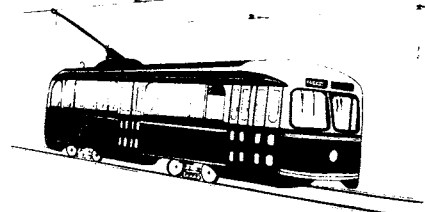
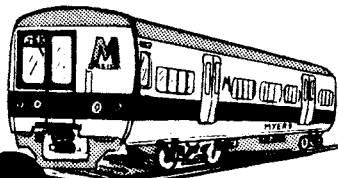


# NEW YORK DIVISION

# BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

VOL. 12 - NO. 3

GPO Box 1892 New York, N.Y. 10001

JUNE 1969

=====

=====

FULTON ST. EL CHRONOLOGY Page 7 • ASHLAND PL. CONNECTION Page 3 \*\*\*\*\*

## FIRST R-42 (4550-4949) IN SERVICE, CAR NOTES

On May 9, the first R-42 unit in service (4554-5) was in a mixed R-32/40M train on the Sea Beach "N". On May 12, a slant end R-40 unit turned up in a mixed R-32/38 train and on May 17, R-32/38/40M/42's were all together in one train, also on the "N" which has had 1 or 2 trains of R-40M's in regular service since April 7. And since April 18, they have often been mixed in trains with R-32's and/or R-38's.

R-40M cars 4250-4295 have signs for "E" and "F" as do the older R-40's, and have been seen on the "E" although usually on the "F". Use of R-38's and R-40's, mixed and unmixed trains, on the "F" and Aqueduct Specials is on the increase. All 46 R-40M's with E & F signs were in service by late March; all slant end R-40's except 4506-7 were in use by Feb. 15. Since April 17, mixed trains of R-38's, R-40's and R-40M's have been seen on both "E" and "F". On May 29, an R-32 unit was on the "F" mixed with R-38's, R-40's and R-40M's.

Cars 4296 and up have signs for "EE", "GG" and "N". On March 27, an R-40M unit was first seen on the "GG" mixed with slant end R-40's. The R-40M's were occasionally used on the "GG"; slant end R-40's by themselves, and more frequently, R-38's. On May 2, a train of slant end R-40's was on the "EE". Just as the R-40's with only E & F signs are used on the "EE", "GG" and "N" without signs, R-40M's and R-42's with "EE", "GG" and "N" signs turn up on the "E" and "F", even in solid trains. "S" signs or blank signs or some other route sign upside down is rather common sight. R-40M's have been used in Eastern Div. BMT yards to train crews. All R-40M's (4250-4349) were delivered by late March and cars 4250-4317 were in service by mid-April. The other R-40M's were renumbered as test cars and were first in service May 26 on "EE".

4318-4333 CB-20 to CB-35 (in order) Cobra brake shoes  
4334-4349 AS-10 to AS-25 " " Anchor brake shoes

Each type is to be run only in trains by itself. Regular R-40's were also used on the "EE" before the test cars.

First of the R-42's (4550-1, 4560-1) were delivered in early April and cars 4550-4587 have signs for "EE", "GG" and "N" as the higher R-40M's. Cars 4586 and up have signs for "A", "AA" and "B". On May 29 a train of R-42's was first seen in service on the "A".

The R-42 design is very similar to the R-40M's with the following differences: the outside ribbing is larger without the indentation below the windows, the seats are better shaped (the bottom is like the R-27/38's), the inside instructional signs "Please keep hands off the door" etc. is in lower case letters, black on white, very cheap looking. The ceiling in the middle is higher, both end doors are the usual pre-R-40 width and side door rubber edges are "fitted" as tongue and groove. By May 18, the first 100 R-42's (4550-4649) had been delivered.

On May 24, cars 1501-1526 and 1575 were transferred to the Eastern Div. Cars 660-679 were recently transferred to Bronx-Wash. Hts. service.

