

NEW YORK DIVISION

BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION

VOL. 13 - NO. 6 GPO Box 1892 New York, N.Y. 10001

DECEMBER 1970

BROOKLYN TROLLEY ROSTERS 1905-1910

SPATE OF MISHAPS HIT SYSTEM: "EE" LOSES OLD CARS

On November 10, in the PM rush hour, the NYCTS was hit by a whole string of mishaps causing serious disruption to service and delays to thousands of passengers, especially Queens IND riders. Emergency cords were pulled around the system starting about 4:10 PM on several trains. Some feared sabotage but nothing was determined. At 4:50 PM, an "F" train, Jamaica-bound at 5 Ave-53 St suffered a ruptured brake pipe as a result and Queens bound "E" and "F" service was badly disrupted. An "EE" Queens-bound Bway Local carrying a heavier than usual load and with dead motors, was unable to make the grade into Queens Plaza and stalled outside the station around 6:15 PM. The following "EE" was unable to push it and both trains filled with passengers were stuck over an hour. There were no announcements so passengers broke windows and opened the doors and walked the tracks to the nearest exits. For safety reasons, TA then cut the power knocking out all Queens IND service which was not back to normal until 9:30 PM.

As usual, TA blamed the old cars although one of the "EE" trains was an R-16. At any rate, R-1/9's were ordered off the "EE" on Nov. 13 and R-16's provide most service with a few R-38 and R-40M trains on the "EE". Most "GG" trains are now R-1/9's with some R-16's, R-38's & R-40M.

NEW HAVEN INCREASES COMMUTER SERVICE, STARTS ZONE SERVICE

With some changes on Sept. 21 and others starting Oct 25, westbound trains toward Grand Central have been increased from 71 to 87 on weekdays on the New Haven region of Penn Central. Outbound or eastbound trains were increased from 73 to 86 with some MU trains regularly operating to New Haven. Stops have been divided into zones similar to the Hudson and Harlem divisions and Boston trains run into Penn Station.

LONG ISLAND RR, SCRAPPING, NEW PAINT

As more LIRR Metropolitans go into service, more older cars are being scrapped, including some of the post-war double deckers. Some are scrapped in Coney Island Yard and many awaiting their fate are on the remaining spur of the Whitestone Branch near the Flushing IRT. Many of the pre-Metropolitan cars are being painted with silver-gray exteriors and blue in the window area.

CONSTRUCTION NOTES: BOWLING GREEN, JACKSON HEIGHTS, PLANNED SUB-STATIONS

An additional escalator is being built for the busy Roosevelt Ave-74 St transfer between the IND-BMT and the IRT Flushing Line. A separate northbound platform is planned for the IRT Bowling Green Station with a new escalator-connected underpass to all platforms. The unused northbound local platform at 14 St on the IRT Lexington subway has been walled in. Substations are to be built for the BMT 4 Ave Line at 89 St, Astoria Line at 24 Ave, Broadway-Brooklyn Line at Lorimer St., Myrtle Ave, Cornelia St and East New York; for the IRT Broadway Line at LaSalle St, Jerome Ave Line at E 176 St and E 212 St and the IND Fulton Line at 98 St. Fluorescent Lights were lit on the IND 34 St-6 Ave southbound platform October 23 and West 4 St, northbound lower or 6 Ave level on November 20. (News continued on Page Two)

ANSWERS TO LAST NYCTS QUIZ:- 67. Ten; 68. Five; 69. Three

OTHER REASSIGNMENTS; OLD CARS BACK ON "B" (WEST END) BRIEFLY

In response to complaints from riders about old cars on the "D" (Brighton Exp.), the TA came out with a directive on car assignments effective November 23. No more than the official number of 13 trains of R-1/9's are to be used on the "D" and for rush hour service only. Prior to Nov 23, about 20 to 25 R-1/9 trains could be seen in rush hours and about 12 or 13 on weekends (about half the service) as well as 7 owl trains. On Saturday, Nov 14, more than half the "D" trains were R-1/9's. Sometimes the "F" has similar proportions. At present R-1/9's are still seen in off hours, but not so many. On Nov 22, 80 R-1/9 cars were run from Coney Island Yard and laid up on the West End Line, and placed in "B" service from Bay Parkway the following morning for the first time since March 6. Ten trains of R-1/9's were operated the first day, but reportedly due to complaints from motormen, the number was reduced until by the end of the week, any still remaining were ordered off the "B" and found their way back on the "D".

No less than 6 R-42 trains are to be used on the rush hour "B". These were comparatively rare in recent months, but are now fairly common on the "B", also on the "AA". R-32's are not to be used on the "QB" or "QJ" and R-32 proportions were adjusted to provide the complement of "B/AA", "D" and "N" service. All "QB" trains at present are R-27's but previously R-32's made up about half the trains. The "QJ" (Brighton Lcl. also uses R-9's and R-42's in addition to the R-27's.

