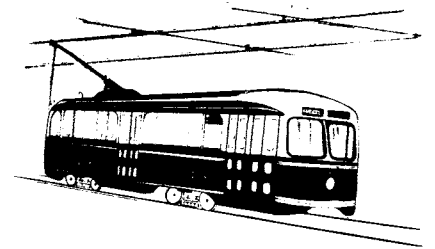
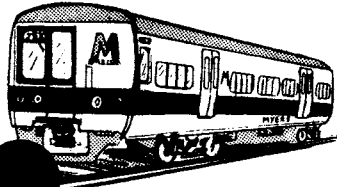


# NEW YORK DIVISION

# BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

GPO Box 1892 New York, N.Y. 10001

VOL. 14 - NO. 2

APRIL 1971

-- -- -- BROOKLYN RAPID TRANSIT SERVICE 1908-1938, PART 2--PAGE 3-- -- --

## 48 ST RAIL TUNNEL PROPOSED

A new rapid transit railroad tunnel from 48 St under the Hudson River has been proposed by N.J. Governor Cahill, possibly tying in with the Erie-Lackawanna. The N.J. Governor has also agreed with N.Y.'s Gov. Rockefeller to push the Port of New York Authority to build proposed rail lines to Newark and Kennedy airports.

## ON-TIME PERFORMANCE, OTHER RAILROAD NOTES

Since the merger of the New York Central and the Pennsylvania RR into Penn Central, the on-time performance of the Hudson and Harlem Divisions (as well as the New Haven service since MTA assumed it Jan 1) has improved from 80% to 95%, while almost the exact opposite has been noted for the New York subway system.

On Feb 9, a pantograph on an Erie-Lackawanna M-U train became snagged and tore loose the catenary near Summit before 7 AM and affected commuters on the Morris and Essex Branch and Gladstone Branch. It was the worst tieup in several years on the E-L which generally operates smoothly and is seldom mentioned in the news media.

## AMTRAK REPLACES RAILPAX AND TAKING OVER RR PASSENGER SERVICE

The semi-public National Railroad Passenger Corporation, previously called Railpax, has adopted the name "Amtrak" (American Track) and will assume responsibility for all intercity (non-commuter) passenger trains in the United States on May 1, except that the Souther Railway has decided to operate its own trains and not join Amtrak. About half the present trains will be abandoned but Amtrak hopes to improve the service on the trains it will operate. The purpose, of course, is to prevent the elimination of all railroad passenger service.

## BIDS ASKED FOR CENTRAL PARK-63 ST TUNNEL LINKS

After much discussion, the Parks Department issued NYMTA a permit on March 23, to build subway lines in Central Park to connect the 63 St Line with the BMT Broadway Subway and the IND/BMT Sixth Ave Subway. The original plans were modified to reduce the amount of the park to be dug up, to reduce the noise during construction and \$1 million will be spent to restore the park. Big "M" son advertised for bids and hopes to start the construction this Summer.

## BMT LINES GET RADIOS; P-1 ON IRT: MISHAPS

On April 4, the radio communication system went into effect on the BMT portion (Zone 1) of Division "B". There are very few cars left that are still not equipped with radio receiving aerials. The aerial cables are being installed in most of the IND subways.

R-10 3226 was on the operating end of a train of IRT cars that climbed the Bedford Park ramp from the Concourse Yard and ran onto the IRT Jerome Ave Line at 5:41 AM Saturday, March 6. The train then wrong-railed to the IRT Yard, scraping the platform of the Bedford Park Station on the way. It remained in the IRT Yard until 11:15 AM. The car was back in regular service within two weeks.

R-42 #4612 was destroyed and an R-32 damaged in a collision north

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NEWS (CONTINUED FROM PAGE 1) of 168 St-Wash Hts. Cars 4500 and 4613 may eventually be mated, (one of which will probably be renumbered).

