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Starting in This Issue: **THIRD AVENUE RAILWAY SYSTEM** by Bernard Linder

PATH OPENS NEW HUDSON TERMINAL IN WORLD TRADE CENTER

The new WTC Hudson Terminal for PATH Tubes opened July 6, 1971. The old Hudson Terminal closed Friday, July 2, the final train to Hoboken being scheduled to leave 9:46PM, followed at 9:57 PM by the last train to Journal Sq and Newark. Over the 3-day weekend, tracks were disconnected from the old terminal and hooked up to the new (and lower) tracks to the new terminal. On Tuesday, July 6, a train left Newark at 4:56 AM and was due at WTC at 5:14, the first passenger train to operate into the new Hudson Terminal. At 5:16, the first train left WTC and ran to Hoboken followed at 5:22 AM by the first train to Newark. The first train from Hoboken was due to arrive at 5:41 AM.

Over the weekend, Newark trains ran to 33 St and special buses operated between Hudson Terminal and 14 St and between Exchange Place and Grove St. Marker lights were changed to match map colors as follows:

Newark--World Trade Center Red---Red

Hoboken-World Trade Center Green-Green

Journal Square--33 Street Yellow-Yellow

Hoboken --- 33 Street White--White (will be changed to Blue-Blue)

Journal Square--33 Street via Hoboken Yellow-White(to be Yel-Blue)

The old Hudson Terminal was closed, causing complaint from those that had operated businesses there. The new terminal is empty of all stores except for a temporary newsstand. Eventually there is to be a restaurant. All passageways to the terminal are temporary, with the IND passageway being the only one under cover. BMT passengers now have to walk a half-block in the weather. The temporary passageways are narrow and jammed in rush-hours. The terminal area is spacious but there are fewer platforms and stairways. Thus congestion is worse than before, at least in the morning rush-hours. A partially covered passageway to IRT Broadway Locals is now open, but at first passengers had to walk three blocks around the old terminal. When finished, there will be enclosed passageways to the BMT and the IRT Broadway Locals as well as the IND.

STATEN ISLAND RAPID TRANSIT OPERATING AUTHORITY TAKES OVER SIRT

On July 1, 1971, SIRTQA assumed operation of the city's last privately operated Rapid Transit line, the 14-mile Staten Island Rapid Transit operating between St George and Tottenville. A subsidiary of the Big Blue "M" (or MTA), SIRTQA cannot be merged into NYCTA because the employees are under the Railroad Retirement Act. MTA has on order 52 new 75-foot cars to replace the 47 67-foot cars. New power substations are to be added and station platforms will be lengthened at most places.

63 ST TUNNEL CONNECTION CONSTRUCTION STARTED; SECOND AVE STATIONS

Construction started about July 10 in Central Park for the connection from the 63 St Subway Tunnel to the BMT Broadway Subway and the BMT/IND 6 Avenue Subway. The first of four tunnel sections for the 63 St Tunnel was sunk in place on August 28 & 29. This section is nearest Manhattan.

MTA has finally publicly announced the proposed stations on the first

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 Editor: Arthur Lonto; News Editor: B. Zucker; Features: Bernard Linder

--- section of the Second Ave Subway. They are: Kips Bay(34-37 Sts), United Nations(44-48 Sts), Midtown East(54-57 Sts), Lenox Hill(69-72 Sts), Yorkville(86-89 Sts), Franklin Plaza(106-109 Sts), and Triboro Plaza (121-125 Sts). Stations will be 3 to 4 blocks long with 4 to 6 entrances. It will be a 2-track subway with an extra track in several places to store a train in event of a breakdown. A hearing will be held Sept 15.

COMMUTER KILLED AT GRAND CENTRAL TERMINAL

On July 7, a broken switch caused a derailment of a train from Brewster as it slowly entered Grand Central. One man was killed, another lost a leg and 16 suffered minor injuries. It was a locomotive-hauled train on the Harlem Div. and consisted of stainless steel coaches purchased by the big blue "M".

The following morning, there were minor injuries as a train derailed on an adjacent track, caused by a tool left from previous derailment.

On July 9, this time at Pennsylvania Station and in the PM rush, a LIRR train entering the station from the small yard West of the terminal hit a LIRR train getting ready to leave.

