

# NEW YORK DIVISION

# BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION

VOL. 14 - NO. 3

GPO Box 1892 New York, N.Y. 10001

JUNE 1971

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

## SUBURBAN RAILROAD NOTES - CENTRAL'S METROPOLITANS ARRIVE

The first of the Metropolitans for the Hudson and Harlem lines of the former New York Central were delivered in May. Numbered in the 8200's, they will be tested on the Long Island RR and are temporarily equipped with cab signals and LIRR type third rail shoes. After testing, the cab signals will be removed and Central type under-running shoes will be installed. They are otherwise identical to the LIRR Metropolitans.

Midday service on the Harlem Div has been cut, effective June 16, to permit installation of high-level platforms. New island platforms are being built between the 2 tracks to permit trains to operate either direction on both tracks. Hudson Div will also get high level platforms.

The New Haven station underpass of the New Haven, which used to look like a dungeon, has been modernized with fluorescent lighting, panelled walls, plastic floor tiles and new doors.

During the nationwide railroad strike May 17-18, all Penn Central divisions, Erie-Lackawanna and Staten Island RT suspended all service, and Long Island RR service terminated at Woodside instead of Penn Sta, as usual during such strikes. Jersey Central managed to run a few trains with supervisory personnel and PATH operated all lines, even Newark.

## R-44 BODIES BEING TESTED FOR CLEARANCES

The 2 R-44 bodies delivered May 19 are being given clearance tests over all of Division "B" (BMT and IND combined) for a 17-day period and the test train is reported to include R-33's 9331 & 9334, R-22's 7511 & 7522 and R-27's 8194-5. The new cars (#115 and 116) have no windows or doors, no trucks, electrical equipment or seats and no number plates but each has a non-compatible coupler at each end. The number and size of windows and doors are the same as the R-42's, the extra 15 ft length being longer door pockets. When the first train (2 four-car units) is delivered and tested, it will run 1 week each on "A", "D", "E" & "F".

## 1 PERSON DIES, 100 HURT IN FLUSHING LINE TIEUP; OTHER MISHAPS

On May 26, 1 person died of a heart attack and about 100 suffered minor injuries or were overcome by smoke inhalation when an IRT Flushing train developed a short circuit when a contact shoe slipped off the 3rd rail in the Steinway Tunnel, Flushing bound, about 5:55 PM. As a result, power was cut off, stalling 5 trains for nearly 2 hours. The trains were finally moved around 7:45 with normal service restored by 8:25 PM.

Trains from Flushing were turned at Queensboro Plaza during the tieup. Again on June 11, about 10:36 AM, a cable fire near Grand Central caused power to be cut off on the Manhattan-bound track until 11:17 AM and all trains shared the Flushing-bound track between Hunters Pt & Times Sq.

A water main break on May 28 at 72 St & Broadway, Manhattan, knocked out all IRT West Side service between Times Sq and 137 St-Bway and also 149 St-Grand Concourse for several hours. #1 Broadway Local operated between 137 St & 242 St and another section between South Ferry and Times Sq while #2 7 Ave-White Plains operated via Lexington Ave.

On June 17, a northbound RR-4 Ave Local operating on the southbound track thru the Montague St Tunnel, derailed south of Whitehall St and tied up service until about 7 AM. (MORE NEWS ON PAGE SIX)

## BROOKLYN RAPID TRANSIT

BY BERNARD LINDER

PART THREE

## BRT/BMT RAPID TRANSIT CAR ASSIGNMENTS - 1908-1939

The previous issues of the BULLETIN gave details of the changes in BRT/BMT service from 1908 to 1939. This article will give details of the car assignments during this period plus a few car notes including events later than that period.

Wooden elevated cars provided service on all of the original elevated lines including where these lines operated on the service. Of course, trolley cars provided some service on the Sea Beach Line as mentioned in the previous issue and shared tracks with the elevated trains on certain other lines such as Culver and Jamaica. A roster of the el cars was in the June, 1963, issue of the BULLETIN. (Also see ERA HEADLIGHTS, March, 1955 for Q-Types and March, 1956 for C-Types.) Roster of BMT subway cars appeared in the BULLETIN March & June 1961.

