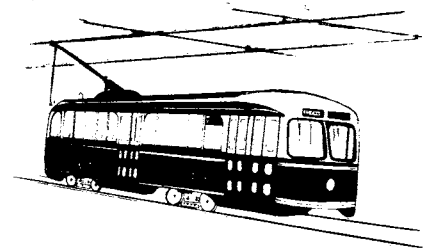


# NEW YORK DIVISION

# BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

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-----BROOKLYN TROLLEY CHRONOLOGICAL CHANGES P.3 -----

## LONG ISLAND RR EXTENDS ELECTRIFICATION

On October 19, LIRR officially started electric M-U service between Mineola and Huntington. M-U service runs in rush-hours with some midday service. Trains terminate at Penn Station or at Hunters Point, the only M-U service to Hunters Point. The unions wanted the opening put off until January but Rockefeller wanted it opened before Election Day. The National ERA is running a trip over the new electrification on Nov 1, using pre-war equipment. Without any warning, at 4 AM on Oct 23, electrical union members cut off all LIRR power and walked off the job. The railroad obtained a court order and some service resumed in the late afternoon with service normal on Saturday.

## CAR ASSIGNMENTS: R-44 ORDER INCREASED

The R-44 order for 240 75-foot air-conditioned cars was increased to 300 cars on Sept 15. All are to be built by St Louis Car Division.

On August 27, mixed trains disappeared from the Queens IND, and since then, R-38's, R-40's, R-40M's and R-42's are usually operated by themselves in solid trains although R-40M/42's are often mixed.

By mid-June, all remaining active cars that were scheduled for scrapping (Numbered 101-375) had been withdrawn from service and reportedly have all been scrapped. Cars 840-859 were transferred to Bronx service, so that assignments presently are as follows:

100-859 (420 cars)-Bronx; 860-1439(541 cars)-Queens; 1440-1802-BMT E.Div  
Present requirements (excluding spares) for Div "B" are:

A- 330 R-10's, 50 R-42's; AA/B- 248 R-32's, 56 R-42's; CC- 220 R-1/9's  
D- 130 R-1/9's, 150 R-32's, 100 R-42's; F- 230 R-1/9's, 200 R-38 & 40's  
E/HH- 130 R-1/9's, 310 R-38 & 40 & 42's; EE- 88 R-1/9's, 88 R-16's;  
GG- 24 R-1/9's, 80 R-16's, 48 R-40(M)'s; KK- 110 R-1/9's  
LL- 117 R-1/9's, 18 R-42's; M- 60 R-1/9's; 12 R-42's  
N- 144 R-32's, 32 R-42's; QJ/QB- 24 R-1/9's, 220 R-27/30's, 36 R-42's  
RR/RJ- 280 R-27/30's, 32 R-42's; Franklin- 10 R-11's; Culver- 4 R-27's

The above are official figures, but in practice, the quantities and proportions are apt to vary somewhat; for example, the "D" and "QJ" and "E" often use more R-1/9's and usually fewer are used on the "F". Mixed trains are rarely seen (except on Franklin); in such cases an odd unit might be coupled onto a train of another type, but the elaborate intermixings formerly seen are now almost entirely absent.

It might be interesting to compare present assignments with the proposed Feb 1972 assignments (with 240 R-44 cars in service):

A- 290 R-10's, 30 R-42's, 48 R-44's; AA/B- 72 R-10's, 160 R-32's, 72 R-42's  
D- 30 R-1/9's, 240 R-32's, 50 R-42's, 48 R-44's; CC- 172 R-1/9's, 48 R-42's  
E/HH- 90 R-1/9's, 260 R-38/40/42's, 64 R-44's; GG- 120 R-16's, 48 R-40M's  
F- 100 R-1/9's, 90 R-38's, 160 R-40's, 64 R-44's  
EE 104 R-1/9's, 64 R-16's, 8 R-42's KK- 102 R-1/9's, 6 R-42's  
LL- 123 R-1/9's, 12 R-42's; M- 60 R-1/9's, 12 R-42's  
N- 152 R-32's, 24 R-42's; QJ/QB- 24 R-1/9's, 224 R-27's, 32 R-42's  
RR/RJ- 272 R-27/30's, 40 R-42's; Franklin- 10 R-11's; Culver- 4 R-27/30's

