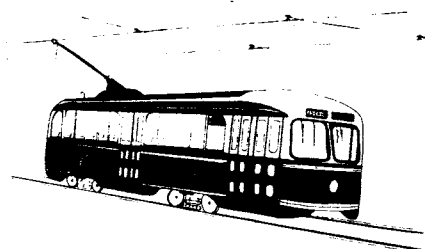
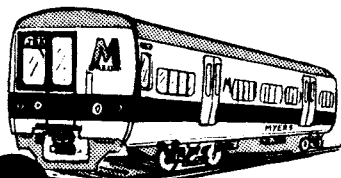


# NEW YORK DIVISION

# BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

GPO Box 1892 New York, N.Y. 10001

VOL. 12 - NO. 4

AUGUST 1969

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## B-TYPES END REGULAR SERVICE AUGUST 4

We regret to announce that all BMT 2000's are out of passenger service since August 4. The last regular train (consisting of (BroadSt end) 2531-2-3, 2466-2649-2467 (Met. Ave)) on Myrtle-Nassau (M) left Metropolitan Ave at 4:49 PM and Broad St at 5:26 PM carrying several sad railfans. Although July 25 was to have been the last day for the AB's (also called "Standards" and "Steels"), equipment shortages caused this train to be in and out of service until making the final run on Aug 4. 14 St-Canarsie (LL) had held out as the last stronghold for B-Types for years, but all had been replaced here by R-9's (plus a few R-40M's and R-42's) a few weeks earlier. As late as June 23, there were 3 trains of AB-Types on 14 St (LL) and 2 trains on Myrtle-Nassau (M). For years these cars had provided most service on virtually all BMT subway lines where their distinctive and advanced design and comfortable interior made them a favorite with railfans, general public and operating personnel alike. Designed about 55 years ago, they were the best subway cars ever built for their time and contained several features not found on the 15-years-newer R-1 Independent cars. An era for the BMT has ended! Museum cars 2390-1-2 are being used on a fantrip (with a steeple cab locomotive) on Aug 23 on various BMT and IND lines.

## MYRTLE AVE "L" SET TO CLOSE OCTOBER 4

NYCTA has announced plans to abandon the Myrtle Ave El from Broadway-Myrtle to Bridge-Jay St about 12:01 AM Oct 4. Declining passenger travel, especially since the closing of the Brooklyn Navy Yard, the age and condition of the "Q" cars along with increasing maintenance costs were cited as reasons. Although the Myrtle-Nassau (M) will run slightly later in the AM, shuttles will operate between Metropolitan Ave and Broadway-Myrtle at all other times. Myrtle Ave (B-54) bus service will be increased but TA plans no transfers from buses to subway.

Thus will go the last of the old els still sporting wooden equipment in North America and all remaining Q-Types in passenger service will probably be scrapped except for 2 units designated "museum" 1602 & 1622. Cars 1624C and 1629C have exchanged numbers as have 1603C and 1618A.

## SCHLAGER REPLACES AIKMAN IN LIRR SHAKE-UP, FELDMAN NOW TA GENERAL MGR

Following increasing complaints from Long Island RR commuters about deteriorating conditions including increasing cancellation of trains, breakdowns, etc., Gov. Rockefeller promised improvements in the LIRR and on July 28, it was announced that President Aikman had retired and Walter L. Schlager had been named to succeed him. Schlager, previously executive officer for operations and maintenance of NYCTA. This post, approximately equal to general manager was given to Hyman Feldman, who was supervisor of operations for the surface division. (Continued over)

Hugh Dunne's NYCTS QUIZ Appears This Month at the Bottom of Page Five.

LIRR NEWS (Continued) Schlager, as head of TA's Maintenance of Way Dept. modernized track renewal by mass-production methods but was generally not liked by railfans. It will be interesting to see how he succeeds as LIRR President. This change did not silence the critics who had demanded that MTA Chairman William Ronan be fired by the Governor. Shortly thereafter a top LIRR maintenance official "went on vacation" and this action was said to end the "war" between the maintenance men's union and LIRR management. On August 7, Gov Rockefeller announced that in two months the LIRR would be the best commuter railroad in the USA. LIRR roster appears on page 7