On March 15 at 5:48 AM, a southbound "A" train derailed just south of the 14 St-8 Ave station, disrupting service until about 1 PM. It appeared to be sabotage when a tie plate was found wedge between the running rail and the guard rail. The train consisted of cars (South end) 3209, 3110, 3007, 3247, 3220, 3046, 3223, 3168, 3069, 3092(north). Cars 3110, 3007 and half of 3247 were derailed. During at least part of the AM rush hour southbound "A" ran local and "B" ran express south of 168 St while at least some "E" trains ran down 6 Ave.

On Feb 5, in the morning, an automobile knocked a concrete stanchion into the part of a northbound IRT Broadway Local(#1) at the portal at 121 St causing a derailment at 6:05 AM. Service was rerouted to the exp track at 7:17 and was back to normal about 9 :30 AM. That evening, the IRT West Side was really messed-up. When the brakes locked on a northbound exp at 5:30 at Chambers St, the train was apparently moved north of the station and following expresses were switched to the local track to Times Square. Then about 6:30, a 7 Ave-Lenox Exp(#3) derailed while switching from the local to the express tracks between 34 St-Penn Sta and Times Square. The stalled train was put on the southbound express track near 40 St and southbound trains ran local from 72 to Chambers St.

A cracked wheel caused derailment of a southbound Lex-Pelham Local at 51 St on Feb 18 shortly before 8 AM and disrupted southbound service until around 1 PM, when the train was dragged into the center track north of 59 St and normal service restored.

A blazing fire which seriously damaged a wooden escalator at the IND 7 Ave-53 St station on April 1, causing the suspension of service through the point briefly during the evening rush hour. A new escalator slated for installation at the 74 St-Roosevelt Ave-Jackson Hts transfer point, may be installed at 7 Ave-53 St instead to replace the burned one. On March 9, the new 205 St escalator on the IND Concourse Line started.

On April 14, an "A" train split a switch leaving Far Rockaway during trackwork halting service from about 11AM to 1:30PM.

A Lexington-WPRd-Dyre Exp(#5) train derailed leaving South Ferry on Sunday night, April 25 and tied up service for several hours.

NEWARK SUBWAY suffered a collision on April 20, about 11AM when PCC #13 was stopped with pole trouble. PCC #23 hit it in the rear near Sussex Ave (on the curve south of Orange St Station).

#### SUBURBAN RAILROADS USE HELICOPTERS TO SPOT VANDALS

On April 5, the Big "M" started aerial surveillance to look for vandals along LIRR and former NY Central and New Haven lines in order to reduce stone-throwing at trains and other hazards. They will radio ground patrols when suspicious persons are spotted.

#### NYCTA CAR NOTES

Approximately 20 R-44 cars were reported off the assembly line at the St. Louis plant, but delivery is apparently a long way off. A team of NYMTA inspectors, after having examined the cars at the plant for any structural defects and put them through various tests, have reportedly rejected the entire lot, due to lack of sufficient cross beams under the car body and cracking of frames under stress. Various civic groups are endeavoring to get certain modifications written into the contract, such as the elimination of full width cabs. (Cont'd Page 8)

FLASH! 2 R-44 body shells arrived May 19 without trucks or windows.

