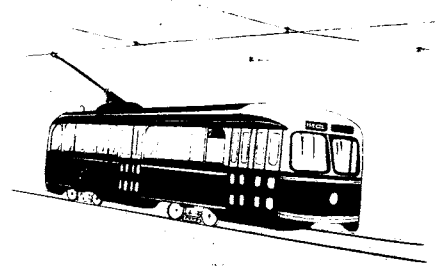


NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

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FEBRUARY 1970

PART 4--BROOKLYN TROLLEY COMPANIES - NASSAU ELECTRIC RR (CONT'D) PP 3,4

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SUBWAY FARE JUMPS TO 30¢; RIDERS PROTEST

Effective 12:01 AM, Sunday, Jan. 4, the NYCTA fare jumped 10¢ to 30¢ on all subways and buses with Rockaway riders paying 60¢. New large size tokens were secretly delivered to station agents the night of Jan 1 and went on sale the next night after the big "M" voted for the big hike. Transfers, or the lack of them, remain the same. The increase closely followed the usual "cliffhanger" agreement with the TWU on New Year's morning at 8 AM. The contract is reported to cost \$120 million over the two year period. Protests arose immediately against the new fare by both "professional protestors" and responsible groups. Some passengers jumped turnstiles or went through exit gates in protest.

R-10's and R-40'S BEING RENUMBERED

On Jan 16, the first renumbered R-10's and R-40's were reported. R-10's 1803-1852 are becoming 2950-2999 (in order) with original number plates being covered with white on black plastic numbers. Interior numbers are in old style decals. All but 100 R-40's are being renumbered

Original Numbers	Description		New Numbers
4150-4249	Slant End, Non A-C	W	4150-4249
4250-4349	Modified(R-40M) A-C	W	4450-4549
4350-4449	Slant End, Non A-C	GE	4250-4349
4450-4549	Slant End, Air-Cond.	GE	4350-4449

Ten or 20 cars of each group are being switched on weekends, usually number plates switched, but the 70 group had a plastic number placed over the second digit. Inside, a new plastic strip was placed over the second digit although some cars were changed with a marking pencil. The test with CB and AS cars (orig. 4318-4349, to be 4518-49) ended months ago but are still carrying test numbers although mixed in trains.

R-44 CONTRACT AWARDED TO ST LOUIS CAR

The R-44 contract for 75 foot BMT-IND cars was awarded in late January to St Louis Car Div of General Steel Industries, but the order was reduced to 240 cars. The cars are slated to be "automated" with automatic speed control and eliminating the need for a conductor. How the union will oppose this and the city has refused to provide funds.

EAST SIDE SUBWAY SPUR PROPOSED

On Jan. 30, the big "M" proposed an East Side subway along Ave. C connecting with the 14 St Subway (to 8 Ave) and the center tracks of the IND Second Ave Station under Houston St. It would mean improved service for 14 St as well as permitting the original plan of having Second Ave. Subway go straight down Second Ave.

R-1/9'S BACK ON "D" (BRIGHTON)

Around Dec 4, R-1/9's started to reappear on the "D" and by early Jan, were running about as many as before the Oct 6 order (5 or 6 trains) even running in off-hours. By mid February, the "D" had more R-1/9's than before R-42's arrived. R-1/9's were ordered off the "HH" Rockaway Shuttles Dec 9, with all service supposed to be provided by R-38's, R-40's, R-40's or R-42's but only R-38's have proper signs.

HUGH DUNNE'S NYCTS QUIZ: Answers to Dec: 52. motormen-IND; conductors-IRT; signals-BMT; 53. 9 Ave (Culver-West End; Queens Plaza (BMT); Gun Hill Road (White Plains Rd); 54. Park Ave. QUESTIONS: 55. The first subway in New York ran from City Hall to 145 St. Was it 145 St & Lenox or 145 & Bway? 56. Gap fillers are used at what 3 locations on the IRT? 57. Where is the steepest grade on NYCTS located? Answers next issue.