#### SECOND AVE SUBWAY DELAYED AGAIN, NEW LIRR TERMINALS

On June 3, the Board of Estimate gave final approval to construction of several new subway routes (see Oct. 1968 BULLETIN) paving the way for awarding contracts after bids but the Second Ave. Subway below 34 St. was not approved. This was postponed to July 24 when it was rejected and the TA was asked to design a route that would turn East near East 17 St and south under Ave. A, Essex St and East Broadway. Whether TA will go ahead with construction north of 34 St remains to be seen. Bids are to be received for the 63 St tunnel construction on Sept 12. Also approved is a LIRR subway under 3 Ave from 63 St to a projected terminal near 48 St. MTA recently announced plans for a west side terminal for the high speed line to Kennedy Airport to be constructed in the block just north of Penn Station, in addition to the proposed east side terminal.

#### AIR-CONDITIONED CARS (R-40M/42'S) IN SERVICE ON MOST BMT-IND LINES

R-42's were first seen on the "A" on May 29, and on June 20 mixed with R-10's, used in Lefferts Blvd. service almost exclusively. They first appeared on the "D" on June 7 and though used in solid trains are more often mixed with R-32's and/or R-38's. R-40's 4286-4297 were sent to the Eastern Division for "LL" service on June 9. On June 11, 4286-9 went back to the "F" and 4298-4301 were sent to the "LL". On July 25, R-42's first appeared on the "LL" often mixed with R-40M's. These cars were reportedly also seen on the "KK" but not frequently. R-42's first appeared on the "QJ" mixed with R-27's on June 26; the first solid train on June 30. They were first seen on the "QB" on July 14 mixed with R-27's, the first solid train was seen August 12. The first solid train ran on the "RR" on July 5, and here also the R-42's are often mixed with R-16's or R-27's. On the "B" blank-sign R-42's first ran July 2, the first regularly assigned cars July 7 and a solid train on July 17. Reportedly also seen on the "AA", on July 29 they were on the "RJ" that originates at 168 St-Wash.Hts. They were first seen on the "CC" on July 10 and are mixed with R-32's here now. The R-42's have been seen mixed with every type of BMT-IND SMEE except R-11's. R-40M's 4302-4317 and the lettered cars (see June '69 BULLETIN) are now assigned to "EE" and "GG" service and R-42's 4550-4587 to "N". R-42's were first seen mixed with R-27's on the "N" (Sea Beach) on July 3 and since then with R-32's or R-38's in addition to the R-27's.

Slant end R-40's often turn up (usually only 2 or 4 cars) mixed with R-32's, R-38's and/or R-42's on the "N" starting May 12, on "D" (Brighton-Concourse) starting June 26 and the "B" (West End) starting July 27. R-40M's were on the "D" on June 28 and R-42's often appear on "E" and "F" all mixed. Mixed R-32's R-38's on "QJ" (Brighton-Jamaica) and mixed R-16/27's on the "B" were both seen on June 16 in AM rush. Mixed R-16/27's trains on the "RR" (Fourth Ave) are quite common now. R-16's are often seen in one QJ or QB train in the AM rush.

(Continued on Page 8)

# BROOKLYN TROLLEY COMPANIES

by Edward B. Watson and Bernard Linder

In this issue, we start the history of some of the many companies that made up the Brooklyn Rapid Transit (BRT) system. Many of our readers remember some of the BMT trolley lines. Not all realize the complicated history of the BRT which was re-organized in 1923 as the Brooklyn-Manhattan Transit Corp. (BMT). Some of the companies were involved with only one line whereas others built many lines. It is intended to interrupt this series from time to time with features on other transit subjects.

## CONEY ISLAND & GRAVESEND RAILWAY COMPANY

The Coney Island & Gravesend Railway Co. was incorporated March 22, 1893. The company's principal franchise was the right to build a trolley line through Coney Island out to Sheepshead Bay to Nostrand Ave. terminating at Ave. Q (Quentin Road), then to circle back to Coney Island by way of Ave. Q, Kings Highway, Bay Parkway, Cropsey Ave. back to Coney Island. The line was built but never progressed beyond Ocean & Emmons Ave. at Sheepshead Bay.

A lease was made with the Nassau Electric Railroad on Nov. 5, 1897 in which the NERR assumed the obligations for constructing the railroad on the route leased and was to pay \$150,000 within 5 years at 5% interest. However, by Dec. 31, 1899, the entire capital stock of the CI&GRR had been acquired by the Nassau Electric RR which in turn brought the CI&GRR into the Brooklyn Rapid Transit System.