HUGH DUNNE'S NYCTS QUIZ (June 1967);- Answers for April: 39. Mineola; 40. August Belmont; 41. Roosevelt Ave-74 St. & Bway-Nassau-Fulton St.; 42. World's Fair (removed after 1939-1940 World's Fair).

QUESTIONS: 43. If you were on a northbound 7 Ave. IRT train at 142 St. & Lenox Ave. Jct. and you received a red over green indication on the signal, would your train be going to 145 St(Lenox) or the Bronx? 44. Has there ever been a public address system installed on any pre-war IND (R-1/9) type cars? 45. When the BMT subway first opened, the first trains operated via Manhattan Bridge, 4th Ave. & Sea Beach lines. What was the Manhattan Terminal of these trains? (Answers next issue.)  
 .../.../.../.../.../.../.../.../.../.../.../.../.../.../.../.../...

#### CAR NOTES (Continued)

In early April, B-Types still provided about half the service on 14 St.-Canarsie (LL) and Myrtle-Nassau (M), as well as Culver Shuttle, but as of May 26 there were only 66 B-Types left available for service. More B-Types, as well as Long Island RR MP-54's, are being scrapped at Coney Island Yard. All remaining B-Types, except for museum cars, have already been sold for scrap. Lists given in the October and December BULLETINS were generally correct but post-war cars are not included, nor are cars 252, 271, 305 and 387. Car 300 was included, and cars 154, 155 and 156, also on this list, were pulled off the scrap list at the very last minute and put back in service. Low-V work motors scrapped are as follows: 20206 (ex-5534), 20216 (ex-5526), 20224 (ex-5527), 20255 (ex-5511), 20266 (ex-4594), 20298 (ex-5627), 20303 (ex-5506), 20308 (ex-5403), 20314 (ex-5474), 20334 (ex-5467), 20336 (ex-5492), 20367 (ex-5598), 20381 (ex-5275),

#### CAR ASSIGNMENTS GETTING MORE MIXED-UP

R-40's ran on the A Feb. 13, not Feb. 11 as stated. Starting Feb. 13, mixed trains of R-27's, R-32's and R-38's, occasionally all together in the same train, have been turning up on the N (Sea Beach), and starting on May 13, on the B (West End) and AA as well.

Starting March 12, a train of R-10's (sometimes 2 trains) have appeared more or less regularly on the CC. R-10's continue to appear on the B from time to time, but not so frequently as after Chrystie St. opened. Also since March 12, 6300-499(R-16's) and also R-32's, by themselves or mixed with R-27's have been seen on both QB and QJ. All 3 types were in a QB train on April 29 and a QJ on June 16. On May 22, a Mixed R-16/32 train was on RR (Fourth Ave.). An R-38 train was on QJ on Feb. 4, as were R-9's (Eastern Div. cars) about the same time. A mixed R-32/38 train was on RJ on March 20, and an R-27 train on D on May 11.

Around April 7, when the Sea Beach (N) received its first R-40M's, the Air Conditioned R-38's (4140-9) were there in 2 different trains. Mixed trains of 1 R-11 and 2 R-27's were common on Franklin Shuttle during February, and again in May. A 2-car R-11 train has also been used here. A 3-car train of R-16's was on Franklin May 11-13 and in mid-June 2 R-16's with 1 R-11 in one train. R-16's returned to Culver Shuttle around May 3, and are now in a 2-car train (with 95 St. signs).

#### CAR PAINTING, WASHING, BURNING NOTES

Q-Types 1603A and B burned at Coney Island Yard on March 20; 1624A and B and 1618A on March 23.

R-27 8121, repaired after a fire, was returned to service with 8120 late in January; R-16 6318 is again a single unit. R-27 8131 was damaged by fire on May 10. A few R-27's, and also some IRT World's Fair SMEE (R-36's) have been running around with odd pairs.

All R-10's were repainted by late March, solid blue below the windows outside, blue and gray inside. Car 3189 was given 6 extra seats.