## BROOKLYN RAPID TRANSIT

by BERNARD LINDER

## A HISTORY OF BRT/BMT RAPID TRANSIT SERVICE 1908-1949 - PART TWO

The lines leading to Coney Island were reconstructed more extensively. The reconstruction of the Sea Beach Line was difficult because the two track surface line was replaced by the present four track line operating in an open cut. On Oct 28, 1913, trolley cars replaced the elevated trains and ran only between Coney Island and Bath Junction (62 St & New Utrecht Ave.) (Trolley cars had operated on the line between Bath Junction and 3 Ave & 65 St since 1898 and operated all the way to Coney Island until 1907. See Feb 1970 BULLETIN, Page 4) Buses replaced the trolley cars on the portion Northwest of Bath Junction on Dec 1, 1913. The contractor and the operator of the buses was Jim Gaffney, the owner of the National League pennant winning baseball club, Braves. Dick Rudolph, the Braves' star pitcher, was the bus dispatcher. When the new tracks were placed in service in the new cut, the trolley cars started operating there. The first car which operated in the new cut left Ave T for 86 St at 10:44 AM on Jan 9, 1914. Trolley service thru the new cut was gradually extended and at 11:35 AM, January 28, 1915, both tracks were in service between Coney Island and Bath Junction. Trolley cars replaced buses on the portion Northwest of Bath Junction on June 23, 1914. The new "steels" (2000 series subway cars) started service on the Sea Beach Line on March 16, 1915 but trolleys also ran. The new "steels" were exhibited to officials March 31, 1915. When construction was completed in the new 4 Ave Subway, a one-car test train carrying BRT officials operated between 6 Ave and Chambers St on June 15, 1915. The Sea Beach Line became the first BRT/BMT subway line when passenger service started operating in the 4 Ave Subway on June 22, 1915. The last trolley car bound for 65 St left Coney Island at 11:57 AM and the first subway train left Coney Island at noon, operating via the Sea Beach Line, 4 Ave Subway and Manhattan Bridge to Chambers St.

The portion of the 4 Ave Subway between 59 St and 86 St opened at 3 PM, January 15, 1916. Fourth Ave Locals operated between 86 St and Chambers St and Sea Beach Expresses operating between Coney Island and Chambers St made express stops between 59 St and Pacific St.

Construction was proceeding on the new West End "L" structure and in order to complete the new temporary West End Terminal (Coney Island) the trains were terminated at Ulmer Park on May 31, 1916 and Coney Isl. passengers transferred there to West End trolley cars. The new temporary West End Terminal was placed in service on June 9, 1916. The last train which operated on the surface left Park Row at 10:48 AM on June 23, 1916 and shuttles were operated between 36 St and 9 Ave until 2:15 PM when West End service was suspended to permit the removal of a temporary bridge at 9 Ave. On June 24, 1916, trains began operating on the new structure and in the 4 Ave Subway, between 62 St and Chambers St with single track shuttles running between 62 St and 18 Ave. The second track between these points was placed in service at 1 PM on July 8, 1916. The line was extended to Coney Island on July 21, 1917 and the first train left the terminal at 1:01 PM. The first train arrived at the present Stillwell Ave. station at 8:54 AM December 23, 1918.

The Culver structure was also constructed about the same time. The "L" between 9 Ave and Kings Highway was placed in service at 4 AM on March 16, 1919, and was extended to Avenue X on May 10, 1919 with the first train leaving Kings Highway at 12:32 PM. On May 1, 1920, the line

was extended to Coney Island at 12:01 AM.

Most Brooklynites were anxiously waiting for the opening of the Broadway Subway in Manhattan so that they could reach Manhattan more easily. As soon as a portion of the subway was completed, the BRT started operating trains. At 7:40 PM on Sept 4, 1917, Sea Beach trains began operating between Coney Island and 14 St-Union Sq via bridge. West End Short Line trains from 9 Ave were extended to 14 St the next day while trains from Coney Island continued running to Chambers St.

Service was extended to Times Square and to Rector St on January 5, 1918. Locals operated between Times Square and Rector St. West End and Sea Beach trains from Coney Island ran express in Manhattan to Times Sq during midnight hours and to 14 St at other times. West End Short Line trains from 9 Ave terminated at Chambers St.

Service was extended to 57 St on July 10, 1919 and to Lexington Ave on Sept 1, 1919. West End and Sea Beach Exp terminated at Lexington Ave during midnight hours and at Times Square during other times.

The major part of the subway construction was completed on August 1, 1920 with the opening of the 60 St Tunnel, Montague St Tunnel and the Brighton Line between DeKalb Ave and Prospect Park. Fourth Ave Local to Chambers St via bridge was discontinued and the Fourth Ave Local trains operated via tunnel to Queens Plaza. Brighton Locals started operating via tunnel to Queens Plaza except during rush hours when trains terminated at 57 St.