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LONG ISLAND RR NOTES, OTHER COMMUTER NEWS

LIRR fares went up at 12:01 AM Jan 31 amid many protests. The Fall service improvements mentioned in the Oct '69 BULLETIN, fell apart in the severe January cold and service on all commuter lines and the subways was at an all-time low. Riders complained bitterly and some fought with LIRR trainmen. The men feared revolt at the fare increase and demanded police or management personnel on all trains. Management men were used but riders didn't revolt and they were soon withdrawn. There were several strike threats but none materialized. There were several nationwide rail strike threats which would have stopped all Penn Central, Erie-Lackawanna and Jersey Central trains. Long Island trains to Penn Station would have to be cut back to Woodside. New York State and Connecticut are expected to take over New Haven commuter service soon and Penn Central has reorganized New Haven, Harlem and Hudson divisions in preparation. U.S. has approved funds for new NH M-U's.

R-38'S LOSING FRONT DESTINATION SIGNS, OTHER SIGN NOTES

In mid-Jan, NYCTA started installing colored route letters in (R38) place of front destination signs, with route glass painted over as in R-16's. Side route signs are having Chrystie St. routes added in color to original R-38 signs. Eastern Div R-9's are having "SS-SHUTTLE" stickers added to outside side route signs. Interior R-16 new destination signs have Manhattan spelled "Manhattn" after 207 and 168 St.

IRT WHITE PLAINS RD AND DYRE AVE SERVICE DISRUPTED, CAR NOTES

At least 50 persons were injured, 2 seriously, when a southbound 7 Ave train approaching East 180 St was mistakingly routed to the exp track and a new motorman allegedly went too fast and derailed across the tracks, hitting a northbound White Plains Rd. train, on Dec 29 at 7:37 AM. The accident caused the suspension of all service north of Freeman St for the remainder of the day including the evening rush hour until the derailed cars could be cleared away. Car 5815, the first on the southbound train had to be scrapped so that other cars, many on their sides, could be moved. Cars involved: Northbound (S) 8891-0, 7070, 7086, 8892-3, 8953-2, 8857-6(N); Southbound (S) 5815, 7637, 6680, 8928-9, 6612, 8725-4, 7922, 7765(N). IND cars 434 and 634 damaged in the Nov 28 Concourse wreck were scrapped on the spot. Cars 393 and 456 were badly damaged and will probably be scrapped, most others are back in service. All remaining cars 101-219 were ordered out of service for scrapping, by Nov 24, but only the worst cars in the next group have been scrapped. Cars 710-799 have been transferred to Bronx-Wash Hts. Cars 890 and 1126 have been painted an off shade of blue-green. Many repainted R-1/9's have received old IRT style stenciled numbers inside. All slant end R-40's have pantograph gates as of Jan 1 and now end doors are unlocked when they are coupled to similar cars. Several R-1/9's have been equipped with trip stiffeners for snow: 900-11, 913-20-Rockaway Div; 1601-1620-Southern; 1701-1720-Eastern Div.

PLATFORM EXTENSIONS, NEW TILE, SWITCHES

All Manhattan Bway BMT stations except Lexington Ave are being extended with structure finished on many. Last Fall, work was started on moving switches farther north at 36 St & 4 Ave to lengthen that station and work is underway on stations between 36 St and Pacific St. on both platform extensions and controversial new tiling.

BROOKLYN TROLLEY COMPANIES

PART 4

by Edward B. Watson and Bernard Linder

NASSAU ELECTRIC RAILROAD CO. (Continued)