(NEWS CONTINUED ON PAGE 9)

## PROPOSED ASHLAND PL. CONNECTION

BY DAVID ROGOFF  
(CONSTRUCTION) ROUTE #65

Part of the "Dual Contracts" of 1913 included provision for 3rd tracking of the then BRT (later BMT) "Fulton St. El" line from the Brooklyn Bridge to East New York at the BRT's expense. The reconstruction was in the name of a BRT subsidiary created for the purpose of entering the "Dual Contracts"- the New York Municipal Railway Corp. Another BRT subsidiary- the New York Consolidated Railroad Co. was formed at the same time to be the BRT's operating company under the "Dual Contracts."

The "Fulton St. El." was, however, never fully 3rd tracked as authorized. One part between Sackmen St. and Nostrand Av. (Sec. 1) was begun on June 25, 1914 and was completed on Dec. 27, 1915. The contractor was Terry & Teach, Inc. The rest of the El. between Nostrand Av. and Brooklyn Bridge was never completed. It was known as Sec. 2. Various groups, such as the "Committee of 100" proposed a subway on Fulton St. rather than 3rd tracking line in 1915, and agitation grew against any 3rd tracking through downtown Brooklyn in 1916. Another objection to 3rd tracking was that the expanded line would still feed into the Brooklyn Bridge which was limited in Manhattan terminal capacity and in types and numbers of cars per train which could operate over the bridge. It was felt that it would be better to tie the line into the "4th Ave. Subway" to go across the Manhattan Bridge and to the south and north.

This was actually proposed in 1917 as the "Ashland Place Connection" or the "Fulton St. El. to 4th Av. Subway"- (Construction) Route #65. This was to connect with the "Fulton St. El." at Vanderbilt Av. (the "Fulton St. El." being 3rd tracked to this point) It was to continue as an El. to Cumberland St. where it was to become a subway and begin 4 tracks. The 4 tracks were to continue under Fulton St. to Lafayette Av., where they were to go west under Lafayette Av. to Ashland Pl. where they were to connect with a proposed "Livingston St. Subway" to Manhattan (no route number or other details are available for the "Livingston St. Subway"- it never got beyond the earliest planning stages). Single track connections were to be provided at Fulton St. & Lafayette Ave. from the local track going west under Fulton St. to tie in with the upper level local track of the "4th Av. Subway" at Ashland Pl. Another single track connection was to go from the outbound local "4th Av. Subway" track, west of Ashland Pl., under private property into Ashland Pl., then cross over or under the new 4 track subway on Lafayette Av. to connect into the outbound express or local track (accounts differ).

The "Ashland Place Connection" was not, however, to replace the "Fulton St. El." tracks into the Brooklyn Bridge. These were to be retained and 3rd tracked, giving passengers on the line 2 different routes to Manhattan. Details of the actual connection between the old & new lines are very sketchy.

The "Ashland Place Connection" was contained in a 4 part package submitted in 1917 as follows:

- 1.-"Ashland Place Connection"
- 2.-Myrtle Ave. station transfer (El to Subway)
- 3.-Williamsburg Bridge Plaza station
- 4.-Lawrence St. station

Needless to say, only the Lawrence St. station was ever built. The Myrtle Ave. transfer would have permitted a free transfer for passengers between the Myrtle El. (at a new station to be built) and the Myrtle Av. station of the 4th Ave. Subway (since abandoned)\*. The Williamsburg Bridge Plaza station would have replaced the Marcy Ave. station of the Broadway (Bklyn.) El. It was to have been a 2 island, 3 track station over the present bus (then trolley) terminal. Its anticipated building kept that part of the Broadway(Bklyn.) El. from being rebuilt, at and around, the Marcy Ave. station during "Dual Contracts" reconstruction. The Marcy Ave. station, other than recent lengthenings & minor improvements, is original pre "Dual Contracts" construction, including its outside platforms. Also associated with the package was another proposal, the "Adams St. Relocation" which was to relocate the "Fulton St. El." between York St. & Boerum Pl., from Fulton St. to York St. & a widened Adams St. The relocation was to be 3rd tracked from Boerum Pl. to midway between Tillary & Concord Sts. The "Adams St. Relocation" was desired by local merchants and required the "Fulton St. El." to continue service to the Brooklyn Bridge in addition to the "Ashland Pl. Connection."

