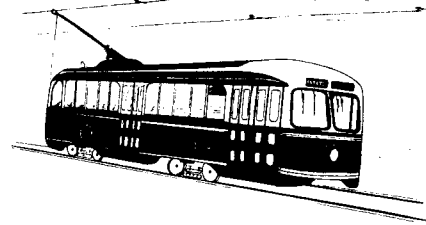


New York Division BULLETIN



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FEATURE:- BMT BROADWAY SUBWAY PLATFORM EXTENSIONS - PAGES 3 & 4

NEW HAVEN RAILROAD BECOMES PART OF PENN-CENTRAL

On Jan. 1, 1969, the New York, New Haven and Hartford RR was merged into the Penn-Central system. After losing several legal battles, P-C agreed to the takeover which was a prime condition of the merger of the Penn RR and the N.Y. Central on Feb. 1, 1968. The New Haven trustees said they would have to abandon service on Jan. 1, if the merger did not go through. A few days after the takeover, the two-day roundtrip ticket (for 55¢ more than one-way) was discontinued and on Feb. 2 the New York-Boston service was cut from 13 to 8 daily round trips. This is scheduled to be increased with experimental high-speed trains built by United Aircraft. Since Penn-Central has adopted an olive green color scheme for its passenger cars, New Haven cars may soon be painted a color almost identical to their pre-McGinnis color scheme.

HIGH-SPEED NEW YORK-WASHINGTON TRAIN SERVICE INAUGURATED

On Jan. 16, the new high-speed Penn "Metroliner" train made its first regular New York-Washington trip after many delays. Thus far only one round-trip is made daily and only G-E equipped cars are used. The Budd-built M-U cars make the trip in 3 hours, all seats are reserved and there is an extra fare: \$2.00 for over 174 miles; \$1.00 if less.

FIRST STRAIGHT END R-40'S DELIVERED

The first of the new design R-40's (4250-4349) were delivered early in January. They resemble somewhat the L.I.R.R.'s new "Metropolitan" cars, with a large seal with a big blue "M" on the side near the ends and a wide blue stripe about midway between the windows and the floor sill. The sides curve out less than on the slant end R-40's and there is no ribbing or fluting on the sides. The signs appear to be the same as on the regular R-40's but the end signs are somewhat smaller and the "EXP" and "LOCAL" have been eliminated. Officially, they are R-40's although some call them R-40-A's. Let's call them R-40-M's (M for Metropolitan or for modified) to distinguish them from the slant end R-40's.

As of Jan 24, all slant end R-40's (4450-4549 are air-conditioned) and 28 R-40-M's (4250-4277, also air-conditioned) had been delivered. 280 slant end R-40's in service as of Jan. 31. The 400 R-42's on order are slated to be identical to the R-40-M's and air-conditioned (St. Louis).

The TA is trying to keep air-conditioned cars in separate trains but have not been successful in doing this so far.

LONG ISLAND RAIL ROAD TROUBLES

After the August slowdown, it was thought that the L.I.R.R. would get back to normal but there are daily stories of cancelled trains, commuter protests, boycotts, name-calling, etc. Hearings are held, big "M" Chairman Ronan blames the unions and old equipment, the unions and some others call for his "scalp" and it reminds one of the bad press the L.I.R.R. had before the 10-year reorganization in the 1950's. Even the new cars have broken down. They are called "Metropolitans" and not "Metroliners" as erroneously in the December BULLETIN. Metroliner is the name applied to the new high-speed Penn 800's mentioned above.

LATE NEWS! The second Penn "Metroliner" was set to start Feb. 10.

HUGH DUNNE'S NYCTS QUIZ (Quiz given June 1967) ANSWERS for December '68
 Questions: 32. 238th St.-Bway (IRT); 33. 100 HP; 34. 2000.
 QUESTIONS: 35. What was the name given to the BMT articulated cars
 equipped with PCC trucks and ciniston controller and numbered 8000-5?
 36. Who built these cars? 37. What are the two locations (as of June
 1967) where tickets are needed to transfer from one rapid Transit line
 to another? 38. How many IND tunnels are there under navigable bodies
 of water? (One line counts as one tunnel regardless of number of tracks.)