NEWS CONTINUED ON PAGE 2 & PAGE 8



## CHRONOLOGICAL LIST OF

## BROOKLYN TROLLEY CHANGES

by BERNARD LINDER

The August, October and December 1969 and February, April & June 1970 issues of the BULLETIN contained descriptions of the route changes of each Brooklyn trolley line. This article will give a chronological list of the Brooklyn trolley route changes and will give the reasons for some of the route changes.

Since the northern half of Brooklyn was built up before 1900, this area was served by a large network of trolley lines which were built before the turn of the century. The population of Queens and the southern part of Brooklyn kept increasing and trolley lines were extended there between 1909 and 1917.

The Nostrand Ave. Shuttle started running on Dec. 4, 1909. The Hicks St. Line was extended south to Erie Basin and north to Boro Hall in 1910. Trolley cars replaced Culver El trains on the Norton's Point Line on July 3, 1910 and Utica Ave was extended from Church Ave to Ave N on July 8, 1910. The Marcy Ave Line which ran to Hamilton Ferry was discontinued on October 14, 1910 and was replaced by a new line, the Hoyt-Sackett Line, which started running on October 15, 1910. Service on the Broadway Ferry Shuttle was begun on Oct 25, 1910. The New Lots Ave. Line started running on June 10, 1911, the Metropolitan Ave. Shuttle on Nov 1, 1911, the Furman St Line on May 31, 1912, and the Wyckoff Ave Shuttle on Aug 29, 1912. The Greenpoint Line was extended south to 9 Ave and 20 St during 1912. The 16 Ave Line was extended as far as 63 St on April 7, 1913 and Tompkins Ave was extended from Carroll St to Prospect Park on Jan 15, 1914. The Rogers Ave Line also started running on Jan 15, 1914. The Myrtle Ave "L", which formerly ran on the surface east of Wyckoff Ave, started using the new structure on Feb 22, 1915. Lutheran Line trolley cars started running on the former elevated tracks. The Third Ave Line was extended to Fort Hamilton on Feb 22, 1915. The Hicks St Line was extended again to Navy and Wilmoughby St in 1916. The West End structure was placed in service on June 24, 1916 and West End trolley cars started running on the surface tracks which were formerly used by the elevated trains. Service was begun on Dec 1, 1916 on the Eighth Ave Line which was the last new line built in Brooklyn.

The Rogers Ave Line was extended to Ave I in 1917. Service was begun on the Flatbush Ave Shuttle between Ave N and Ave U on March 23, 1917. Several lines in the Ridgewood area were rerouted on April 26, 1917. Myrtle Ave, Bushwick Ave, and Wyckoff Ave were extended to Tesla Place while Gates Ave and Union Ave were extended to Fresh Pond Station and Richmond Hill was rerouted via Fresh Pond Road to the "L" Station. On May 6, 1917 Lutheran Line was discontinued and Flushing-Knickerbocker was extended to Fresh Pond Station. The Hunters Point Shuttle was discontinued and the Crosstown Line was extended to Long Island City on June 4, 1917. The last trolley extension in Queens, the extension of the Metropolitan Ave Line to Jamaica Ave, took place on Sept 26, 1917. The Norton's Point Line was cut back to Stillwell Ave when the new incline was opened in 1918. Elevated cars replaced trolley cars on May 25, 1918. The elevated cars operated only as far as W 37 St and shuttle service was begun on the portion west of West 37 St. Hamburg Ave was changed to Wilson Ave as a result of World War I and the name of the trolley line was changed on Feb 1, 1919. The Culver el structure was placed in service on March 16, 1919 and Gravesend Ave trolley cars started running on the surface tracks which were formerly

used by the elevated trains. The Metropolitan Ave Shuttle was discontinued on June 15, 1919.