Authorization for the "Ashland Place Connection" was obtained by modification of Contract 4 of the "Dual Contracts" (as was done for extension of the "14th St. Subway" to 8th Av., etc.) known as Modifying Agreement No.4 of Contract 4 between N.Y. City, the N.Y. (state) Public Service Comm. (1st Dist.), the N.Y. M.Ry. Corp. & the N.Y. Consol.RR.Co." of Dec. 19, 1917 and by a certificate of extra tracks granted by the PSC to the NYMRyCorp & the NY-ConsolRRCo of the same date. The modifying certificate provided for an extension of the time to begin the 3rd tracking of the "Fulton St. El." below the junction with the "Ashland Pl. Conn." until 1 year after the notice.

(Construction) Route #65 was adopted by the PSC on Feb. 16, 1917, by the NYC Bd of Estimate & Apportionment on June 15, 1917 and by the Mayor of NYC on June 27, 1917. It subsequently obtained sufficient property owners' consents to legalize the route by late 1917.

Meanwhile, work was proceeding on Sec. 2 of the 3rd tracking & rebuilding of the "Fulton St. El." between the Bklyn Bridge & Nostrand Ave. Steel was actually ordered for the part between Adams & Nostrand Av., from the American Bridge Co. However, steel was only fabricated for the part between Cumberland St. & Nostrand Av., excluding the Franklin Av. station area (because of the uncertainty of the layout at that station between the El. & the "Brighton Bch. Line"-now the "Franklin Av. Shuttle"). This steel was lattice type and was stored at an unknown location. As it was never used on the El., it may have been used elsewhere.

The "Ashland Pl Conn" was given low priority by the BRT because they felt it should not be built until the "Broad-Nassau St Subway" & the "14th St Line" were completed. It even offered to operate the "Connection" at a cost to the BRT of \$5,000,000\*\*\* for "construction & equipment" as soon as it received definite & tangible assurance that the city would complete the 2 other lines. It would not, however, pay for the actual construction (building) of the "Connection." The BRT (later BMT) never got its required assurances in time, mainly because of the delaying tactics of the then mayor, John F. Hylan (1918-1925), who among other things wanted the BRT to pay for building the "Connection!"

Before the completion of the "Broad-Nassau St Subway" on May 30, 1931; there was severe congestion at DeKalb Av. station, where 16<sup>a</sup> tracks fed into the station directly or indirectly, with only 6 tracks feeding out towards Manhattan; and there was severe congestion at Chambers St. station, where 4 tracks fed into the 2 westernmost station tracks from the Broadway (Bklyn) El "via the Williamsburg Bridge and from the "south" side of the Manhattan Bridge ("4th Av. Subway"). The reason for the use only of the 2 westernmost tracks at the station is unknown, as by 1916 the track layout north of the station had been revised to permit easy access to all 4 tracks from each line. This use of only 2 tracks continued until at least 1923. The 2 easternmost tracks were used however for LIRR service from Rockaway via the Williamsburg Bridge until Sept. 3, 1917 and may have been used later for car layups & storage. The BRT (later BMT) felt that neither DeKalb Av. or Chambers St. station could handle the extra traffic from the "Connection" without the "Broad-Nassau St Subway" providing 2 more tracks from the south into Chambers St station which in turn would allow loop operation through the station without switching and reversing. The completion of the "14th St. Line" was needed to divert traffic from the eastern part of Brooklyn to a new route into Manhattan.