The City and the BRT embarked on a large subway construction program between 1914 and 1920 and the BRT designed a vastly improved steel subway car. These cars were longer and wider than the old wooden cars and since they had three sets of double doors on each side, they loaded faster than the wooden cars which had narrow open gate platforms on each end. The first 2000 series subway cars, which were nicknamed "steels" by the employees, made the first trip with passengers on the Sea Beach Line on March 16, 1915. Eventually the BRT placed in service 900 of the 2000 series motor cars which were ordered at the rate of one hundred a year between 1914 and 1922. When each Southern Division subway line was opened, the "steels" were placed in service there. The Eastern Division lines operated mainly on the elevated structure and operated in the subway for a short distance between Chambers St and Essex St. Since the BRT didn't have sufficient steel cars, it continued to operate wooden cars in the Centre St. Loop for several years. The first steel cars operated on the Jamaica Line on January 8, 1918, on the Myrtle-Chambers Line on March 13, 1918, and on the Canarsie Line on November 17, 1918. Steel and wooden cars were both operated in the Centre St Loop for many years since the company didn't have sufficient steel cars until the Type "D" (6000 series) arrived and the wooden cars were removed from the Centre St Loop on August 22, 1927. For about 9 years both steel and wooden cars operated in the Centre St Loop but the percentage of wooden cars decreased constantly during this period. The wooden cars were generally used only in the rush hours.

The Franklin Ave Shuttle operates almost entirely in the open and since the steel cars were needed elsewhere (steel cars were used when the shuttle started August 1, 1920) wooden cars returned to the line on October 3, 1921. Steel cars operated again to Franklin Ave when the weekend summer through service from Chambers St started operating on May 10, 1924 while wooden cars served the shuttle until July 5, 1927.

The BMT started operating trains from Queens Plaza to Astoria and Corona on April 8, 1923 and since they shared the tracks with the IRT cars, the steel cars were too wide and wooden cars were assigned to the lines. At first cars 1-21 and 1400-1439 were assigned to Queens. Additional cars were assigned to handle the increasing traffic and in Jan, 1928, most of the cars in the 1-25 group and cars 1284-1299, 1400-1453 were assigned to Queens.

The company purchased trailers 4000-4049 in order to have sufficient steel cars for the 14 St Line which opened June 30, 1924. The

line extended only as far east as Montrose Ave and had no track connection with any other lines. AX units 2700-4040-2701 to 2718-4049-2719 were assigned and delivered by special ramp near Montrose Ave. (See Dec 1962 BULLETIN). These cars were coupled in the numerical sequence shown above, but were never wired together and retained controls at both ends. BX units were 2400-4000-2401 to 2478-4039-2479 and BT units 2480-2481 to 2498-2499. By 1927, these units were disassembled and were eventually coupled into the A, B and EX units as familiar until 1960.

The BMT reconstructed 81 wooden cars in 1923 and 1925 and they were designated Type "C" units. Cars 1500 and 1501, which had different door arrangements than the others, were placed in service in 1923 and the remainder followed in 1925. At first they carried their original numbers but were again modified and renumbered in the 1500's. These were usually used on the Fulton St. Line.

The first four Type "D" units (6000-6003) were placed in service on the Fourth Ave Local in September 1925 and provided the increased service for the extension of the line to 95 St. The remainder of these units arrived in 1927 and 1928 and were assigned to the Fourth Ave Lcl. They were transferred to the Sea Beach Line on Sept 22, 1928 and provided full service there until May 1959. They also provided partial service on the Brighton Local. The 2000 series cars which were released, replaced the wooden cars on the Franklin Ave Shuttle and the lines operating in the Centre St Loop. The cars also provided the service for the extension of the 14 St Line to Canarsie on July 14, 1928.

When the Nassau St Loop was opened on May 30, 1931, the 2000 series steel cars were assigned to the Culver-Nassau Line. The company didn't buy any additional cars but was able to provide service on the Culver Line by reducing service on several other lines. In 1932 the 2100's were sent to the Eastern Division in exchange for the 2500's so that cars with the larger signs for "Nassau Loop" destinations could be used on the Culver and West End-Nassau lines.