It was necessary on May 1, 1911 for the company to grant the right to the Brooklyn Heights RR (then leasee of the Brooklyn City RR) to operate surface cars over its track extension on Nostrand Ave. from Ave. Q to Ave. W.

Since the CI&GRR was an operating company, it was necessary to own operating equipment. Accordingly the company bought 25 new convertible cars (4575-4599) in 1906 from the Laconia Car Co. in New Hampshire.

The company was dissolved in 1929 and the Brooklyn & Queens Transit Corp. took over all its property under the BMT.

The Brooklyn Rapid Transit Co. bought control of the Coney Island & Gravesend RR through its control of the Nassau Electric RR. The BRT later proceeded to secure control of the long sought Coney Island & Brooklyn RR (DeKalb, Franklin Ave. & Smith St. lines) through the CI&GRR in Dec. 1913 when it bought stock control. Through this control, the BRT finally succeeded in bringing the CI&GRR into the BRT in Jan. 1914.

### LINES:-

- SEA GATE - Aug. 1, 1897--Dec. 1, 1946 (Last car #2528)  
 W.36 St & Surf Ave via Surf Ave, West 8 St, Neptune Ave, West 6 St, Neptune Ave, Emmons Ave to Ocean Ave.  
 Depots: 1-Church Ave Depot at 37 St.; 2-58 St. Depot 1900-1934; 3-Ninth Ave Depot 1934-1946. Line Number: 1907 #57; 1930 #36.
- SEA GATE-MANHATTAN BEACH - 1900--1909 (Summer only)  
 W.36 St & Surf Ave via Surf Ave, West 8 St, Neptune Ave, West 6 St, Neptune Ave, Emmons Ave to Long Island RR crossing to Manhattan Beach.
- SHEEPSHEAD BAY-BRIGHTON BEACH - 1907--Sept 7, 1914 (Summer only)  
 Brighton Beach Terminal via Brighton Beach Line, Neptune Ave, Emmons Ave. to Ocean Avenue.
- CULVER SHUTTLE - 1909--1941 Part of Sea Gate Line 1909-1916- W.36 St & Surf Ave via Surf Ave to W. 7 St. In 1917 named Culver Shuttle and extended to W. 5 St. (Summer Saturdays, Sundays & Holidays only)

## SOUTH BROOKLYN RAILWAY COMPANY

Incorporated Jan. 13, 1900. The property of the South Brooklyn Railroad & Terminal Co. (incorporated Sept. 29, 1886 as the South Brooklyn & Flatbush RR Co.--name had been changed Nov 10, 1887) was conveyed by deed on Jan 17, 1900 to the South Brooklyn Railway Co. Through this conveyance, the South Brooklyn then controlled the track-  
age from the foot of 38 St to 9 Ave & 38 St.

On Feb 28, 1907, the Brooklyn Heights Railroad Co, a subsidiary company of the Brooklyn Rapid Transit, assigned its 999 year lease of the Prospect Park and Coney Island Railroad Co. to the South Brooklyn Railway, also a subsidiary of the BRT. This assignment gave the company control of Gravesend (McDonald) Ave. from 9 Ave & 20 St to Ave X, private right of way from Ave X to Culver Depot, Coney Island and the right of way from 9 Ave & 38 St to Ave C & Gravesend Ave.

By July 2, 1912, the South Brooklyn acquired control of the New York and Coney Island Railroad Co, which owned the right of way from the Culver Depot in Coney Island to Norton's Point.

Through the years the South Brooklyn has been essentially a freight co. It has owned the following equipment: 267 work cars and 26 passenger cars (2580-2599) (semi-convertibles) and (7200-7205) (Birneys).

Today, the South Brooklyn Railway Co. is the only BRT company that still survives. It owns 2 diesel locomotives (#12, #13) and continues its function as the freight line for the Transit Authority which operates it for the City of New York, its owner. The South Brooklyn Railway serves the Transit Authority and other clients as well over its 6.5 miles of line extending from 39 St & 2 Ave to the Coney Island Yard at Shell Road (McDonald Ave.) and Ave. Y.