Cars 840-859 have been transferred back to Queens. R-1/9's were ordered off the "HH" Rockaway Shuttles about a year ago but have reappeared here in recent months. Two trains of R-1/9's on the "A" and 4 trains of R-10's on the "CC" have been reported various rush periods during October and November. A mixed train of 1 R-16 and 2 R-27's was on the Franklin Shuttle on Sept 26 and 27. R-11's, R-27's, R-32's are usually seen here and R-42's appeared in the recent past.

OTHER CAR NOTES

As of December 4, at least 110 Westinghouse R-10's and 110 R-27/30's had been painted along with 64 R-12/14's and 28 R-15's. R-16's and R-17's are finished. Painting of Eastern Division R-9's appears to have slowed down with about 73 painted to date, and there is sharp difference of opinion as to the suitability and appearance of the silver and blue paint scheme for these cars.

Virtually all Eastern Div. R-9's now have radio receiving aerials; in early October, the first Queens R-1/9's began to get aerials, and now most of these cars have them. The first R-32's with aerials (in the same place as the R-1/9's) were seen on November 28. About 205 cars numbered below 900 have headlights; at least 9 above 900 still don't have them.

Many R-38's and R-40's are running around with green courtesy lights and an increasing number of R-40's and R-40M's have their large end route letters backlit with green lights. At the same time, some R-27's and a few R-38's have side destination signs lit in white but most have no lights. A few R-32's still have front destination signs. R-38 #4084 has a dark blue "EE" side route sign.

IRT R-12 5781 and R-33 9212-3 were reportedly damaged by fire. Big blue M's are replacing "TA" insignias on conductors' uniforms.

COMMUTERS HIT BY NATIONWIDE RAILROAD STRIKE ON DEC. 10

All Penn Central, Erie-Lackawanna and Jersey Central trains were halted by a nationwide strike on December 10. Long Island trains ran but not into Penn Station, service terminating at Woodside or Flatbus Ave. SIRT did not run. PATH Tubes operated only East of Journal Square. Service resumed normal the next morning after Congressional action.

BRT ROSTER - 1905 & 1910

by Bernard Linder
checked by Edward B. Watson

Most of the original trolley cars were single truck cars with open platforms-converted from horse cars. As soon as larger double truck cars were available, the BRT retired most of its small single truck cars and replaced them with the larger cars. The BRT 1909 report states that 267 open cars and 437 closed single truck cars were withdrawn from service from 1902 to 1909 (This figure does not agree with some other figures). In this period, BRT added 555 semi-convertibles, 452 convertibles, 161 utility cars, 4 snow plows and built 19 more utility cars. There were in service for the 1909 schedule:

- 605 closed
- 554 Semi-convertible
- 453 convertible(incl. 787)
- 919 open
- 398 miscellaneous

This article will give a 1905 Roster and a 1910 Roster of all BRT Surface passenger cars for comparison.

1905 ROSTER

CAR NO.	BUILDER	YEAR	TYPE	NOTES
1-8	Lewis & Fowler	1890	C ST	Cable cars
14-16	Lewis & Fowler	1890	O ST	" "
17-19	Jones Car Co.	1875	O ST	" "
1-20	Jewett	1905	C DT	-- For use on Williamsburgh Edge-Local Line only.
200-274	St. Louis	1899	O DT	Renumbered to 600-674 in 1908
275-299	Briggs	1899	O DT	Renumbered to 675-699 in 1908
300-369	Stephenson	1898	C DT	
370-399	St. Louis	1898	C DT	395 burned in 1901
400-419	BHRR	1898	O DT	
420-499	Brill	1898-9	O DT	
500-509	Laclede	1897	C DT	
510-529	St. Louis	1897	C DT	
530-549	Brill	1897	C DT	
550-554	Laclede	1897	C DT	551, 553, 556, 558, 559, 562, 563, 564, 565, 568, 569, 578 Burned in
555-579	American	1898	C DT	Renumbered 200-299, 1908 1901
600-699	Stephenson	1898	O DT	
700-714	B&NY RR Supply	1896	C DT	
715-749	Barney & Smith	1896	C DT	
750	BHRR	1896	C DT	
751-755	Laclede	1897	C DT	
756-760	St. Louis	1897	C DT	
761-770	American	1898	C DT	
771-785	St. Louis	1898	C DT	
786	Stephenson	1898	C DT	
787	Brill	1898	Conv DT	
788	Brill	1898	DT	--Half Open--Half Closed
789-795	Brill	1895	C DT	
800-819	Lewis & Fowler	1887	O DT	
820-824	Jones	1887	O DT	
825-839	Brill	1892	O DT	
840-854	Jones	1887	O DT	
855-889	Brill	1880	O DT	