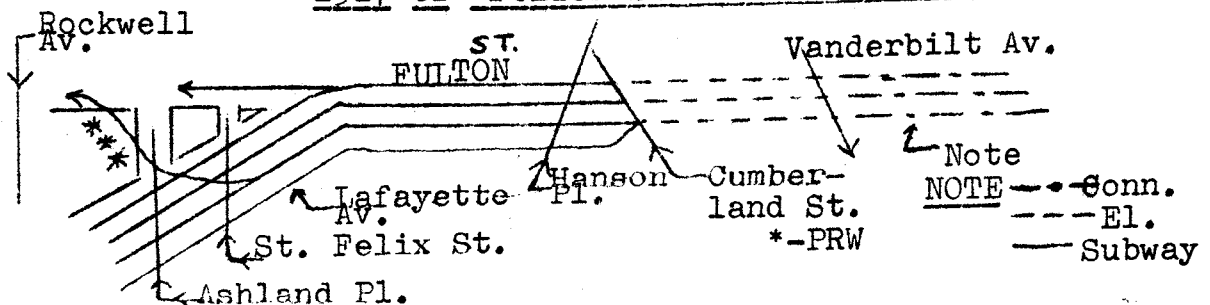
The BRT went into receivership on Dec. 31, 1918 partly as a result of claims from the "Malbone St Wreck." It was reorganized on June 14, 1923 into the Brooklyn-Manhattan Transit Co. (B.-M. T.). At the same time the NYMRY Corp and the NYConnRRCo were merged into the New York Rapid Transit Co. On July 1, 1924, the NY City Bd of Transportation came into existence and succeeded the NY State Public Service Comm.<sup>b</sup> in the power to construct & plan new lines in NY City. The PSC,<sup>b</sup> however, retained regulatory powers over existing transit lines and over future additions & extensions to existing lines. The new city board drew up new routes that included a subway under Fulton St.<sup>c</sup> that did not connect with existing lines (namely the BMT), to avoid conflict with the PSC.<sup>b</sup> This killed any chance for the "Ashland Pl Conn." The new board's route also eliminated a subway under Livingston St. in favor of one under Schermerhorn St.<sup>c</sup> Eventually the new board's route was built as the "Fulton St Subway" of the "Independent System". It was opened on Feb. 1, 1933 between Chambers St (IND-Manhattan) & Jay St (Bklyn) and on April 9, 1936 between Court St. & Rockaway Av. The "Fulton St. El." of the BMT still operated above most of the "Fulton St. Subway." The city took over the BMT ("Unification") on June 1, 1940. The "Fulton St. El" was abandoned at midnight of May 31, 1940, and was later torn down.

CORRECTIONS & ADDITIONS

- \*\*--This line should read "3" instead of "2". This includes 1 route via the "Livingston St. Subway", 1 route via the "Ashland Place Connection" and 1 line via the Brooklyn Bridge.
- \* The "Myrtle Ave." station on the "4th Ave. Subway" was abandoned on July 16, 1956.
- \*\*\*It is not quite clear what "construction" meant in regards to the \$5,000,000 offer of the BRT. Perhaps it meant alterations to existing lines (lengthening of platforms for longer trains or cutting back of platforms to clear 10 foot wide steel cars). It did not mean major construction.
- a- The 16 tracks included-
  - 4-Brighton(still in use)
  - 3-West End(1 express track not now used)
  - 3-Culver (no longer connected to "4th Av.")
  - 4-Sea Beach (2 express tracks not now used)
  - 2-4th Ave (still in use)