#### BROOKLYN CITY RAILROAD BREAKS AWAY

Inflation followed the first World War and since the Brooklyn Rapid Transit Company was in financial difficulty due to the Malbone St. Wreck and the refusal of the City of New York to allow the company to raise the fare, the BRT was forced into bankruptcy. Lindley H. Garrison was appointed receiver on July 14, 1919. By order dated Oct 16, 1919, the receiver of the Brooklyn Heights RR Co was ordered not to adopt the Brooklyn City Railroad Co lease of Feb 14, 1893 and was ordered to cease operation of the lines on October 19, 1919. At that time the BRRR started to operate its lines independently and the following route changes were made so that Brooklyn City cars would not operate on tracks of other companies and vice versa. Bushwick Avenue, Gates Ave, Myrtle Ave, Union Ave and Wyckoff Ave were cut back to Ridgewood while Flushing-Ridgewood and Richmond Hill were extended to Ridgewood. Jamaica Ave was extended to East New York, Fulton St was cut back to East New York, and Broadway was rerouted via Fulton St and Crescent St to Jamaica Ave. The following lines were cut back: Ocean Ave to Bergen St, Hicks St to Atlantic Ave at one end and to Hamilton Ave at the other, Union St to Hamilton Ferry, Flushing Ave to Maspeth, Ave C to Flatbush Ave and Cortelyou Road, 16 Ave to 16 Ave and Gravesend Ave, Rogers Ave to Farragut Rd and Flatbush Ave, Nostrand Shuttle to Kings Highway, Greenpoint was rerouted to Borough Hall and 39 St-Ft Hamilton, Wyckoff Ave Shuttle and Flushing-Knickerbocker Ave were discontinued. Flatbush Ave was cut back to Ave N and Bergen Beach Shuttle cars provided service east of Ave N. Broadway Ferry Shuttle cars were cut back at Broadway Ferry and Grand St Shuttle cars provided service north of Broadway Ferry.

Hicks St was discontinued on January 30, 1920, Park Slope started running on April 12, 1920, and 86 St was discontinued June 1, 1920.

The August, 1920, trolley strike had an adverse effect on patronage and the bankrupt company discontinued several lines. On August 28, 1920 Coney Island service was discontinued on Reid Ave, 15 St, Union St and Vanderbilt Ave. The Ralph Ave Shuttle was also discontinued on the same day. Church Ave, Park Ave, Rogers Ave, Seventh Ave, Wyckoff Ave were discontinued on August 29 and the Ocean Ave Line suffered the same fate on August 30. The Metropolitan Ave Line was also discontinued during the strike. Since the discontinued lines were not very busy, the company wasn't in a hurry to resume service. Rogers Ave cars started running again on Sept 28, 1920 and service was discontinued permanently on Oct 16, 1920 because of competition from the IRT Nostrand Ave subway which had just been opened. Regular service on the 39 St Ferry-Coney Island Line was discontinued on Oct 1, 1920; summer service continued until Aug 29, 1920. Trolley cars replaced elevated cars between Rockaway Parkway and Canarsie on Oct 18, 1920. At the same time, Wilson Ave cars terminated at Hegeman Ave (Canarsie Depot) and Rockaway Pky cars provided service south of Hegeman Ave. During the summer months, shuttle service was discontinued and Wilson Ave cars provided through service to Canarsie. On Oct 29, 1920, service was resumed on the 86 St Line between Bay 19 St and 5 Ave and on Oct 28, 1920, service was resumed on the Metropolitan Ave Line between Flushing Ave and Dry Harbor Rd (St John's Cemetery). Resumption of service on the Ocean Ave Line between Farragut Rd and Ave W took place on Nov 1, 1920. The Park Slope Line, which lasted only 9 months, was discontinued on Jan 13, 1921. Broadway was cut back to East New York on March 15, 1921 and Fulton-Crescent cars provided service east of East New York.

During 1921 service was resumed on three lines which were discontinued during the 1920 trolley strike. On March 18, 1921, service on Metropolitan Ave was resumed from Dry Harbor Road to Jamaica Ave. Service was resumed on the Church Ave Line on April 26, 1921 and full service was resumed on the Ocean Ave Line on June 25, 1921. Reid Ave was cut back to Utica and Church Ave on Aug 29, 1921.