## LINES:-

GRAVESEND AVE. - March 16, 1919--July 15, 1935

MCDONALD AVE - July 15, 1935--June 15, 1936 and May 2, 1949--Oct 31, '50  
9 Ave (Prospect Park West) & 20 St via 20 St, Gravesend (McDonald) Ave, Shell Rd, Neptune Ave, Private right of way to Coney Island.

Original route;-9 Ave & 20 St via 20 St, Gravesend Ave to Ave X then private right of way to Culver Depot, Coney Island (near the east end of the present West 8 St station of the Culver and Brighton lines). After Dec. 10, 1936, it terminated at the former Coney Island & Bklyn RR terminal on W 5 St & Surf Ave. Depot: Ninth Ave. (Last car #1042)  
Line Number: 1930 #72; 1949 #50.

MCDONALD-VANDERBILT - June 15, 1936--May 2, 1949

McDonald Ave Line combined with Vanderbilt Ave Line which extended the route to the Brooklyn Bridge via Prospect Park West, Vanderbilt Ave, Park Ave, Navy St, Sands St to the bridge. Extended to Park Row in Apr 1942. PCC cars started running Dec 14, 1936. The last original street track built in Brooklyn, on Vanderbilt Ave from Park Ave to Flushing Ave was opened March 1942 when Flushing Ave was substituted for Park Av.

GRAVESEND-CHURCH - May 27, 1932--May 18, 1949 South Brooklyn controlled this line until 1939 when the Brooklyn & Queens Transit Corp. took over control. 16 Ave Loop (McDonald Ave near Cortelyou Rd) via McDonald Av, Church Ave, E 98 St, Hegeman Ave to Canarsie Depot. Operated to Coney Island on Summer weekends in 1935-1938. Became part of Church Ave Line May 18, 1949. Depot: Canarsie. Line Number: 1932 #13.

NORTON'S POINT LINE - July 3, 1910--Nov 7, 1948 (Last car #8369)

Originally a steam line from 1879 to 1899. Part of Culver Line to 1910. Trolleys started July 3, 1910.

Original route;- Culver Depot, Coney Island via private right of way to Norton's Point in Sea Gate. Line cut back back to Stillwell Ave and incline built to Elevated Terminal in 1918. Elevated cars again operated

(CONTINUED ON PAGE 6)

# PENN - CENTRAL RENUMBERING

## MULTIPLE-UNIT CARS

by Bernard Linder

P-C NUMBERS	FORMER # & RR	BUILDER	YEAR	CLASS & NOTES
100-134	100-134 PRR	St. Louis Car	1968	MP85E6 Jersey Arrows
201-219	201-219 PRR	Budd	1963	MP85E1 PSIC
220-239	220-239 PRR	St. Louis Car	1967	various "
251-269	251-269 PRR	Budd	1963	MP85CE1 "
294-299	150-155 PRR	Budd	1958	MP85AE (Even #'s) MP85E (Odd #'s)
300-388	4400-4488 NH	Pullman-Std	1954	Coach
389-395	4670-4676 NH	" "	1954	Combine } Stainless
396-399	5110-5113 NH	" "	1954	Club } Steel
400	4549 PRR	PRR	1915	MPB54E5 Baggage-Coach
401	4575 PRR	PRR	1915	MPB54E3
409-458	409-458 PRR	?	1910-14	MP54E6 Converted 1950
459-496	459-496 PRR	various	1910-14	MP54E3 (34 Left Converted 1932-7
500-517	500-517 PRR	?	1927	MP54E2 (16 left)
519-617	519-617 PRR	various	1912-14	MP54E1; MP54E5 (44 Left
618-737	618-737 PRR	various	1912-14	MP54 E2 or E5 (87 Left)
740-799	740-799 PRR	various	1926-27	MP54E2 (52 Left)
800-810	800-810 PRR	Budd	1968	MP85E4 METROLINERS *
811-830	811-830 PRR	Budd	1968	MP85E4 " "
850-869	850-869 PRR	Budd	1968	MPC85E5 " "
880-889	880-889 PRR	Budd	1968	MPP85E5 " "
*800-810 for SEPTA service, others for NorthEast Corridor service				
900-934	8-50 PRR	various	1912-14	MP54T Trailers
945-997	4252-4314 NH	Osgood-Bradley	1926-31	Trailers
998-999	4660-4661 NH	" "	1931	Trailers
1000-1099	4500-4599 NYC	St. Louis Car	1950-1	
1100-1125	4600-4625 NYC	Pullman-Std.	1962	
1126-1152	4700-4726 NYC	Pullman-Std.	1962	
1153-1186	4750-4783 NYC	Pullman-Std	1965	
1250-1253	4240-4246 NYC	Standard Steel	1924	
1254-1260	4254-4266 NYC	Standard Steel	1924	
1261-1267	4300-4306 NYC	Standard Steel	1926	
1268-1277	4307-4316 NYC	Standard Steel	1928	
1278-1287	4317-4326 NYC	Standard Steel	1929	
1288-1296	4327-4336 NYC	Standard Steel	1929	
1300-1329	4070-4109 NH	Osgood-Bradley	1926-31	