The portion of the Brighton Line between Church Ave was reconstructed as a four track line in 1906-1910 as a grade crossing elimination project, but the remainder was not reconstructed until a decade later. On October 16, 1916, trains were terminated at Sheepshead Bay to permit the completion of the new structure between there and Coney Island. The new structure was placed in service in different sections and the first train arrived at the new Stillwell Ave Station at 8:37 AM on May 30, '19.

Two express tracks, which were added to the portion of the line between Prospect Park and Church Ave, were placed in service on Sept 26, 1919, and the new tunnel between Prospect Park and DeKalb Ave was placed in service on Aug 1, 1920. At the same time, through service to Park Row via Franklin Ave and Fulton St was discontinued and shuttles were operated between Franklin Ave at Fulton St and Prospect Park. Brighton trains operated through the new subway to Manhattan or Queens as described above.

The major reconstruction had been completed and during the next two decades minor schedule changes were made because of changing riding habits. Effective Oct 17, 1920, Culver trains terminated at Kings Highway and West End trains terminated at Bay Parkway. A shuttle ran from Kings Highway to Bay Parkway through Coney Island. Through service was resumed and the shuttle discontinued during the summer months.

During the 1920 rush hour, Jamaica trains ran express from Chambers St to Eastern Parkway, Canarsie trains ran non-stop from Essex St to Eastern Pky and Myrtle Ave trains operated express from the Bowery to Myrtle Ave.

During 1921, evening rush hour Brighton Expresses were extended from Kings Highway to Brighton Beach. On Feb 7, 1921, midday short line service was begun between Queens Plaza and Whitehall St and was extended to Prospect Park on Oct 15, 1922.

In 1923, Brighton Exp operated via express tracks in Brooklyn, then via tunnel and local tracks in Manhattan while Brighton Local operated via local tracks in Brooklyn, then via bridge and express tracks in Manhattan. On August 30, 1923, passengers were permitted to vote for the routing that they preferred. They decided that expresses should run via bridge and express tracks in Manhattan and between Brighton Beach

and Times Square and locals should run via tunnel and local tracks in Manhattan, between 57 St and Coney Island. These changes were scheduled to take place about Oct 1, 1923.

On April 1, 1923, Broadway Brooklyn trains started running 24 hours a day between Chambers St and Jamaica. This service was previously operated only during rush hours and Lexington Ave El trains previously provided 24 hour a day service between Park Row and Jamaica.

BMT test trains started running between Queens Plaza and Astoria and Alburts Ave (104 St), Corona, on March 26, 1923, and regular service started at 12:01 AM, April 8, 1923. Four car trains were operated during the rush hours and two cars trains provided midday service.

On May 10, 1924, Saturday and Sunday summer service between Chambers St, Coney Island and Franklin Ave (Franklin-Nassau Service) was inaugurated. These trains ran express on the Brighton Line, Sea Beach Line and 4 Ave Subway and via bridge.

The portion of the 14 St-Eastern Line between Montrose Ave and 6 Ave was nearly completed in June 1924. Two cars were delivered to the new subway from a temporary connection to the Long Island Rail Road on June 17, 1924. Other cars were gradually delivered and the first test train ran at 3 PM on June 24, 1924. The line was opened for passenger service on June 30, 1924. During rush hours, six 3-car trains ran on a 6 minute headway.

On July 17, 1924, midday Brighton short line locals were extended from Prospect Park to Kings Highway.

The June, 1966, BULLETIN gave complete details of the 1924 subway and "L" service.

Another short subway extension was opened at 2 PM, Oct 31, 1925. The 4 Ave Subway was extended from 86 St to 95 St.

Weekday AM and PM rush hour and Saturday AM and noon rush hour Brighton Locals were extended from 57 St to Queens Plaza, Sept 29, 1927.

At 2 PM, January 21, 1928, service was extended from Alburts Ave (104 St-Corona) to Main Street, Flushing.