ACCIDENTS, FLOODS & OTHER DELAYS

The rash of mishaps since the last issue prevents a complete story of them so we will list the important ones with few details:-

June 30- Power failure in Penn Station halted LIRR and Penn trains from 7:50 to 8:25 AM

July 7- PM Rush Southbound Brighton Local QJ (R-42's) derailed north of Beverley Road. Also southbound B or D brokedown on Manhattan Bridge. An R-27 QJ was converted to a D and sent to Bronx as a result.

July 10- Shop transfer train derailed in Montague St. Tunnel(#1783)

July 12- Central train derailed in AM Rush on switch near 57 St

July 12- A power failure in upper Manhattan knocked out IND service north of 168 St as well as IRT Broadway Local from 3:25 to 5:30 AM. In January 1971 a midtown power failure caused rerouting of 6 Ave trains.

July 14- A motor fell off an R-32 on a southbound B at 9:39 AM at DeKalb Ave. Service fully restored at 2:37 PM. Car 3799 derailed. The following rerouted:(all southbound) 7 D's and 4 B's via Smith St-Culver, 4 B's via Essex St, Nassau St & Tunnel, 10 Sea Beach N's via tunnel, 3 B's turned at West 4 St and 3 at 2 Ave, 2 N's at Whitehall and 4 Fourth Ave RR's turned at Queensboro Plaza. In the PM Rush, due to tie-ups, 1 northbound B was converted to an F at 34 St, 1 northbound CC was converted an E to 179 St and 1 southbound CC ran to Euclid Ave as an E.

July 14- AM Rush- minor LIRR cable fire at 1 Ave & 34 St shut down one track.

July 16- A northbound Lexington Ave Exp dropped a latch south of 14 St about 8:45 AM causing a fire and smoke. Trains from Brooklyn were turned at Bowling Green and southbound trains at 86 St, 59 St and 42 St. A hole was burned in a steel column and a dispute raged between TA and the Fire Dept. about when the power should be cut off.

July 22- AM LIRR train of new Metropolitans stalled in East R. Tunnel.

July 22- Central Hudson train broke down at 125 St.

July 26- Afternoon rains and clogged sewers flooded Pelham Subway. Parts of Lenox Ave and the 149 St-G.C. station were also flooded.

July 30- The IRT Clark St Tunnel and PATH's new WTC term were flooded.

August 1- More rains and SIRT and A, GG and IRT Brooklyn lines were partially knocked out. The SIRT was still suffering Aug 3 from the rains and a resulting power shortage. Trains were cut to 3 cars from usual 4.

More news and more mishaps on Page 8.

THIRD AVE. RAILWAY SYSTEM

By BERNARD LINDER

The following series of articles will give a brief corporate history of the Third Avenue Railway Company and its subsidiaries. A route description and all known route changes are included. Very little information is available on the early history and the list of route changes prior to 1909 is incomplete. We have been able to list nearly all the changes which were made between 1909 and 1934 and a complete record of all changes subsequent to 1934.

Less information is available for the Yonkers Railroad Company and the list of route changes prior to 1934 is incomplete. However, we have presented a complete list of route changes between 1934 and 1952.

THIRD AVENUE RAILWAY COMPANY

On October 8, 1853, the Third Avenue Railroad Company was chartered to operate a horse car line which had just started running on Third Avenue and the Bowery from Ann Street to 61 Street. The permission to operate horse cars on Third Ave had been granted on January 1, 1853 to a Mr. Van Schalk and others. The Van Schalk grant was subsequently transferred to the newly formed Third Avenue Railroad Company.

The 125 Street Railroad Company, which constructed a horse car line on 125 St., was incorporated November 26, 1870, was leased by Third Ave. December 10, 1870, and was merged into Third Ave. on April 23, 1886.

The company expanded rapidly during the 1890's. It purchased the 42 St., Manhattanville, and St. Nicholas Railway Company in November, 1895, the Dry Dock, East Broadway, and Battery Railroad Company on August 23, 1897, the Kingsbridge Railway Company on January 25, 1898, and the Union Railway Company of New York City in January, 1899. The latter already owned the Yonkers Railroad Company, and the Westchester Electric Railroad Company. After having made these purchases, the Third Avenue Railroad Company controlled an enormous network of trolley lines.