ELECTRIC  
LOCOMOTIVE  
RENUMBERING  
ON NEXT PAGE.

KEY:- NH = New Haven; NYC = New York Central; PRR = Pennsylvania RR

HUGH DUNNE'S NYCTS QUIZ:- Answers for June: 43. 145 St & Lenox; 44. Yes; (Cars 484 & 744 had experimental PA systems); 45. Chambers St.  
QUESTIONS: 46. Sixth & Ninth Ave. El trains used common tracks at South Ferry, separated near Morris St. and rejoined in Midtown Manhattan. Through which street did Sixth Ave El trains operate to reach Ninth Av?  
47. What date did the first subway open? 48. At the IND 7 Ave-53 St, Manhattan station, to get from a downtown E train to a downtown D, do you have to walk upstairs, downstairs, across the platform, or it cannot be done? Answers next issue.

on the line May 25, 1918 to Oct. 1919. Line cutback to W 37 St in 1921. Depots: 1-58 St to 1918; 2-36 St 1918-1919(EI period); 9 Ave 1919-1948. Line Number: 1930 #74.

NORTON'S POINT SHUTTLE - May 25, 1918--1935; June 7, 1943--Oct 1943 Railroad Ave & W 37 St via private right of way in Sea Gate to dock at Norton's Point. Buses replaced trolleys on Feb. 20, 1933 but a franchise car was kept running. Trolleys replaced the buses on June 7, 1943 in order to conserve gas and oil. Because of resident objections, buses returned permanently in Oct. 1943. Last car #5099, Depot: 9 Avenue. Line Number: 1930 #73.

## PENN-CENTRAL ELECTRIC LOCOMOTIVE RENUMBERING

P-C NUMBERS	FORMER #	& RR(& CLASS)	BUILDER	YEAR	P-C CLASS	NOTES
4400-4444	4400-4444	PRR	G-E	1960-3	E44	
4460-4465	4460-4465	PRR	"	"	"	NOT
4445-4459	4445-4459	PRR	"	"	E44A	RENUMBERED
4800-4938	4800-4938	PRR GGI	GE & PRR & Baldwin	1934-43	GGI	" "
4600-4610	300-310	NH EF4	GE	1956-7	E33	ex-Virginian
4622-4642	222-242	NYC	Alco-GE	1951-5	P2A & P2B	
4655	255	NYC	Alco-GE	1913	T-1	
4663-4671	263-271	NYC	GE	1917	T-2	(5 left)
4673-4680	273-280	NYC	Alco-GE	1926	T-2	(277 missing)
4702-4733	102-133	NYC	Alco-GE	1906	S-1	(15 left)
4750-4752	3910-3913	PRR	PRR	1934	B-1	(3911 missing)
4755-4757	5678, 90, 93	PRR	PRR-WH	1934-5	B-1	
4780-4781	3936-3937	PRR	PRR	1910-1	DD1	
4970-4979	370-379	NH EP5	GE	1955	E40	Rectifiers
5000-5029	2000-2029	NH EDER5	GM-EMD	1957	EP17e	(FL-9) Diesel
5030-5059	2030-2059	NH EDER5A	GM-EMD	1960	EP18e	& Electric

For those interested in more details, New Haven & New York Central rosters, both M-U and Electric Locos appeared Dec 1958 in RAILROAD Magazine, a Pennsylvania Locomotive roster in Aug 1957 RAILROAD Magazine and a later New Haven Locomotive roster in April 1969 RAILROAD. FLOODING AND OTHER DELAYS ON NYCTA