OTHER NYCTA CAR NOTES

On Jan. 11, a 3-car train of 1 R-11 and 2 R-27's was on the Franklin Shuttle, and ran about a week. About the same time, there was a 2-car R-11 train and a 4-car R-32 train. The Culver Shuttle had R-16's (not R-17's as reported in Dec. BULLETIN) in December but AB's reappeared there on Jan. 11. Other unusual car assignments were: R-40's (one train on the "E"; R-27's on the "KK" in Dec.; R-16's on "M" (Myrtle-Nassau) in Jan.; and R-1/9's on the "QJ"; a mixed R-27/32 train on "AA" recently. a train of R-32's on "QB" (Brighton-Bway) on Jan. 31. On Jan. 6 and Jan. 14, a train of R-10's appeared on the "B" (West End) for the first time in almost a year. The "D" (Brighton) now uses 11 trains of R-1/9's in the average peak instead of the previous 9 trains. Car 1575 has been recently seen on the "A" where it operated when first rebuilt in 1947. R-38's are often seen on the "GG". The "N" (Sea Beach) seems to use more R-32's lately, probably because of rapid pace of painting R-27's red.

IND Bronx-Wash.Hts. and Queens assignments of R-1/9's are presently not strictly followed. Even the lettered cars, A-00 to E-99, hitherto in Queens service exclusively since being placed in service in July, 1967, and are now sometimes on Bronx-Wash. Hts. lines. The test with these cars was reportedly finished Jan. 24, but the cars are still running in their groups and carrying their lettered numbers. Cars C-40 to C-59 were assigned to the BMT for "B" and "D" service from Coney Island but are maintained at East New York. Incidentally, #1532 did not go back to the Eastern Div. but was still in IND service as of late January.

The train of R-11's used on the Broadway-West End rerouted service on Oct. 12, was on 2 trips to 57 St-6 Ave. after the reroute ended. R-27's were seen on the "EE" in Nov., not on Aug. 30 as we stated.

B-Type 2762-3-4 burned in Coney Island Yard recently. R-16 6383 and R-27 8121 are being repaired at C.I. Shop. 70 foot clearance cars 165 and 192 (ex-118) have been lengthened to 75 feet. Car 211 is used with these cars, unmodified, but carrying feelers on the roof.

The "M" (Myrtle-Nassau) still has slightly more AB-Types than R-9's.

Some R-1/9's continue to have illuminated side destination signs, but rather few. Many "EE" cars display "EE 8th Ave. Local" signs. Some R-4's have the front "R" in green fluorescent lights. On the other hand several R-27/30's have white lights for side destinations. R-38's and R-40's are frequently mixed in the same train.

Although all trains on IRT lines 2, 4, 5 and 6 are supposed to have 10 cars in rush-hours, many 9 car trains are seen, In Nov. there was a 7-car train on #2 out of New Lots Yard. This situation is similar on the BMT-IND (Division B) on lines using R-1/9's and R-10's.

The IRT CB-10 to CB-19 cars assigned to #1 are also seen on #3 (Lenox)

OTHER NOTES

IRT substations are to be built at East 180 St. and at 240 St. and Broadway. BMT Brighton's Sheepshead Bay station will get a new waiting room. Radio antenna cable is being installed in the BMT Broadway Subway and in the IND Houston-Rutgers St. Line. They cannot be used until TA decides when to buy Motorola or General Electric radio equipment.

BMT BROADWAY SUBWAY PLATFORM EXTENSIONS

by Dave Rogoff

Contracts have been awarded to extend BMT Broadway Subway platforms as shown. Reports are that the entire stations will be retiled to match.