Third Avenue went into receivership on Feb. 28, 1900, and was leased to the Metropolitan Street Railway on April 13, 1900, for 999 years. Eventually Metropolitan defaulted on Third Avenue's obligations and Third Avenue's directors seized the company on January 12, 1908. Third Avenue went into receivership again. The entire capital stock was issued to the purchasing committee for the reorganization committee of the Third Avenue Railroad Company. On January 1, 1912, the property of the bankrupt Third Avenue Railroad Company was taken over by the new Third Avenue Railway Company. The new company was solvent and within a short time, it bought the following small companies:

Belt Line Railway Corp. March 25, 1913
 Mid Crosstown Railway Company April, 1914
 New York City Interborough Railway Co. April, 1914
 Pelham Park and City Island Railway Company July 9, 1914

Then Third Avenue controlled the following corporations:

Belt Line Railway Corporation
 Dry Dock, East Broadway, and Battery Railroad Co.
 Bronx Traction Company
 42 St, Manhattanville, and St. Nicholas Ave. Railway Co.
 Mid-Crosstown Railway Co., Inc.
 N.Y., Westchester and Connecticut Traction Company
 Pelham Park and City Island Railway Company, Inc.
 Southern Boulevard Railroad Company
 Third Avenue Bridge Company

Union Railway Company of New York City
 Westchester Electric Railroad Company
 Yonkers Railroad Company
 Hastings Railway Co. Inc.
 New York City Interborough Railway Company
 Dyckman Street Transportation Company
 Kingsbridge Railway Company
 Warontas Press Inc. (printers of transfers)
 Williams Storage Warehouse Company
 Concourse Transportation Company
 Eastchester Transportation Company
 Surface Transportation Corporation } (bus subsidiaries)

The Belt Line Railway Corporation was purchased under foreclosure on October 31, 1931, and its remaining line, 59 St., was transferred to the Third Avenue Railway.

On July 1, 1942, Third Avenue merged with its Manhattan and Bronx subsidiaries, 42 St, Manhattanville, and St. Nicholas Ave Railway Company, Kingsbridge Railway Company, Union Railway Company of New York City, Bronx Traction Company, Southern Blvd. Railroad Company, and New York City Interborough Railway Company. The new company was called Third Avenue Transit Corporation and it was still in existence after trolley service was discontinued in Manhattan and the Bronx. The company went bankrupt again and the receivers took over on June 21, 1949.

THIRD AVE RAILWAY COMPANY

BROADWAY, AMSTERDAM AVE AND 125 ST (KINGSBRIDGE) LINE (-6/22/47)

5/30/02 161 St & Amsterdam Ave to 225 St Bridge

7/27/02 125 St & East River to 225 St Bridge

1930 Cut back to 125 St & 3 Ave

Route from 1930 to abandonment--From 225 St & Broadway via Broadway, St Nicholas Ave, Amsterdam Ave, 125 St to 3 Ave.

BROADWAY & 145 ST (4/19/15-6/29/47)

7/2/19, 7/4/20, 7/2/21 Extended to 242 St & Broadway during Summer

7/11/21 to 242 St on Sat, Sun and Holidays only

9/11/21 Discontinued 242 St service permanently

Route from 1921 to abandonment-- From 181 St & Bway via Broadway, St Nicholas Ave, Amsterdam Ave, 145 St to Lenox Ave.

125 ST CROSSTOWN (10/15/70-6/29/47)

10/15/70 Horse cars

12/1/86 Cable cars

From 125 St & 1 Ave via 125 St to Fort Lee Ferry. Return via 12 Ave, St Clair Pl, 125 St to 1 Ave.

3/25/36 Cut back to 125 St & 3 Ave.

THIRD & AMSTERDAM AVE LINE (July 3, 1853-May 18, 1947)

7/3/53 Horse cars started running Park Row to 61 St.

7/4/59 Extended to 89 St

8/31/85 Cable on Amsterdam Ave

Dec, 1899 Electric cars on 3 Ave

Feb, 1900 Extended to 162 St

5/30/09 Extended from Fort George Ave to Audubon Ave

Aug, 1910 Opened Fort George Loop

Sept, 1916 Discontinued regular service on 3 Ave from 125 St to 129 St.

1/18/25 Discontinued service on Fort George Ave from Amsterdam Ave to Audubon Ave

Route from 1925 to abandonment--From Fort George via Amsterdam Ave, 125 St, 3 Ave, Bowery, Park Row to Post Office (Park Row & Broadway)

42 ST, MANHATTANVILLE & ST NICHOLAS AVE RAILWAY COMPANY

The original franchise grant was passed June 24, 1873, and authorized Issac M. Walton and others to construct and operate the company's original routes. The company was not incorporated until August 29, 1878. It was purchased by Third Ave in November, 1895, went into receivership on March 19, 1900, and emerged from receivership on April 12, 1901. The company was an operating subsidiary until July 1, 1942, when it was merged into the Third Avenue Transit Corporation.