Total- 16 tracks (10 tracks now used)
- b- The use of the term "PSC" (Public Service Comm.-1st Dist.) is in error. It should read "New York State Transit Commission". In 1919, the office of the "NY State Transit Construction Commissioner" was created to succeed the PSC-1st Dist. on construction matters pertaining to NY City rapid transit only. It was abolished in 1921 when the "NY State Transit Commission" was created on April 25. The "NY State Transit Commission" also absorbed the functions of "PSC- 1st Dist." which remained from 1919, pertaining to rapid transit of NY City only. "The PSC-2nd Dist." was then merged with the remains of the "PSC-1st Dist." and became merely the "PSC" (no district specified). On Jan. 1, 1927, the name of the "NY State Transit Commission" was changed (with little if any change in function) to the "Dept. of Public Service- Metropolitan Division- Transit Commission- NY State".
- c- The "Fulton St. Subway" was (Construction) Route #107 (under Schermerhorn St. & Lafayette Ave. (adopted 1925) and (Construction) Route #110 (under Fulton St.) (adopted 1927). Future articles in this series will include "Rapid Transit over the Brooklyn Bridge" and "Abandoned Tunnels, Stations, etc. of the BMT (Southern Division)." - DR 12/28/68

PLAN OF (CONSTRUCTION) ROUTE #65  
"THE ASHLAND PLACE CONNECTION"  
1917-or "FULTON ST EL. TO 4TH AV. SUBWAY"



## FULTON ST. EL.

D. Rogoff

(KINGS COUNTY ELEVATED)

## OPENING AND CLOSING DATES

- 1888 March 24 - "Fulton Ferry" to Pearl Street (ex. Red Hook Lane) (not a station) (first test run)
- 1888 April 24 - "Fulton Ferry" to Nostrand Avenue" (or to "Rockaway Avenue" -Robert Hall)
- 1888 May 30 - "Nostrand Avenue" to "Albany Avenue"
- 1888 August 20 - "Albany Avenue" to "Utica Avenue"
- 1888 December 5 - "Utica Avenue" to "Rockaway Avenue" (or to "Sackman Street" (not a station, but a switch east of "Rockaway Avenue" station, at old "city line") -dates uncertain- source of "Sackman Street" - Reifschneider)
- 1889 May 30 - "Rockaway Avenue" to "Manhattan Beach Crossing" (of what was then the N.Y., B., & Manh. Bch. Ry. Co., now the Bay Ridge Division of Penn Central)
- 1889 July 4 - "Manhattan Beach Crossing" to "Atlantic Avenue"
- 1889 November 18 - "Atlantic Avenue" to "Van Siclen Avenue" (or partial service "Atlantic Avenue" to "Van Siclen Avenue" March 3; complete service March 10, 1890 -Robert Hall) (conflict on dates between sources; November 18 date is supported by Seyfried, Brooklyn Daily Eagle)
- 1890 "Fiscal Year Ending June 30" - "AB Yards" opened, on Pitkin Avenue (ex. "Eastern Parkway") between Hinsdale & Alabama, south of line on wood "el" trestle ("el" trestle structure as far south as Belmont Avenue)
- 1892 February 22 - "Van Siclen Avenue" to "Linwood" (built by Fulton Elevated Railway Company and leased to Kings County Elevated Railway Company; line was built by the latter until 1899, except where noted)
- 1892 March 21 - "Linwood" to "Montauk Avenue" (also built by Fulton Elevated Railway Company and leased to Kings County Elevated Railway Company)
- 1894 July 12 - "Montauk Avenue" to "Grant Avenue" plus a little more than three additional blocks east of "Grant Avenue" for storage only (also built by Fulton Elevated Railway Company and leased to Kings County Elevated Railway Company) (or December 28, 1893 - Felix Reifschneider; or "Fiscal Year Ending June 30, 1895" -R.R.Comm.; sources conflict on dates. Seyfried supports July 12, 1894)
- 1894 November 8 - "Kings County" Terminal at "Brooklyn Bridge" opened at what was then the intersection of Main & Prospect, alongside and to the south of the B.R.T. "Sands-Union Station" - replaced old K.Co. "B'klyn Bridge" station