KEY:-
 O - OPEN
 C - CLOSED
 CONV - CONVERTIBLE
 SC - SEMI-CONVERTIBLE
 ST - SINGLE TRUCK
 DT - DOUBLE TRUCK

CAR NO.	BUILDER	YEAR	TYPE	NOTES
970-994	Lewis & Fowler	1892-3	C ST	
1000-1099	American	1899	O DT	1905 ROSTER (Cont'd)
1100-1150	Lewis & Fowler	1894	C ST	
1151-1175	Brill	1893	C ST	
1176-1195	St. Louis	1893	C ST	
1200-1299	Lewis & Fowler	1894	O ST	
1300-1349	Pullman	1893	C ST	
1350-1399	Lewis & Fowler	1894	C ST	
1500-1549	Lewis & Fowler	1893	C ST	#1513, 1516, 1537 built by St. Louis
1550-1599	St. Louis	1893-4	C ST	
1600-1603	Laconia	1894	O ST	
1605-1609	Lewis & Fowler	1894	O ST	(9 cars missing)
1612-1648	Pullman	1894	O ST	
1700-1749	St. Louis	1899	C DT	
1750-1799	Laclede	1899	C DT	(#1792 is at Branford)
1800-1849	American	1900	O DT	Renumbered to 800-849 in 1908
1850-1899	Briggs	1900	O DT	Renumbered to 850-899 in 1908
1900-1949	American	1899	C DT	
2000-2099	Laconia	1900	O DT	Renumbered 1200-1299 in 1908
2100-2174	Laconia	1899	C DT	
2175-2199	Briggs	1899	C DT	
2200-2259	St. Louis	1898	O ST	
2260-2299	Brill	1898	O ST	
2300-2366	Stephenson	1894-5	C ST	
2367-2397	Brownell	1893	C ST	
2398-2399	Brill	1895	C ST	
2400-2499	Brill	1896	O ST	
2500-2501	Brill	1895	C ST	
2551-2570	St. Louis	1895	C ST	
2571-2586	NERR	1895	C ST	
2587-2595	Kuhlman	1895	C ST	
2600-2619	St. Louis	1896	O ST	
2620-2644	Brill	1896	O ST	
2645-2664	NERR	1898	O ST	
2665	Brill	1896	O ST	
2700-2704	BHRR	1900-1	SC DT	
2705-2754	Laclede	1901	SC DT	
2755-2799	Laclede	1902	SC DT	
2900-2904	Laclede	1902	SC DT	
2905-2954	Stephenson	1902	SC DT	
2955-2999	Laclede	1902	SC DT	
3000-3099	Stephenson	1901-2	O DT	Renumbered 1400-1499 in 1908
3100-3154	Laclede	1902	SC DT	
3155-3199	Stephenson	1903	SC DT	
3200-3249	Stephenson	1902	O DT	Renumbered 1600-1649 in 1908
3300-3304	Stephenson	1903	SC DT	
3305-3354	Kuhlman	1904	SC DT	
3355-3399	Stephenson	1904	SC DT	
3500-3554	Stephenson	1904	SC DT	
2 3555	Stephenson	1904	Conv DT	
3700-3799	Brill	1905	Conv DT	
3900-3924	Brill	1905	Conv DT	
3925-3974	Stephenson	1905	Conv DT	
3975-3999	Jewett	1905	Conv DT	
Amphion(95)	Barney & Smith	1894	Parlor DT	Renumbered 797 in 1911
Montauk(96)	Barney & Smith	1894	Parlor DT	Renumbered 796 in 1911