STATION	LENGTH (FEET)	DIRECTION OF EXTENSION	PLATFORM
5TH AVENUE (Contract #194)	55	South	Downtown
	30	Queens	Downtown
	60	South	Queensbd.
	25	Queens	Queensbd.
57TH STREET (Contract #194)	25	South	Queensbd. (Exp. side)
	85	South	Queensbd. (Loc. side)
	60	North	Queensbd. (Exp. side)
	30	North	Downtown (Loc. side)
	15	North	Downtown (Exp. side)
49TH STREET (Contract #194)	47	North	Uptown
	41	North	Downtown
TIMES SQUARE (Contract #194)	85	South	Uptown
	85	South	Downtown
34TH STREET (Contract #194)	75	North	Uptown
	75	North	Downtown
28TH STREET (Contract #194)	130	South	Downtown
	140	South	Uptown
	55	North	Downtown (Aband.)
	55	North	Uptown (Aband.)
23RD STREET (Contract #194)	80	South	Downtown
	84	South	Uptown
UNION SQUARE (Contract #194)	85	North	Downtown
	85	North	Uptown
8TH STREET (Contract #194)	80	South	Downtown
	79	South	Uptown
PRINCE STREET (Contract #194)	85	North	Downtown
	85	North	Uptown
CANAL STREET (TUNNEL) (Contract #194)	78 $\frac{1}{2}$	North	Downtown
	83 $\frac{1}{2}$	North	Uptown
CITY HALL (Contract #181)	85	South	Upper Level Only
CORTLANDT STREET (Contract #181)	75	South	Downtown
	25	South	Uptown
	15	North	Downtown
	60	North	Uptown
RECTOR STREET (Contract #181)	196	South	Downtown
	176	South	Uptown
	109	North	Downtown (Aband.)
	87	North	Uptown (Aband.)

SEE NOTE	STATION	(FEET) LENGTH	DIRECTION OF EXTENSION	PLATFORM
1	WHITEHALL STREET (Contract #181)	55	South	Bklyn bd.
		65	North	Uptown
2	COURT STREET (Contract #178)	85	Manhattan	-----
		100	Manhattan	-----
3	LAWRENCE STREET (Contract #178)	15*	Brooklyn	*Abandoned
		45	Brooklyn	Uptown
3	CANAL STREET (BRIDGE) (Contract #194)	45	Brooklyn	Brooklyn
		45	Brooklyn	Uptown
		40	North(West)	Uptown
		40	North(West)	Bklyn bd.

- N O T E S -

1. Stairways at ends of both platforms to be cut back to provide access to all platform extensions.
 2. Most of present crossover site will be removed. New crossover to be at Pearl Street.
 3. West stairways to be cut back and modified for platform space.
- All platforms are to be approximately 615 feet long at completion. Details for Lexington Avenue not yet available; however, extension will be at the east end and will include an entrance at 3rd Avenue.

4TH AVENUE (BROOKLYN) SUBWAY

Work has started on platform extensions at stations from 59 St., (Brooklyn) to 95th St. Ft. H'ITON and platforms are being extended as follows:

59 STREET	North end (both)	45 STREET	Northbound	North end
BAY RIDGE AVE.	North & South	45 STREET	Southbound	South end
77 STREET	North & South	53 STREET	(both)	South end
86 STREET	South end	95 STREET	- - -	South end

Work has been going on for sometime at the Lawrence St., Court St. and Whitehall St. stations and has recently been started at some of the Manhattan stations: 5 Ave., 57 St., 49 St.

INDEPENDENT SUBWAY MARKER LIGHTS IN THE 1930'S

Before the Sixth Ave. subway, the following markers were used:

A 207 St - Rockaway Av	Red-Red	original AA 168 St	White-White
C 205 St - Hoyt St	Green-Green	" night AA 207 St	White-Green
CC 205 St - Chambers	White-White	GG For.Hills-Smith-9	White-White
E 169 St - Church Av	Red-White	HH Court St - Hoyt St	Red-Red

After Dec. 15, 1940, the following were added (and E was changed):

AA 168 St - Chambers St	Red-Green	E 169 St-Bway-Laf	White-Red
BB 168 St - 6 Av-34 St	Yellow-Green		
D 205 St - Chambers St	(Local on Concourse)	Green-Yellow	
D "	"	(Express on Concourse)	Green-Red
F Parsons- Church Av	Red-White	S World's Fair(1939)	Green-Red

Certain A trains to Utica Ave Red-Yellow; C to Utica Ave Yellow-White
 Certain F trains to Jay St-Boro Hall Yellow-Red (Used by E before F)
 GG markers changed to Yellow-Red when Long Island City link to BMT 60 St. Tunnel was opened. D Exp. changed to Green-Green about Oct. 1956.