During 1922 service was resumed on three more lines which were discontinued during the 1920 strike. On April 6, 1922 service was resumed on the remainder of the Metropolitan Ave Line, Flushing Ave to Bridge Plaza. Park Ave and Marcy Ave started running again on Nov 2, 1922. The Broadway Ferry Shuttle was discontinued the previous day.

On Dec 1, 1923, the City of New York started operating trolley cars on the Williamsburg Bridge and the BMT trolley lines which had been running to Delancey St were cut back to Bridge Plaza. The Montague St Line was discontinued on May 18, 1924. Meeker Ave was extended to Graham and Metropolitan Ave and Marcy Ave was extended to Lorimer St & Metropolitan Ave on July 1, 1924. Nostrand Ave Shuttle was extended to Ave Q on Oct 31, 1924. Fulton Ferry service of the DeKalb Ave Line was discontinued on Aug 17, 1925 and service to Fulton Ferry was furnished by the Fulton Ferry Shuttle. On Oct 15, 1925, the Ave N branch of the Flatbush Ave Line was extended to Ralph Ave, the Flatbush Ave Shuttle was discontinued, and through service was operated from downtown to Ave U. On July 8, 1926, service was resumed on the Ralph Ave Shuttle which hadn't run since the August, 1920 trolley strike. The Nostrand Ave Shuttle was extended to Ave U on April 16, 1927. This was the last trolley extension in Brooklyn. Fulton-Crescent was discontinued on Oct 15, 1928 and service was provided by extending the Broadway Line to Jamaica Ave and Crescent St. On Dec 14, 1928, Smith St cars were cut back to Park Circle and Coney Island Ave cars provided service south of Park Circle. Through service was operated on summer Sundays and holidays. Grand St cars were cut back to Corona Ave and Junction Blvd on April 7, 1929 and Junction Blvd cars were operated between Corona Ave and North Beach. Park Circle-Subway cars started running on Oct 1, 1929.

The BMT favored trolley cars and substituted buses only on very lightly travelled lines. Buses replaced trolley cars on Calvary Cemetery Line on Jan 25, 1930 and on Bergen Beach on Aug 6, 1930. Trolley coaches replaced Ave C trolley cars on July 22, 1930. The City of New York discontinued trolley service on the Williamsburg Bridge on Feb 15, 1931 and on the same date, Nostrand Ave, Reid Ave, Ralph-Rockaway Aves and Tompkins Ave were extended to Delancey St. On March 16, 1931, Marcy Ave cars were rerouted to Tompkins Ave because of the construction of the IND subway under Marcy Ave. The line was extended to Newtown Creek on the same date.

Cortelyou Rd trolley coaches replaced trolley cars on 16 Ave south of Gravesend Ave on May 26, 1932 and on the next day, Gravesend-Church cars started running between 16 and Gravesend Ave and the Canarsie Depot.

The BMT was able to avoid bankruptcy during the depression by economizing. Several unprofitable lines were discontinued and others were combined. Summer service on 15 St-Coney Island was discontinued permanently on Sept 15, 1932. Buses replaced trolley cars on the Nortons Point Shuttle on Feb 20, 1933. The Fulton Ferry Shuttle was discontinued on April 7, 1933, Hamilton Ferry suffered the same fate on April 9, 1933 and Grand St Shuttle cars stopped running on July 10, 1933. Meeker Ave and Marcy Ave were combined on July 24, 1933 and service was discontinued between Broadway and Fulton St. Park Ave cars was discontinued on July 24, 1933. A new line, Wilson Ave-Brooklyn Bridge, which used Wilson Ave and Flushing Ave Line's tracks and which paralleled the discontinued line started running the same day.