Construction was proceeding on the 14 St-Canarsie Line and on June 30, 1928, the power was turned on between Montrose Ave and Broadway Junction. Test trains operated for the next two weeks and the first passenger train left 6 Ave at 2:11 PM on July 14, 1928. 14 St-Canarsie trains operated between 6 Ave and Canarsie. Rush hour service was increased from a 6-minute to a 3-minute headway. Broadway trains formerly operated 24 hours a day to Canarsie with some rush hour trains turned at Eastern Parkway or Atlantic Ave. Effective July 14, 1928, Broadway trains operated to Canarsie during rush hours and to Atlantic Avenue during midday.

Midday short line Brighton Locals were extended from Kings Highway in 1929. At that time, Brighton Express service was extended until 8:27 PM leaving Times Square (an hour and a half later).

During April, 1930, Brighton Expresses started operating on Sat mornings (between the morning rush and the noon rush hour).

Two short but important extensions were opened on May 30, 1931. At that time the 14 St Line was extended from 6 Ave to 8 Ave and the Nassau St Line was opened. Power was turned on between 6 Ave and 8 Ave on April 22, 1931, and the test train with officials ran on May 25, 1931. The first passenger train left 8 Ave at 11:52 AM on May 30, 1931.

With the opening of the Nassau St Line from Chambers St to the Montague St Tunnel, steel cars from the new Nassau St Loop were scheduled to operate for the first time on the Culver Line. The platform nosings were removed on May 21, 1931 and a Type-B clearance train operated on the same day, a Type D clearance train the following day.

Extensive changes in service were made as a result of the opening of the Nassau Loop on May 30, 1931. The first Jamaica train left Broad St at 11:55 AM and the first Culver followed two minutes later. Jamaica trains which formerly terminated at Chambers St, were extended to Broad St and midday express service was begun on the Broadway-Jamaica Line.

Subway trains were operated on the Culver Line for the first time and Culver "L" trains were cut back to 9 Ave during non-rush hours. Full details of the service which was operated on BMT Lines was printed in the June, 1966, issue of the BULLETIN.

On May 30, 1931, midday short line Brighton Locals were replaced by the Brighton Exp. Short line service started running during midday between Whitehall St and 57 St. This service ended on March 15, 1932.

The BMT decided to turn most of the "L" trains at Sands St because of declining riding to Park Row. On Oct 22, 1932, the company placed in service a rearranged Sands St track layout which permitted across the platform transfer to Park Row trains. Fulton St trains operated to Park Row at all times, Lexington Ave trains crossed the bridge only during rush hours, and Culver trains operated to Park Row only during the Summer.

About 1934, AM rush hour Nassau St express service was begun from Brighton Beach and from 95 St. These trains operated via bridge to Manhattan and returned via tunnel and Culver Line and carried Culver Exp signs.

Starting Oct 1, 1934, one car trains were operated on the 5 Ave "L" Line in non-rush hours and were coupled to Culver trains at 36 St.

The BMT was never able to operate the regular steel cars to Lefferts Ave because the old structure between Pennsylvania Ave and Grant Ave wasn't strong enough. The Multis were lightweight cars and as soon as sufficient cars were available, the rush hour 14 St-Fulton trains started operating to Lefferts Ave. Service began on Sept 23, 1936, with trains running non-stop between Hudson St and Hinsdale St because of the short platforms. Trains made all stops on the Fulton St portion of the line starting Oct 4, 1937, after completion of platform extensions.

Saturday afternoon and early evening Brighton Locals were extended to Queens Plaza in 1937.

The September, 1937, map gives the following details:

Brighton Locals ran via bridge and express tracks in Manhattan between 57 St and Coney Island during weekday and Saturday evenings and Sundays from 9 AM to midnight. This was called "theatre service". At other hours, locals operated via tunnel and local tracks to Queens Plaza in rush hours, midday and early evening on weekdays and Saturdays. Locals operated to 57 St at other times. Brighton Expresses ran from Brighton Beach via bridge to Times Square during rush hours, midday, and early evening on weekdays and Saturdays.

Fourth Ave Locals operated all hours from 95 St to Queens Plaza.