- 1895 August 16 - "Brighton Line" connected to "Fulton Street El." by ramp beginning at Prospect Pl. (rebuilt to present layout ca. 1907)
- 1897 April 24 - ramp opened to el train level at the (then) end of line - trolleys of the Long Island Electric Railway Company operated up ramp to space between two el tracks as far as east end of "Grant Avenue" station (or April 4 & 27 -Seyfried; sources differ on dates)
- 1898 November 1 - thru service over "Brooklyn Bridge" to "Park Row" station
- 1900 July 1 - electrification (el type 3rd rail)
- 1900 August 1 --connection at "East New York" (including "East New York Loop" station) (Manhattan Junction) opened (ties in with "Broadway-Jamaica Avenue El")(Via PRW)
- 1901 April 1 - "Fulton Street Incline" (of LIE) abandoned
- 1903 December - "East New York Loop" station abandoned (for passengers) (structure remained until approx. 1918)
- 1906 July 28 - "Canarsie Line" ties in to "Fulton Street Line" at Pitkin & Snedicker Aves.
- 1915 September 25 - "Grant Avenue" to "Lefferts Avenue"
- 1918 October 17 to December 18 - "East New York Complex" rebuilt from "Manhattan Junction" into enlarged "Broadway Junction" with elimination of all grade crossings; 4 tracks added on Van Sinderen Avenue - Snedicker Avenue (2 tracks) completely rebuilt
- 1918 November 17 - "Hinsdale" station opened (on Pitkin Avenue)
- 1918 November 17 - old "Eastern Parkway" station abandoned
- 1918 ca. - "AB Yards" abandoned - replaced by rebuilt and enlarged "DO Yards" at "East New York"
- 1940 May 31 - "Fulton Ferry" to "Rockaway Avenue" abandoned
- 1956 April 27 - "Rockaway Avenue" to Hudson (not a station) abandoned
- 1956 April 29 - IND thru operation to "Lefferts Avenue" begins

- - - - -

NOTE ON CONSTRUCTION ROUTE:

- 1888 to May, 1889: via Fulton Street  
 Remainder of 1889: via Fulton St., Snedicker Av., & Eastern Parkway (now Pitkin Avenue)
- 1892: via Pitkin Avenue  
 1894: via Pitkin, Euclid, and Liberty Aves.  
 1915: via Liberty Avenue
- ("Tillary & Clark" and "Lafayette Avenue" stations discontinued in 1902.)



## CAR PAINTING (Continued from Page 2)

All R-27/30's were repainted red outside by late May. R-32's, R-38's and R-40's are being washed outside since early April. Washing of IRT cars resumed about 1 month later except for Flushing Line whose cars seem to be kept in good condition and clean at nearly all times. Most older R-40's have been equipped with pantograph gates.

Side destination lights on most cars are being neglected and many cars run with unlit signs.

## SERVICE CHANGES, F, GG, QJ, KK; MARKER LIGHTS

The revised "F" service with Kings Highway trains making all local stops in Brooklyn (in both directions) and "GG" cut started June 16.

Rockaway weekend Summer service will start June 22.

Evening Skip-Stop on the Jamaica Line (KK and QJ) will be eliminated under the new schedule which starts July 13. There will also be minor changes on the D as well as the KK and QJ an M.

Effective April 15, the following marker lights were assigned for cutback services: B to Bay Pky: Green-Red; RR to Queensboro Plaza: White-Yellow; EE or RR Queens to Canal St.: Yellow-White; RR to 36 St.: Red-White; QJ to Kings Highway: Green White.

## STATION NOTES:

Fluorescent lighting is to be installed in the following IND stations: 181 St, 190 St, 200 St, Spring St, West 4 St & Bway-Lafayette

The following BMT stations are being re-tiled: Bay Ridge Ave., 77 St.-4 Ave., and Broadway-Canal St. (Bridge level).