Park Circle-Subway, which ran for four years and 2½ months was discontinued on Dec 16, 1933. A new line, Crosstown-Park Row, started on Jan 1, 1934. Third Ave and 65 St-Ft Hamilton were combined on June 24, 1934. DeKalb-Coney Island summer service was discontinued Sept, 1934. Wils Ave-Brooklyn Bridge, which ran for only 1 year and 3 months, stopped running on Oct 20, 1934. Hoyt-Sackett and Summer Ave were combined into the Summer-Sackett Line which started running on Oct 21, 1934. The 8 Ave Line was extended to 86 St and 14 Ave on Oct 21, 1934 and 86 St was extended to Flatbush and Atlantic Ave on Nov 11, 1934. Bushwick Ave and Cypress Hills were combined into the Bushwick Ave Line on Aug 1, 1935. Franklin-Coney Island summer service was discontinued permanently Sept 1935. When the IND Fulton St Subway to Rockaway Ave opened on April 9, 1936, Jamaica Ave cars were extended to Hopkinson Ave, one block beyond the IND terminal. On June 10, 1936, a branch of the Bergen St Line was also extended to the new IND station. On July 15, 1936, the McDonald and Vanderbilt lines were combined as were the Smith and Coney Island lines and also the Utica and Reid Ave lines. The same date Ralph Ave was extended to Bridge Plaza and Crosstown-Park Row was renamed the Erie Basin Line. Junction Blvd was merged into the Grand St Line on Dec 31, 1936. Rockaway Parkway was discontinued in 1936 and Wilson Ave Line was extended to Canarsie.

On Jan 10, 1937, Metropolitan Ave was extended to 168 St, Jamaica and several lines which ran to Park Row were cut back to Boro Hall or Sands St. The branch of the Bergen St Line which was extended to the IND at Hopkinson Ave was discontinued on Feb 12, 1937. St Johns Place was extended to Hegeman Ave and Rockaway Ave and also to Fulton Ferry on Sept 13, 1937. Myrtle Ave and Court St were combined on April 3, 1938 and Hamilton Ave and Bay Ridge Ave were merged on Nov 21, 1938. Meeker-Marcy was converted to bus on April 17, 1939 because of the construction of the Kosciusko (Meeker Ave.) Bridge.

The City of New York purchased the BMT on June 1, 1940 and since LaGuardia favored buses, the Board of Transportation started planning bus substitutions on several trolley lines. As soon as the buses were delivered, they were substituted for trolley cars as follows:

New Lots Ave-----	June 29, 1941	Fulton St-----	Aug 10, 1941
Putnam Ave-----	Sept 21, 1941	Gates Ave-----	Oct 5, 1941
15 Street-----	Nov 8, 1941	Third Ave-----	March 1, 1942
Hamilton Ave-----	Mar 29, 1942		

Hamilton Ave and Bay Ridge Ave were separated on June 1, 1941. Trolley cars which ran on Fulton St were rerouted to Lafayette Ave and Livingston St on June 16, 1941 (Except DeKalb Ave was rerouted via Gold and Willoughby St) so that the Fulton St elevated structure could be demolished. Several lines in the Navy Yard area were rerouted in 1941 and 1942 because of highway construction and the eastward expansion of the Navy Yard.

On Nov 23, 1942, the Canarsie Shuttle was discontinued, the Wilson Ave Line was terminated at Rockaway Parkway Station, and the Rockaway Parkway Line started running between Rockaway Parkway Station and Canarsie Shore. When gasoline, diesel fuel and rubber became scarce during the war, trolley cars replaced buses on Putnam Ave on Nov 29, 1942 and on Nortons Point Shuttle on June 7, 1943. Residents of Sea Gate objected to the trolley cars running in their front yards and buses returned to Nortons Point Shuttle on Oct 3, 1943. Summer-Sackett and Ralph Ave were discontinued on Nov 1, 1943. Service to Hamilton Ferry was provided by rerouting the Bergen St Line. A new line, Summer Ave, provided service on portions of the discontinued Ralph Ave and Summer-Sackett lines. The Erie Basin Line was discontinued Mar 4, 1944.