West End Expresses ran from Times Square via bridge to Coney Island in non-rush hours and Bay Parkway in rush hours. They did not stop at Myrtle Ave and DeKalb Ave during rush hours. "L" shuttles operated between Bay Parkway and Coney Island in rush hours. During rush hours, West End Locals operated from Bay Parkway or 62 St via tunnel to Nassau St and returned via bridge to Brooklyn.

Sea Beach Expresses ran from Times Square via bridge to Coney Island, stopping at Myrtle Ave and DeKalb Ave only during midnight hours.

Culver subway service operated on weekdays and Saturdays from approximately 7 AM to 7 PM. During non-rush hours, locals ran between Chambers St and Coney Island via tunnel in both directions. During July and August trains terminated at Kings Highway. During weekday AM and PM rush hours and Saturday AM rush hours, trains ran express on 4 Ave and terminated at Kings Highway. Manhattan bound trains ran via bridge and

returned to Brooklyn via tunnel and skipped DeKalb Ave and Myrtle Ave. Trains also ran express between Kings Highway and 9 Ave in the direction of light (sic) traffic.

Culver "L" trains ran between Coney Island and Sands St except during midday from September to June when trains terminated at 9 Ave. During weekday AM and PM and Saturday AM rush hours, trains ran express from Atlantic Ave to 9 St to 36 St. (The 5 Ave "L" had only two tracks and expresses operated on the same tracks as the 5 Ave Locals)

During the winter months, Franklin Ave Shuttles operated between Franklin Ave and Prospect Park except during Sunday afternoon and early evening when local service was extended to Brighton Beach. During the summer months, expresses ran between Coney Island and Franklin Ave from approximately 10 AM to midnight, daily in July and August, Sundays from Easter to Labor Day and Saturdays from Memorial Day to Labor Day. During weekday PM rush hours, Coney Island bound trains operated as locals. On Sunny Summer Sundays, these trains operated through Coney Island via express tracks on the Sea Beach Line and Fourth Ave and Manhattan Bridge to Chambers St.

Myrtle Ave-Chambers St trains operated on weekdays and Saturdays from early morning until early evening. Trains ran express on Broadway during rush hours and Saturday afternoon in direction of heavy traffic.

Myrtle Ave "L" trains operated between Sands St and Metropolitan Ave at all hours.

Non-rush hour Lexington Ave trains ran between Sands St and Eastern Parkway. Rush hour service was extended to Park Row and 111 St and some PM rush hour trains were shortlined at Sands St.

Non-rush hour Fulton St trains ran local between Park Row and Lefferts Ave. During the AM rush, expresses leaving Lefferts Ave or Grant Ave ran express from Atlantic Ave to Franklin Ave. Locals leaving Lefferts Ave or Grant Ave operated to Fulton Ferry or Sands St. In the PM rush hour, some expresses leaving Park Row for Lefferts Ave ran express from Franklin Ave to Atlantic Ave while others ran non-stop from Sands St to Franklin Ave. Locals ran from Park Row or Fulton Ferry to Grant Ave or Lefferts Ave. (Remember the Fulton St "L" had three tracks from east of Franklin Ave to Atlantic Ave and only two tracks west of Franklin Ave.) Additional short line service was operated between Atlantic Ave and Lefferts Ave in rush hours except Sat afternoon.

Broadway Brooklyn Locals ran from Canal St to Eastern Parkway or Atlantic Ave during midday weekdays and to Canarsie in rush hours.

Jamaica trains operated between Broad St and 168 St-Jamaica at all times. Expresses ran towards Manhattan during the AM rush and morning, and in the opposite direction during the afternoon and PM rush on weekdays including Saturdays.

14 St-Canarsie trains operated between 3 Ave and Rockaway Parkway at all times. During the rush hours, Lefferts Ave (14 St-Fulton) and Canarsie trains ran express in the direction of heavy traffic between Myrtle Ave and Lorimer St and local trains were shortlined at Myrtle Ave or Atlantic Ave.