Heavy morning rains on June 2 knocked out nearly all subway service in Brooklyn, the LIRR in Brooklyn, the IRT Pelham and part of Queens IND. B, N(Sea Beach) and at least one RR(4 Ave) ran via West End from Coney Island and all ran local on 4 Ave. N operated via tunnel, QJ ran sporadically. B and D operated normal routes but on sporadic headways. Later southbound D trains were rerouted via Smith St-Culver. After 9:30 AM all N, RR and QJ (northbound) trains discharged passengers at DeKalb and were turned at Lawrence St. QJ resumed normal service about 10 AM. At 12 noon, RR and N resumed through service with N local in Brooklyn and(some)via tunnel, but others ran express via bridge. Southbound A trains terminated at Jay St as did some F and at least 1 D train. IRT and Canarsie were also out. As service was returning to normal, signal trouble halted southbound B, D & N trains coming off the bridge 'til 8PM.

On May 8, a damaged rail disrupted PM rush hour BMT tunnel service.

On June 9, a southbound Lexington Local derailed at 125 St after the AM rush and later at 103 St messing up the PM rush hour service.

On July 18 just before the PM rush, heavy rains came again and badly disrupted IRT Lexington Line and affected 7 Ave & 8 Ave subways.

# LONG ISLAND RR ROSTER BY B. LINDER

Numbers	Class	Builder	Year
1-135	Steam	P54D	1927
200-201	MU	T62,70 PRR	1932-7
347-391	Steam	P54A-G	1912-18
402-450	MU	T54A SS,ACF T54B	1921-23
452-480	Steam	P54D,E	1923-26
482-502	MU	T54B SS,ACF	1927
529-543	Steam	P80	1941-46
809-833	Steam	P70A	1911-17
838-995	MU	T54, SS,PS T54A,T54B	1915-23
1004-1175	MU	MP54T various	1913-30
1287-1346	MU	MP70A,MP70AT,MP70B, MP70BT PRR	1947-49
1347	MU	T70 PRR	1937
1406-1450	MU	MP54T MP54AT ACF	1908-9
1520-1542	MU	MP54AT ACF	1910
1547-1601	MU	MP54AT ACF	1911
1603-1621	MU	MP54AT ACF	1912
1623-1636	MU	MP54A MP54AT ACF	1913
1638-1675	MU	MP54A MP54AT ACF	1914
1677	MU	CT54A ACF	1913
1704-1731	MU	MP54C MP54CT ACF	1922
1746-1776	MU	MP54CT ACF	1923
1786-1838	MU	MP54C ACF	1924
1853-1874	MU	MP54C ACF	1925
1888-1983	MU	MP54C	
-		MP54D1 ACF,PS	1927

Builders: PRR-Pennsylvania RR  
 P- Pullman or Pullman-Standard  
 PS-Pressed Steel; ACF- American Car  
 & Foundry; SS- Standard Steel

Figures in class give nominal length, not including platforms.

Cars 2011-2047 are second hand:  
 2004 ex-NYC(New York Central)

2011-2 ex-Lackawanna; 2037 ex-Lehigh Valley; 2038 ex-Erie-Lackawanna  
 BM = Boston & Maine; MEC = Maine Central; DH = Delaware & Hudson

BAR = Bangor & Aroostook RR; RDG = Reading; NYC = New York Central

NOTE: There are many cars missing in most number groups.

Numbers	Class	Builder	Year
2011-2047	Steam	P74,A,C,D	1913-27
2501-2522	MU	MP72C P	1955
2525-2536	MU	MP75C P	1963
2601-2674	MU	MP72T P	1955-6
2675-2692	MU	MP75T P	1963
2801-2844	MU	T72 P	1955
2901-2980	Steam	P72 P	1955-6
3500-3519	MU	MP70T P	1953
4135-4179	MU	MP54A1 PRR	1930
4209-4210	MU	MB62 ACF	1910
4370-4398	MU	MPB54 ACF,SS	1913-4
4683-4697	MU	MP54B ACF	1920
4701-4943	MU	MP54C ACF	1922-7
4944-4982	MU	MP54D1 PS	1927
5678-5777	MU	MP54BT MP54CT ACF	1920-3
6403-6511	MU	T54A, B SS,ACF	1921-7
6842,47,55		"	