During 1944, various trolley lines in downtown Brooklyn were rerouted several times. When the war was over, the Brooklyn trolley fleet was in poor condition because of the lack of spare parts and skilled manpower. Since new buses were not available in 1945, the Board of Transportation decided to eliminate lightly traveled lines and duplication of service. Nostrand Ave and Nostrand Ave Shuttle were combined on Oct 28, 1945. Franklin Ave and Nassau Ave were discontinued on the same date and the Lorimer St Line was rerouted over the Nassau Ave Line and over the Nassau Ave Line south of Flushing Ave. Greenpoint Line was discontinued on Nov 19, 1945 and Union Ave suffered the same fate on Dec 1, 1945. Union St was converted to bus at the same time. Grand St was cut back to Maspeth on Feb 6, 1946 and Junction Blvd cars started running between Corona Ave and LaGuardia Field. Bushwick Ave and Cypress Hills were separated on May 1, 1946. Smith St was discontinued on June 17, 1946 and Coney Island Ave was operated as a separate line. St. Johns was rerouted thru Smith and Jay St until the Smith St Line resumed service on Sept 22, 1946. Buses replaced trolley cars on Sea Gate on Dec 1, 1946. West End was discontinued without substitution on June 28, 1947, Bushwick Ave and Cypress Hills stopped running on Sept 1, 1947, with buses replacing the trolley cars only on the portion east of Myrtle and Wyckoff Ave.

As soon as buses were available, the Board of Transportation began an accelerated bus replacement program. Within four years, Brooklyn's great trolley fleet had dwindled to only three trolley lines. The following lines were converted to bus:

- |                                    |                                |
|------------------------------------|--------------------------------|
| Bergen St - July 20, 1947          | Junction Blvd - Aug 25, 1949   |
| Sumner Ave - July 20, 1947         | Grand St - Dec 11, 1949        |
| St Johns Pl - Aug 24, 1947         | Putnam Ave - Feb 5, 1950       |
| Tompkins Ave - Aug 24, 1947        | Brooklyn Bridge - Mar 5, 1950  |
| Jamaica Ave - Nov 30, 1947         | Vanderbilt Ave - Aug 19, 1950  |
| Lorimer St - Dec 14, 1947          | Crosstown - Jan 28, 1951       |
| 86th Street - Aug 12, 1948         | Smith St - Feb 11, 1951        |
| Nortons Point - Nov 7, 1948        | Seventh Ave - Feb 11, 1951     |
| Flushing Ave - Nov 21, 1948        | Flatbush Ave - March 4, 1951   |
| Williamsburg Bdg - Dec 5, 1948     | Utica Ave - March 18, 1951     |
| Graham Ave - Dec 21, 1948          | Nostrand Ave - April 1, 1951   |
| DeKalb Ave - Jan 30, 1949          | Rockaway Pky - April 29, 1951  |
| Fifth Ave - Feb 20, 1949           | Ocean Ave - April 29, 1951     |
| Eighth Ave - May 15, 1949          | Ralph-Rockaway - May 27, 1951  |
| Metropolitan Av - June 12, 1949    | Wilson Ave - May 27, 1951      |
| Flushing-Ridgewood - July 17, 1949 |                                |
| Myrtle-Court - July 17, 1949       | Broadway - Jan 15, 1950        |
| 65 St-Bay Ridge - May 15, 1949     | Richmond Hill - April 26, 1950 |

The following lines were converted to Trolley Coach:

- |                             |                             |
|-----------------------------|-----------------------------|
| Bergen St - Oct 17, 1948    | St Johns Pl - Sept 15, 1948 |
| Tompkins Ave - Nov 19, 1948 | Lorimer St - March 23, 1949 |
| Flushing Ave - Nov 11, 1949 | Graham Ave - Dec 11, 1949   |

Several minor route changes were made between 1947 and 1951. St Johns Place service between East New York Ave & Rockaway Ave and the Canarsie Depot was discontinued on July 20, 1947 and the cars were rerouted via Liberty Ave to Sheridan Ave. On Aug 24, 1947, the Flatbush Ave Line was extended to Tillary St and on Nov 30, 1947, the Metropolitan Ave Line was cut back to Metropolitan and Jamaica Ave. Rockaway Pky was cut back to Seaview Ave on April 17, 1949. McDonald Ave and Vanderbilt Ave were separated on May 2, 1949 because of sewer construction and McDonald Ave terminated at Ave X until Aug 2, 1949.