ST. JOHNS PLACE LINE - 1873--Aug. 24, 1947 Line #54(1910); #5(1930)
Buffalo Ave. & St. Johns Place via St. Johns Pl., Rogers Ave., Sterling Pl., Washington Ave., Atlantic Ave., Flatbush Ave., Court St. (Boro Hall) and return via Livingston to Flatbush Ave. Oct. 19, 1919, line rerouted via Livingston St. in both directions and loop via Livingston, Court St., Joralemon St. & Boerum Pl. to Livingston. The line was extended to St. Johns Place and Ralph Ave. on April 8, 1927, and extended via East New York Ave. and Rockaway Ave. to Hegeman Ave. (Canarsie Depot) on Sept. 13, 1937. The same time it was extended via Court St. and Fulton St. to Furman St. (Fulton Ferry Loop). The line was rerouted via Court St. and Washington St. to Tillary St. Loop on Oct. 12, 1941. From June 17, 1946 to Sept. 22, 1946, while the Smith St. Line was suspended, the line was rerouted and extended to Brooklyn Bridge via Livingston, Smith St., Jay St. and Sands St. to Prospect St. Loop. Sept. 22, 1946, service resumed to Tillary St. Loop. July 20, 1947, service via Rockaway Ave. to Hegeman Ave. was discontinued and cars were rerouted via East New York Ave. and Liberty Ave. to Sheridan Ave. (Cars carried "Woodhaven" signs.)
Depots: Bergen St. 1910-1934; East New York 1934-1937; Canarsie 1937-July 20, 1947; East New York July 20, 1947-Aug. 24, 1947. Last car #8379

39 ST. FERRY-CONEY ISLAND LINE - Nov. 1, 1899--Oct. 1, 1920 Line #67
Coney Island at Stillwell & Surf Ave. via Stillwell Ave., Private Right of Way, Bath Ave., 14 Ave., 86 St., 5 Ave., 39 St., 2 Ave. and Private Right of Way to the 39 St. Ferry. Regular service ended Oct. 1, 1920 but operated in Summer 1921 and 1922. Line ended permanently Aug. 29, 1922 when B.R.T. strike began. Depot: 58 St.

UNION STREET - April 28, 1905--Dec. 1, 1945 Line #63(1910); #71(1930)
9 Ave. & 20 St. via 9 Ave., Union St., Court St., Fulton St. and Bklyn. Bridge to Park Row. Oct. 19, 1919, Park Row service was discontinued and cars were rerouted via Court St. and Sackett St. to Hamilton Ave., Hamilton Ferry. Cars returned via Union St. During the summer months of 1910-1920, service was extended via Gravesend (McDonald) Ave. to Coney Island. This service was discontinued permanently Aug. 28, 1920. Depot 9 Av.

VANDERBILT AVE. - May 18, 1870--Aug. 19, 1950 Line #64(1910); #69(1930)
9 Ave. & 20 St. via 9 Ave. (Prospect Park West), Vanderbilt Ave., Park Ave., Navy St., Concord St., Washington St. Brooklyn Bridge to Park Row. Service was extended via Gravesend (McDonald) Ave. to Coney Island during the summer months. until Aug. 28, 1920. In 1928, the line was cut back from Park Row and looped via Concord, Adams, High St., Washington to Concord. On Aug. 25, 1930, cars were rerouted via Sands St. instead of Concord St. On July 15, 1936, the McDonald Ave. line was combined with the Vanderbilt Ave. line and called McDonald-Vanderbilt. On Dec. 10, 1936, Coney Island terminus was changed from Culver Terminal to West 5 St. Terminal. On May 5, 1940, the Private Right of Way from Ave. X to Neptune Ave. was abandoned cars were rerouted via Shell Road and Neptune Ave. On July 14, 1941, cars were rerouted via Vanderbilt Ave., Flushing Ave., Navy St. (Hudson Ave. and Nassau St. in opposite direction), Sands St. to loop at Brooklyn Bridge and extended to Park Row in April 1942. PCC cars started running on McDonald-Vanderbilt on Dec. 14, 1936. Starting May 24, 1944, eastbound cars operated via High St. between Cadman Plaza and Jay St. The line was split on May 2, 1949 and Vanderbilt Ave. cars ran from Park Row to Prospect Park West (9 Ave.)

and 20 St. Park Row service was discontinued on March 5, 1950, cars terminating at the Sands St, Adams St, Prospect St, Jay St. Loop. Depot: 9th Ave. Last car #1074.