The new Independent R-1 cars were delivered to 207 St Yard between August 8, 1930 and April 28, 1931, and since there was no prospect of opening the 8 Ave Subway in the immediate future, it was decided to test 20 cars in revenue service on the BMT. The City paid the BMT \$14,850 for insurance plus 20 cents per car mile when the cars were not carrying passengers. The cars were shipped by barge and left 207 St Yard on June 17, 18 and 19, 1931. A day later they arrived at the Bush Terminal Dock and were transferred to Coney Island Yard for testing. The following cars were operated on the Sea Beach Line: 200-214, 381, 382, 384, 385 and 387. The first R-1 train left Coney Island Yard at 10:05 AM, July 8, 1931, operated light via Sea Beach Line to Times Square and then returned light to Coney Island. Board of Transportation Commissioner Ryan, and Board of Transportation, Transit Commission and BMT officials rode the first train. R-1 cars operated in revenue service on the Sea Beach Line every day from July 8 to November 27, 1931. They were delivered to the South Brooklyn's Second Ave Freight Yard on December 18, 1931 and were eventually returned to 207 St Yard on barges.

The new subway lines which were opened between 1915 and 1920, provided a faster and more convenient journey to Manhattan than the old elevated lines and traffic on the elevated lines dwindled slowly. As a result, the BMT started scrapping surplus wooden cars. The table shows the gradual reduction in the number of wooden cars in service:

YEAR	MOTORS	TRAILERS	TOTAL	YEAR	MOTORS	TRAILERS	TOTAL
1919	657	260	917	1939	478	158	636
1924	628	259	887	1944	353	109	462
1929	506	188	694	1949	340	95	435
1934	501	187	688	1954	164	32	196

The following paragraphs give additional details of the reconstruction and the scrapping of the wooden cars.

**TRAILER CARS 1-271** - Twenty-seven cars in the 146-190 group were converted to the middle or "B" cars in the Type "C" units in 1923 and 1925. At the end of 1939, only 165 cars remained in service and 96 more were declared surplus shortly after unification (when the Fifth Ave and part of the Fulton St El were discontinued). The remaining cars were gradually scrapped in the early 1950's and the last cars were taken out of service on July 1, 1952. Car 197, the sole surviving car, was transferred to Branford Trolley Museum on April 22, 1953.

**MOTOR CARS 600-683** - Sixty-one cars were still running at the end of 1939 and 12 were declared surplus shortly after unification (June 1, '40). The final cars were removed from passenger service on July 1, 1953 but several were used for work service until 1961. Car 659 was obtained for Branford on May 4, 1961 and is still able to operate there.

**MOTOR CARS 700-760** - At the end of 1939, there were 33 passenger cars and 18 sweeper and alcohol cars in service. All were removed from passenger service on July 1, 1952, but several were retained for work service until 1957. Some had subway type third rail shoes installed for West End Shuttle service.

**MOTOR CARS 800-859** - Most of these cars were scrapped during the mid-1920's and only 16 cars were running in January, 1928. Two cars were in service in November, 1930 and all were out of service in December, 1930.

**MOTOR CARS 900-941** - At the end of 1939, thirty-seven cars were running. All were removed from passenger service on July 1, 1953 and several cars were used as work cars until 1958.

**MOTOR CARS 1000-1119 (Convertibles)** - At the end of 1939, 103 cars were running and most of them were taken out of service at unification. A few cars continued running until 1942 but all were ordered scrapped 1943.

**MOTOR CARS 1200-1299** - Six cars were converted to Type C in 1923 and 1925 and 68 were converted to Type Q cars in 1938 and 1939. Most of the remaining cars were available for passenger service as late as 1954. The cars were then used as work cars and were scrapped during the late 1950's and early 1960's. Car 1227 was still used as a rubbish collection car on Myrtle Ave in May, 1961, and is now at Branford.

**MOTOR CARS 1300-1399 (Convertibles)** - All these cars were running in 1954. During the next few years, several cars were converted to work cars or scrapped. The remaining cars were removed from passenger service in 1958 and several were used as work cars. Car 1349 was still in service as the Myrtle Ave rubbish collection car in May 1961. Cars 1349 and 1362 at Branford and 1365 is at the Museum of Transport near St. Louis, Missouri. Others were scrapped by 1962. These cars were generally used on Fulton Street. In 1940, when the el was cut back to Rockaway Ave, some were assigned to the Culver Shuttle and most were used on Lexington Ave. After those lines quit, they were used on Myrtle Ave and were providing all service there when replaced by Q-Types.

**MOTOR CARS 1400-1499** - 48 cars were converted to Type C in 1923 & 1925 and 48 were converted to World's Fair or Q-Types in 1938 and 1939. Two cars (1448 and 1482, rebuilt in 1910) survived until 1953.