"STEAM" COACHES (TRAILERS)			Former Owner
Numbers	Class	Year	
7002-7485	P54D	1921-27	
7501-7505	P74A	1925-27	NYC
7521-7550	P74B	1935-37	BM
7610-7618	PB57	1927	
7715-7724	B60B	1928	
7738	B60	1928	
7921-7922	P54D	1915-27	
8506-8513	P71,71A	1924-31	MEC
8514-8516	P63	1917	RDG
8517-8522	P69	1925-26	DH
8523-8528	P70D	1926	PRR
8551-8553	P74B1	1937	BAR

Notes: 2500's, 3500's and 4000's are control motor cars.  
 2600's & 5000's are blind motors  
 2800's & 6000's are M-U trailers  
 2900's & 7000's are "steam" coaches

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## Car Assignments (Continued from Page 2)

In early June, a train of R-27's made 1 trip on the "D" on weekends for car washing in Concourse Yard and was used on the "CC" during the week. A train of R-32's appeared on the "CC" beginning Aug. 4 and R-10's are still seen there occasionally. An R-32 unit was in an "F" train June 24. Starting about the same day, a 2-car train of R-9's (Eastern Div. cars) turned up on the Culver Shuttle, on and off; it was pulled out by 4 R-16's on June 26, in passenger service. R-16's are still the usual Culver cars. A train of R-9's is now regularly used on the "QJ" in the PM rush. Originating from East New York Yard, it operates light to Broad St, leaves Broad at 5:54 PM operating to 168 St-Jamaica, then lays-up. R-38's are once again all assigned to Queens IND and are seldom used on "N", "B" and "D". Since late June, R-38's often turn up mixed with R-40's or R-40M's on the "EE". (Neither R-38's nor R-40's (slant end) have proper signs for the "EE".) R-38's, R-40's or R-40M's in rush hour "E" service now often run to Rockaway Park or Far Rock.

R-42 SIGNS	4550-4587	EE/GG/N	4670-4695	RR	4712-5CC/D
(as first assigned)	4588-4629	A/AA/B	4696-4711	QB/QJ	4726--CC/D
	4630-4669	CC/D	4716-4725	KK/LL/M	

As cars 4712 and up were placed in Concourse service (except 4716-25), cars 4630-4653 were transferred to Wash. Heights service for which they were originally intended. As of Aug. 9, approximately 210 R-42's were in service, cars as high as 4783.

CORRECTION: Destination signs for R-42's for Ditmars Blvd  
"RR" service does not read simply "Astoria" but: Astoria

## MOCK-UP OF R-44 DISPLAYED

A full scale mock-up of the proposed 75 foot R-44 car was on display July 10-11 in front of City Hall and later at other locations. The styling is generally similar to the R-42's, although looking perhaps even more like the LIRR'S M-1's. The greatest improvement is the restoration of cross seating. The seating plan might be described as a version of the R-1's with side seats being for three, cross seats are for two. There are still four seats of doors per side and full width cabs (with glass in the cab door so it will still be possible to look out the front window). The side windows are approximately the same size as the R-42's with the extra 15 feet being used in lengthened door pockets. Glass screens are used alongside each set of doors and the staggered doors have been discontinued. There will be numerous technical improvements including a "Cineston" type controller. The cars will be in 4-car units with 72 seats in cars with cabs and 76 in the others. The 67 foot B-Type and its equivalent on the D-Type each seated 78. TA plans to order 300 R-44's plus 52 slightly modified for Staten Island.

## SKIP-STOP CHANGED, OTHER NOTES

July 11 was the last day for PM skip-stop on the BMT Jamaica Line. Both KK and QJ trains run to 168 St. in PM rush hours but make all stops. AM skip-stop continues. No notices were observed. General Electric has won the contract for radios in BMT & IND trains. Starting August 31, exact fare is required on all NYCTA surface lines. A few R-10's have been painted silver and blue to resemble the R-42's. IND cars 1450-1500 were additionally transferred to BMT Eastern Div. Latest scraplist includes all remaining cars 101-375 (except work cars).

On July 21, Pres. Nixon declared a holiday to mark man's landing on the moon and TA operated a Sunday schedule with maximum length trains. However, most people had to work and conditions were chaotic. Headways were 12 minutes in the AM rush instead of the usual 2 or 4. As TA realized the error, men were called in and by evening, conditions were not quite so bad with mostly 6 min. headways. Flushing was worst.

FLOODING AND DELAYS - SEE PAGE 6