The PCC cars were only 15 years old in 1951 and since they hadn't reached the end of their useful life, the PCC's and 20 8000-series

cars. were retained for service on Church Ave, Coney Island Ave and McDonald Ave. Within a few years, the Authority decided to scrap the remaining cars. Coney Island Ave was converted to bus on Nov 30, 1955. Less than a year later, Oct 31, 1956, buses were substituted for the trolley cars on the entire Church Ave Line and the portion of the McDonald Ave Line north of Cortelyou Road, the rest was abandoned.

When the last car rolled into the Ninth Ave Depot shortly after 5 AM, Oct 31, 1956, The Brooklyn trolley cars passed into history after having served Brooklyn faithfully for over sixty years.

NEW YORK & CONNECTICUT SIGN FOR NEW HAVEN TAKEOVER, ORCER 144 CARS

On Oct 27, New York's MTA and the Connecticut Transportation Authority signed contracts with Penn Central for takeover of commuter service effective Jan 1, 1971. P-C will operate the service under contract with the authorities. On Oct 28, the US Dept of Transportation approved a \$40 million grant and MTA ordered 144 new commuter cars for the New Haven from the General Electric Co. (See August BULLETIN).

On Oct 18, Gov Rockefeller announced an order of 80 cars for the Harlem and Hudson divisions of the former New York Central. These will be built as an addition to the LIRR cars on the BUDD assembly line but will be built by General Electric as Budd is leaving the business. PATH ENDS 15¢ FARE: VARIOUS NYCTA NOTES

On Oct 19, PATH Tubes ended the 15¢ fare for intrastate passengers in both New York and New Jersey. Since both New Jersey buses and NYCTA subways charge the same 30¢ as interstate PATH trains, PATH decided the 15¢ intrastate fare was illogical. PATH also plans to discontinue the use of tokens at the end of the year and use exact fare turnstiles.

Sheepshead Bay Station of the Brighton Line is to be equipped with fluorescent and mercury vapor lights. Mercury vapor lighting was installed experimentally on part of the BMT 9 Ave-West End and IRT 215 Broadway station and in the Montague St Tunnel, Brooklyn bound-west end.

Demolition of the Myrtle Ave El started near the end of August.

High windscreens are being installed on above-ground stations of the Brighton Line, West End, Bway-Bklyn, IRT White Plains & IND Fulton.

Yellow plastic squares are being fastened to third rail covers at each insulated joint to inform motormen where to stop at a red signal.

Time signals were installed at Rockaway Line bridges around July.

The escalators connecting the upper and lower level platforms at West 4 St (BMT-IND) Station were placed in service on August 27.

Platform extension of the bridge platform of the Canal St station of the BMT Broadway Subway has finally started. Lexington Ave is the only station yet to be started. Express stations are almost finished.

The shell of the 63 St Tunnel was floated on Oct 6, from Port Deposit, Md to Norfolk, Va. It is due to put in place next Spring.

R-16 ON JEROME LINE (?), OTHER MISHAPS

R-16 6382 was in the middle of a group of IRT cars on Sept 5 that went up the ramp from the IND Concourse Yard and along Jerome Ave to the Mosholu Yard. Motorman of regular IRT train reported station platform damaged and signal knocked over after the event.

A water main break at 43 St & 6 Ave on Sun, Sept 27, forced the rerouting of "B", "D" and "F" trains via 8 Ave for several hours. The same day, heavy rains and flooding caused the cave in of a retaining wall at Union St and 4 Ave where platforms are being extended.

Trouble on the Manhattan Bridge southbound in the PM rush hour on Sept 14, causing rerouting of "B" and "D" via Smith St-Culver for several hours and some "F" trains ran via 8 Ave(express) to Jay St. Some "RR" trains ran to Coney Island via West End to provide service on that line. On Sept 28, an R-16 "GG" was extended to Coney Island.