Those who have not been in the subways in recent years would see many changes. Nearly all lines have mostly post-war cars and so many stations have fluorescent lighting. In addition, brighter colors are used when stations are painted. Stations painted within the last two years have steel pillars painted gray on the outside and white on the "inside" in most instances. Others, usually near the entrances are blue and another shade of gray. Exit gates and parts of older turnstiles are bright yellow. Ceilings are partly light blue. Stair railings are also yellow. Previously painted stations have red-orange on railings, exit gates and turnstiles. In recent years, steel pillars were bright green and silver blue, silver green or gold was used in various places such as ceilings over the tracks and below the tile. Very dark green was used on the pillars before the bright green and gray (one shade) has been used on many stairway fences and pillars. Lower case letters is used on new signs including station names on several stations on the White Plains Rd. Line and a few others. Where elevated stations have been extended, stainless steel light stanchions have been placed in the middle of the platform.

## PATH &amp; LONG ISLAND RR NOTES

New tracks are being installed near the portal of the PATH Tubes west of Grove St. for a materials storage yard. During construction of the new Journal Square transportation center, the new yard will be used to store some PATH passenger cars. The first known fan trip ever on the Hudson Tubes is being run June 21 by the New York Division.

As on mid-June, new LIRR cars 9000-9106 had been delivered but only about 60% were available for service. Because of labor troubles in the shops (like last summer) many LIRR train trips are cancelled.

When New York State bought the LIRR, the Bay Ridge Branch was taken over by the Pennsylvania RR. Because of changes with the merger with the New York Central and New Haven, Penn Central officially ended their freight service on the line June 17. Way freight from sidings on the line will continue to be served by LIRR for the time being.

				R-40/42 ROLL SIGNS LISTS - SIDE - OUTSIDE			
205 Street Bronx	D	Coney Island					
205 Street Bronx	D	Brighton Beach	CC, D Concourse	57 Street 6 Avenue	KK	168 Street Jamaica	
205 Street Bronx	D	Kings Highway		57 Street 6 Avenue	KK	Crescent Street	
205 Street Bronx	D	Second Avenue	KK, LL, M	57 Street 6 Avenue	KK	Metropolitan Avenue	
Bedford Park Boulevard	D	Brighton Beach	Eastern Div. BMT	57 Street 6 Avenue	KK	Eastern Parkway	
Bedford Park Boulevard	CC	Hudson Terminal		57 Street 6 Avenue	KK	Rockaway Parkway	
207 Street Manhattan	A	Far Rockaway	A, AA, B	Eighth Avenue	LL	Rockaway Parkway	
207 Street Manhattan	A	Lefferts Boulevard	WASH. HTS.	Eighth Avenue	LL	Myrtle Avenue	
207 Street Manhattan	A	Euclid Avenue		Metropolitan Avenue	M	Chambers Street	
168 Street Manhattan	AA	Hudson Terminal		Metropolitan Avenue	M	Broad Street	
168 Street Manhattan	B	Coney Island					
168 Street Manhattan	B	Bay Parkway	BRIGHTON - JAMAICA	57 Street 7 Avenue	QB	Brighton Beach	
168 Street Manhattan	B	Second Avenue	QB, QJ	57 Street 7 Avenue	QB	Coney Island	
57 Street 6 Avenue	B	Coney Island		168 Street Jamaica	QJ	Coney Island	
Astoria	RR	95 Street Brooklyn	RR	168 Street Jamaica	QJ	Brighton Beach	
Astoria	RR	36 Street Brooklyn	4 AVE	168 Street Jamaica	QJ	Kings Highway	
Queensboro Plaza	RR	95 Street Brooklyn	LOCAL	Eastern Parkway	QJ	Coney Island	
Astoria	RR	Canal Street		Essex Street	QJ	Coney Island	
Essex Street	RR	95 Street Brooklyn		168 Street Jamaica	QJ	Broad Street	
Chambers Street	RR	95 Street Brooklyn		Special	S	Special	
Special	S	Special					

NOTES: All signs have the SPECIAL at the bottom of the sign. This is in black letters on white background. Destinations are white on black.