The original Queens Plaza track layout was unusual because there was no crossover between the Astoria Line tracks. Trains from Astoria arrived at Queensboro Plaza lower level and then operated to Flushing. Trains from Flushing arrived at the upper level and then operated to Astoria. This arrangement forced the BMT to operate the same headway on both lines. In 1938 preparations were made to operate express service on the Flushing Line for the World's Fair of 1939. Starting June 28, 1938, both lines were operated separately. Flushing trains used the upper level and Astoria trains arrived and departed from the lower level at Queens Plaza. During the period of track reconstruction,

single track operation was in effect between Beebe Ave on the Astoria Line and Queens Plaza. When Astoria trains were transferred to the shop, they used the IRT tracks at Queens Plaza. The reconstruction work was completed on December 18, 1938. On April 24, 1939, express service was started on the Flushing Line.

Changes in service between 1939 and 1966 have been described in the June, August, October and December 1966, issues of the BULLETIN. Car assignments will be given in the next BULLETIN.

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NEWS (Continued from Page Two)

As of April 15, approximately 120 Eastern Division R-9's, 170 R-10 (including six General Electric R-10's), 150 R-12/14's, close to 90 R-15's and about 300 R-27/30's have been painted. Reports say all these series are to be painted in their entirety except for 40 R-12's, and will be followed by 400 of the R-21/22's, under existing state funds. A federal grant will probably take care of the remaining non-stainless steel equipment (including the Flushing Line World's Fair SMEE cars) and there are rumors that the remaining R-1/9's may even be painted.

On Dec 21, a painted R-9 from the Eastern Division was seen on the end of a "D" train. Two weeks after most R-9's were pulled off the "QJ" on Jan 26, they started to reappear and now the same number of R-9 trains are used as before, although R-32's have continued to be used here also. In late March, a train of R-27's (and also one of R-38's) were reported on the West End "B" Line; as well as R-16's on the Culver Shuttle. According to new car assignments effective April 7, R-27's and R-32's may be used on each other's lines (but not mixed in a train) but there has been no apparent change. R-38's may be used on all Queens IND lines. Except on the Franklin Shuttle where R-11's are usually mixed with R-32's and sometimes with R-27/30's, different types are not mixed on BMT-IND lines but still indiscriminately mixed on IRT (Div.A) lines. However, R-40M's are mixed indiscriminately with R-42's on E and F.

R-42 4582 has been equipped with a voltage recording device, and in a train of R-42's, was tested on the "EE" and "GG" as well as the "N". Except for this, the R-40M's in this group are always used on the "EE" and "GG" while the R-42's are kept on the Sea Beach "N" Line.

The clearance train was recently tested again over Division "B".

NYCTA is considering scrapping the following cars: IND: 453(ex-253) 459, 465(ex-372), 520, 546, 572, 600, 609, 784, 812, 849, 851, 853, 865, 992, 1028, 1049, 1068, 1111, 1165, 1169, 1185; R-10's-3113, 3135; R-40's 4200 (badly damaged); IRT: 5781, 5784, 7140 and 9213.

R-16 #6468, damaged last May 20 in the "GG" collision at Jackson Hts, is at Coney Island Shops being repaired.

LIRR VANDALISM: IRT SERVICE: OTHER NEWS

On Sunday, Feb 21, vandals broke windows in 13 of 16 cars parked at the Port Washington terminal.

Starting April 6, IRT Nostrand Ave trains terminate at Church Ave with passengers having to ride shuttle buses to Flatbush Ave from 9 PM to 5 AM weekdays and all day Saturdays and Sundays while contractors work to waterproof the subway to end the flooding at Newkirk Ave.

A new IRT schedule is effective April 25 with no real service changes but TA is planning to reduce the Saturday and Sunday service.

NYCTA is planning to use radar to check speeding subway motormen.

Track changes on the BMT Sea Beach Line south of 86 St leading into Coney Island Yard went into service on March 13-14.

The City Planning Commission Chairman has proposed extension of the 14 St-Canarsie Line along the tracks of the former LIRR Bay Ridge Branch as far as the Culver Line (McDonald Ave).