WEST END - June 24, 1916--June 28, 1947 Line #38 (Last car #2576)
West End elevated trains, which had been operating on the surface, started using the new elevated structure on June 24, 1916. At that time trolley cars started operating on the surface from 9 Ave & 38 St via New Utrecht Ave to 81 St then via private Right of Way to Bay 19 St and Benson Ave, then via Bay 19 St, Bath Ave, Private Right of Way, Stillwell Ave to near Surf Ave. In 1920 the line was cut back to 39 St and New Utrecht Ave. Nov. 20, 1938 the line was relocated from the latter Private Right of Way to Bath Ave, 25 Ave, Harway Ave and Stillwell Ave. The line was cut back to the loop on Harway Ave near 25 Ave (Ulmer Park) in 1946. Depot: 58th Street

WILSON AVE (formerly HAMBURG AVE) - July 28, 1895--May 27, 1951 Line #32(1910); #14(1930) (Last car #8425) Depot: Canarsie. From Canarsie Shore via Rockaway Parkway, Rockaway Ave, Cooper St, Wilson Ave, Morgan Ave, Johnson Ave, Union Ave, South 5 St, Marcy Ave, Broadway, Bridge Plaza, Williamsburg Bridge to Delancey St. During the winter months, cars ran from Delancey St to Hegeman Ave (Canarsie Depot) and shuttles ran from Hegeman Ave. to Canarsie. Starting Oct. 18, 1920, the shuttle was called Rockaway Parkway Line. The name of the line was changed from Hamburg Ave. to Wilson Ave. on Feb. 1, 1919. The line was cut back to Bridge Plaza on Dec. 1, 1923. Westbound cars were subsequently routed via Johnson Ave and Broadway and eastbound cars operated via Havermeier St, South 4 St, Meserole St, Bushwick Ave and Johnson Ave. From 1936 to 1942, the line operated to Canarsie Shore at all times. The line was cut back to the Rockaway Pky Station of the 14th St-Canarsie Line on Nov. 23, 1942 and shuttle service was usually operated south of Hegeman Ave during winter months. The line was cut back to Marcy Ave and Broadway on April 13, 1950 and ran via Marcy Ave to South 4 St.

WILSON AVE-BROOKLYN BRIDGE - July 24, 1933--Oct 21, 1934 Depot: East NY
From Central Ave & Cooper St via Cooper St, Wilson Ave, Flushing Ave, Navy St (Hudson Ave & Nassau St in opposite direction) Sands St to the Adams St, High St, Washington St Loop. No service Sat, Sun & holidays.

The Nassau Electric RR never operated horsecars. However the following lines were horsecar lines under the Atlantic Ave RR Co and were electrified in the years indicated:

BERGEN	1893-1894	HICKS ST	1893	SEVENTH	1893
FIFTH	1893-1896	HOYT-SACKETT	1893	ST JOHNS	1893-1896
15 ST	1893		1892-1893	VANDERBILT	1893

NEW YORK CONSOLIDATED RAILROAD CO

This was the subsidiary of Brooklyn Rapid Transit Co that operated the elevated lines but also operated the following trolley lines.

65 ST-SEA BEACH LINE - May 20, 1898--June 21, 1915 Line #72(1910)
(Sea Beach Ry Co 1898--1912; NY Consolidated RR Co 1912--1915)
3 Ave & 65 St via Sea Beach cut to New Utrecht Ave. In 1913 extended to Coney Island via Sea Beach tracks during construction of the Rapid Transit line. Depot: 58 St.

CANARSIE SHUTTLE - Oct 18, 1920--Nov 21, 1942 Line #1 Depot: Canarsie
(NY Consolidated RR Co 1920--1923; NY Rapid Transit Corp 1923--1928; Brooklyn & Queens Transit Corp 1929--1940; NYCTS 1940--1942)
Rockaway Pky El Station via Private Right of Way to terminal yard near Canarsie Shore. El cars of Broadway-Canarsie Line used this route to Oct 18, 1920. Discontinued Nov 21, 1942 and Rockaway Pky revived.

NEXT - BROOKLYN CITY RR