PARLOR CARS (Cont'd)
Columbia(99) Brill 1895 DT
renumbered to 798 in 1915

PRIVATE CARS
Brighton(97) NERR 1897 ST
#98 NERR 1899 ST

1910 ROSTER

CAR NO.	BUILDER	YEAR	TYPE	NOTES
1-8	Lewis & Fowler	1890	C ST	ex Cable cars, electrified
14-16	" "	1890	O ST	" " " " 1899
17-19	Jones	1875	O ST	" " " "
1-20	Jewett	1905	C DT	Williamsburgh Bridge only
100-176	various	1893-5	C ST	Converted from 1100, 1300, 1500 & 2300 series 1907-8
200-299	Stephenson	1898	O DT	ex 600-699
300-369	Stephenson	1898	C DT	
370-399	St. Louis	1898	C DT	
400-419	B H R R	1898	O DT	
420-499	Brill	1899	O DT	
500-509	Laclede	1897	C DT	
510-529	St. Louis	1897	C DT	
530-549	Brill	1897	C DT	
550-554	Laclede	1897	C DT	551, 553 burned in 1901
555-579	American	1898	C DT	558-9, 562-5, 568-9, 578 burned
600-674	St. Louis	1899	O DT	ex-200-274
675-699	Briggs	1899	O DT	ex-275-299
700-714	B. & N.Y. Supply	1896	C DT	
715-749	Barney & Smith	1896	C DT	
750	B H R R	1896	C DT	
751-755	Laclede	1897	C DT	
756-760	St. Louis	1897	C DT	
761-770	American	1898	C DT	
771-785	St. Louis	1898	C DT	
786	Stephenson	1898	C DT	
787	Brill	1898	Conv DT	
788	Brill	1898	C DT	11 Window-Converted from $\frac{1}{2}$ & $\frac{1}{2}$
789-795	Brill	1895	C DT	
796-797	Barney & Smith	1894	C DT	ex-Amphion (797); Montauk (796)
Columbia	Brill	1895	C DT	Instruction Car (later #796)
800-849	American	1900	O DT	ex-1800-1849
850-899	Briggs	1900	O DT	ex-1850-1899
1000-1099	American	1899	O DT	
1200-1299	Laconia	1899	O DT	ex-2000-2099
1400-1449	Stephenson	1901	O DT	ex-3000-3049
1450-1499	Stephenson	1902	O DT	ex-3050-3099
1600-1649	Stephenson	1902	O DT	ex-3200-3249
1700-1749	St. Louis	1899	C DT	
1750-1799	Laclede	1899	C DT	
1800-1849	St. Louis	1898	O ST	ex-2200-2259
1850-1899	Brill	1896	O ST	ex-2400-2499 series
1900-1949	American	1899	C DT	
2000-2004	Brill	1896	O ST	ex-2400 series
2005-2020	St. Louis	1897	O ST	} ex-2600-2664 series
2021-2041	Brill	1896	O ST	
2042-2061	N E R R	1898	O ST	
2062	Brill	1896	O ST	ex-2665
2100-2174	Laconia	1899	C DT	
2175-2199	Briggs	1899	C DT	

CAR NO.	BUILDER	YEAR	TYPE	NOTES
2500-2599	Stephenson	1907	SC DT	1910 ROSTER (Cont'd)
2700-2799	Stephenson	1901	SC DT	
2705-2799	Laclede	1901-2	SC DT	
2900-2904	Laclede	1902	SC DT	
2905-2954	Stephenson	1902	SC DT	
2955-2999	Laclede	1902	SC DT	
3100-3154	Laclede	1902	SC DT	
3155-3199	Stephenson	1903	SC DT	
3300-3304	Stephenson	1903	SC DT	
3305-3354	Kuhlman	1904	SC DT	
3355-3399	Stephenson	1904	SC DT	
3500-3554	Stephenson	1904	SC DT	
3555	Stephenson	1904	Conv DT	
3556	Pressed Steel	1906	Conv DT	
3700-3799	Brill	1905	Conv DT	
3900-3924	Brill	1905	Conv DT	
3925-3974	Stephenson	1905	Conv DT	
3975-3999	Jewett	1905	Conv DT	
4100-4199	Stephenson	1906	Conv DT	
4300-4349	Laconia	1906	Conv DT	
4500-4549	Jewett	1906	Conv DT	4547 at Seashore Tr. Museum
4550-4599	Laconia	1906	Conv DT	4573 at Branford " " 4550 at Edaville RR, Mass.

KEY:-
 O - OPEN
 C - CLOSED
 CONV - CONVERTIBLE
 SC - SEMI-CONVERTIBLE
 ST - SINGLE TRUCK
 DT - DOUBLE TRUCK
 All were double-end

177-194 In 1910-1911 BRT rebuilt 18 cars from various series including some work cars into closed passenger cars and renumbered them 177-194.

CONEY ISLAND & BROOKLYN RR CARS RENUMBERING IN 1914-16

CIB NO.	BRT NO.	BUILDER	YEAR	TYPE	
295-304	900-909	BRILL	1896	C	
305-314	1650-1659	Brill	1897	O	
315-324	910-919	Brill	1897	C	
325-399	1660-1699	Brill	1898	O	
	1800-1834				
456-495	920-959	Brill	1898	C	
496-570	1835-1899	Brill	1898	O	
	2000-2009				
571-620	960-999	Brill	1899	C	#621 wrecked by LIRR before 7/1/10
	1100-1109				
622-670	2010-2058	Brill	1899	C	#
671-690	1110-1128	Brill	1900	C	#675 burned 1/15/04
691-715	1129-1153	Brill	1903	C	
716-765	2059-2099	Brill	1904	O	
	2200-2208				
766-790	1154-1178	Brill	1904	C	
791-800	2380-2389	Brill	1905	SC	
801-810	2390-2399	Brill	1907	SC	

NYD BULLETIN Published bi-monthly by Publications Comm., N.Y. Division
 Electric Railroaders' Association, GPO Box 1892, New York, NY 10001
 Editor: Arthur Lonta; News Editor: Bill Zucker; Features: B. Linder