\frac{1}{2}$ A	Queens Plaza	1:47 A	3.45
IND	GG-Crosstown	Queens Plaza	2:00 $\frac{1}{2}$ A	Hoyt St-Bklyn.	2:20 A	6.64
IND	A-8th Ave. Exp.	Hoyt St.	2:28 A	Jay St.-B.H.	2:29 A	0.37
IND	A-8 Av-Fulton	Jay St.-B.H.	2:41 P	Euclid Ave.	3:00 A	6.67
		(Transfer to Rockaway Div.)				

RINKE'S 1958 SUBWAY TOUR (Continued)

<u>DIV.</u>	<u>LINE</u>	<u>STATION-LEAVE-</u>	<u>TIME</u>	<u>STATION-ARRIVE-</u>	<u>TIME</u>	<u>MILES</u>
ROCKAWAY	ROUND	Euclid Ave.	3:04 A	Rockaway Park	3:27 A	9.88
"	" ROBIN	Rockaway Park	3:34 A	Far Rockaway	3:47 A	4.92
"	" "	Far Rockaway	3:55 A	Rockaway Blvd.	4:17 A	9.78
(Transfer to IND Division)						
IND	A-8 Av-Fulton	Rockaway Blvd.	4:27 $\frac{1}{2}$ A	Lefferts Blvd.	4:31 A	1.04
IND	A-8 Av-Fulton	Lefferts Blvd.	4:34 A	Franklin Ave.	4:59 $\frac{1}{2}$	7.37
(Transfer to BMT Division)						
BMT	#7-Franklin Sh.	Franklin Ave.	5:03 $\frac{1}{2}$ A	Prospect Park	5:10 A	1.66
BMT	#1-Brighton Lcl	Prospect Park	5:21 A	DeKalb Ave.	5:31 A	2.25
BMT	#1-Brighton Lcl	DeKalb Ave.	5:41 $\frac{1}{2}$ A	C.I.-Stillwell	6:23 A	9.39
BMT	#3-West End	Coney Island	6:37 A	Ninth Ave.	6:57 A	5.31
BMT	#5-Culver	Ninth Ave.	6:58 A	Ditmas Ave.	7:02 $\frac{1}{2}$ A	1.13
BMT	#5-Culver Exp.	Ditmas Ave.	7:10 A	Pacific St.	7:26 A	4.43
BMT	#3-West End Lcl	Pacific St.	7:30 A	(Via Tunl)Chambers	7:43 A	3.35
BMT	#15-Jamaica Lcl	Chambers St.	7:50 A	168 St-Jamaica	8:32 A	13.03

(The END)

STATISTICAL ANALYSIS OF 1958 TRIP

<u>ITEM</u>	<u>IRT</u>	<u>BMT</u>	<u>IND</u>	<u>Rky.</u>	<u>TOTAL</u>
A-Number of Trains Used	29	22	14	3	68
B-Total Mileage Covered	121.75	97.84	81.99	24.58	326.16
C-Total Elapsed Time	9 hrs. 13 $\frac{1}{2}$ min	8 hrs. 28 $\frac{1}{2}$ m.	5 hrs. 23 $\frac{1}{2}$ m.	1 hr. 17 m.	24 hrs. 22 $\frac{1}{2}$ min.
D-Time Lost Between Trains	2 hrs. 10 min.	2 hrs. 35 $\frac{1}{2}$ min.	1 hr. 23 min.	19 min.	6 hrs. 27 $\frac{1}{2}$ min.
E-Time Lost as % of Total (D ÷ C x 100)	23.4%	30.5%	25.7%	10.7%	26.4%
F-Time Actually Riding (C-D)	7 hrs. 3 $\frac{1}{2}$ min.	5 hrs. 53 min.	4 hrs. 0 $\frac{1}{2}$ min.	58 min.	17 hrs. 55 min.
G-Average Speed (B÷F) MPH	17.22	16.62	20.46	25.74	18.18

STATISTICAL ANALYSIS OF 1940 TRIP

<u>ITEM</u>	<u>IRT</u>	<u>BMT</u>	<u>IND</u>	<u>TOTAL</u>
A- Number of Trains Used	26	22	12	60
B-Total Mileage Covered	152.0	111.3	76.1	339.4
C-Total Elapsed Time	10 h.30m.	8 h.56m.	4 h.15m.	23 h.41 m.
D-Time Lost Between Trains	1 h 34m.	2 h 3 m.	0 h.31m.	4 h. 8 m.
E-Time Lost as % of Total	14.9%	23.0%	12.1%	17.4%
F-Time Actually Riding	8 h.56m.	6 h.53m.	3 h.44m.	19 h.33 m.
G-Average Speed MPH	17.0	16.2	20.4	17.4
H-Total Rt.Miles Then Oper.	113.5	89.1	54.8	257.4
I-Route Miles Covered (1940)	109.1	83.9	53.4	246.4

(Total Route Mileage Operated in Dec. 1958 (and now) is 236.9)