**TYPE "C" CARS 1500-1526** - One unit was scrapped in 1951 and the remaining units were scrapped in 1955 and 1956.

**WORLD'S FAIR TYPE or "Q" TYPE 1600-1641** - Converted from 1200's and 1400's for the 1939 World's Fair and used on Flushing and Astoria lines until 1949. All 3-car units (1600-1629), were transferred to the IRT 3 Ave "L" in 1950 and to the Myrtle Ave "L" in 1958. Six units were scrapped in 1959 and 1960 and the remainder continued running until the abandonment of the Myrtle Ave "L" in 1969. Units 1602 and 1622 are

being preserved by NYCTA as "Museum Cars" and 1622 is painted in the original blue and orange.

Two car units, 1630-1641 (QX), were removed from passenger service in 1949 and were subsequently converted to work cars. Most of these cars were scrapped between 1953 and 1961. Three cars, now 20617, 20918 and 20619, are still in service and are used as a hose car and reachers for the hoses.

During the 1930's, the BMT ordered several experimental trains of advanced design.

The first train was a five-car Pullman articulated aluminum train nicknamed the Green Hornet. Cars 7000A-8000B-9000C-8001B-7001A, renumbered to 7003 in 1937, arrived at 38 St Dock on May 14, 1934. The train, towed by engine #6, left 38 St Yard at 2:40 PM, May 16, 1934, and arrived at Coney Island Yard at 3:14 PM. The train was exhibited at Coney Island Shop on May 24, 1934 and attracted nearly 300 people. The May 18, 1934 Railroad Club meeting was devoted to talks about the new cars. After subjecting the train to the usual tests, it was ready for exhibition at Park Row on June 19, 1934. Officials of the Transit Commission, the City and the BMT inspected the train between 10 AM and noon. The general public was permitted to inspect the train from noon to 4 PM and the rain limited the attendance to 3200 people. The train was exhibited again at Park Row the following day from 9:50 AM to 4 PM and this time the improved weather helped boost the attendance to 7996 people. More tests followed and on July 17, it met the Zephyr at Atlantic Ave (Fulton St Line). The inspection party transferred to the Green Hornet and arrived at Park Row at 11:10 AM. After the testing had been completed, it entered revenue service on the Fulton St Line on August 29, 1934. The train was subsequently transferred to the Franklin Shuttle. Several years later the train developed structural defects and since aluminum was very scarce due to World War II, the Board of Transportation decided to scrap the train. It was withdrawn from service Feb 5, 1941 and the scrap dealer removed the train from 36 St Yard Aug 30-Sept 1, 1943.

The second train which was delivered was a Budd stainless steel articulated five-car unit which was nicknamed the Zephyr. Cars 7002A-8002B-9001C-8003B-7003A, (were renumbered in 1937 to 7029), arrived at the Bush Terminal dock at 7:40 PM, June 28, 1934. It was moved promptly and arrived at Coney Island Shop at 10:20 PM the same day. After testing the unit for two weeks, it was ready for exhibition to the press and the public. On July 16, 1934, the unit left Coney Island Yard at 12:20 PM, made one round trip between Kings Highway and 8 Ave (on the Sea Beach), where it picked up members of the press. The train then operated via the express track to Coney Island and returned to 8 Ave (local) where the party left the train. The next day, July 17, 1934, the train proceeded to Park Row where officials of the Transit Commission, Budd Co, General Electric Co, and the BMT boarded the train. It left Park Row at 10:31 AM and operated via the Fulton St Line express to Atlantic Ave where the officials boarded the Green Hornet (see above). The train returned to Park Row via the Fulton St middle and was exhibited to the public from 11:45 AM to 4 PM, while 6726 people inspected the unit. On July 19, 1934, the train proceeded to 8 Ave, Sea Beach, so that it could be photographed. The train was then subjected to another series of tests and on Aug 13, 1934, it began revenue service on the Fulton St El. It ran occasionally until regular service began on Dec 17, 1934. About 2 years later, it was transferred to the Franklin Shuttle. After 1949, it ran less frequently, removed from service Aug 4, 1954, scrapped 1960.

After having tested the "Zephyr" (7029) and the "Green Hornet" (7003), the BMT ordered the Multi Section (Multis or MS) (Cars 7004-7028) which resembled the 7003. The cars were placed in service between June 29, 1936, and Nov 10, 1936 and ran on the 14 St-Canarsie and 14 St-Fulton