THIRD AVENUE BRIDGE COMPANY

The company was incorporated on May 29, 1909, for the purpose of building track connections between the tracks on 3 Ave and on 59 St and the Queensboro Bridge. The company did not operate any cars. The 42 St, Manhattanville and St Nicholas Ave Railway Company operated the 42 St cars which crossed the Queensboro Bridge from January 24, 1912 to August 31, 1919.

42 ST, MANHATTANVILLE & ST NICHOLAS AVE RAILWAY COMPANY**BROADWAY LINE (-12/15/46)**

12/10/99 129 St to 71 St.
 12/22/99 Electrified 71 St to 59 St
 8/19/00 Electrified 59 St to 42 St
 11/11/00 Electrified 42 St & 7 Ave to 34 St Ferry (via 42 St & 1 Ave)
 1/23/01 Electrified to Fort Lee Ferry
 2/16/08 Discontinued south of 42 St
 5/6/17 Cars operated from 181 St & Broadway to 42 St & 5 Ave and from Fort Lee Ferry to East 34 St Ferry
 9/30/17 Cars from Fort Lee Ferry terminated at 42 St & 1 Ave with shuttles operating for 42 St & 1 Ave to East 34 St Ferry
 10/28/17 Discontinued 1 Ave shuttles (Extended Ave B)
 11/11/17 Rerouted-Cars terminated at 129 St & Amsterdam Ave instead of Fort Lee Ferry
 3/10/19 Cut back to 42 St & 3 Ave
 3/27/33 some PM rush hour cars shortlined at 39 St & 7 Ave
 11/11/35 Extended to 42 St & 1 Ave, discontinued shortlining at 39 St
 7/9/37 Cut back from 181 St & Broadway to 129 St & Amsterdam Ave
 Route from 1937 to abandonment--From 129 St via Amsterdam Ave, 125 St, Broadway, 7 Ave, 42 St to 1 Ave.

42 ST CROSSTOWN (-11/17/46)

11/11/00 Electrified-West 42 St Ferry to East 34 St Ferry (via 1 Ave)
 12/2/01 Electrified-Foot of 42 St
 1/24/12 Some cars operated from West 42 St Ferry via 42 St, 3 Ave, 59 St, Queensboro Bridge to Queens Plaza
 8/31/19 Discontinued Queensboro Bridge service. Last car was #68.
 Route from 1920 to abandonment--West 42 St Ferry to 1 Ave on 42 St

110 ST CROSSTOWN LINE (-9/21/30)

8/31/10 Battery cars started operating
 11/13/10 Horse cars discontinued
 3/23/13 Cut back to 110 St & 3 Ave. Shuttle operated from 3 Ave to Pleasant Ave.
 9/29/18 Discontinued shuttle from 3 Ave to Pleasant Ave
 About 1914 extended to Fort Lee Ferry
 12/29/19 Cut back to Hancock Place & 125 St
 5/26/20 Extended to Fort Lee Ferry
 1921 Cut back to Hancock Place
 Route from 1921 to abandonment--From Hancock Place & 125 St via Hancock Place, St Nicholas Ave, 110 St to 3 Ave

TENTH AVENUE LINE (-11/17/46)

1/10/09 extended to 162 St & Amsterdam Ave (previously to Ft Lee Ferry)

11/1/09 cut back to Fort Lee Ferry

5/1/16 extended to 162 St & Amsterdam Ave

5/6/17 cut back again to Fort Lee Ferry

Route from 1917 to abandonment--From Fort Lee Ferry via 12 Ave, St Clair Pl, 125 St, Broadway, Amsterdam Ave, 10 Ave, 42 St to West 42 St Ferry. Return via same route to 125 St, then 125 St to Ft Lee Ferry.

MID CROSSTOWN RAILWAY COMPANY

The 28 and 30 Streets Railroad Company was organized on April 24, 1884. Its name was subsequently changed to the 28 and 29 Streets Railroad Company. The company was leased by the Metropolitan Street Railway Co on September 29, 1896, and the next day its name was changed to the 28 and 29 Streets Crosstown Railroad Company. On the same day Charles W. Truslow bought the property and franchises under foreclosure sale. The company was placed in receiver's hands on October 1, 1908, and was sold January 22, 1912, to a Bondholders' Committee who organized the Mid Crosstown Railway Company which was incorporated on February 14, 1912. Third Avenue purchased the stock in April, 1914, and operated Mid Crosstown until its one line, the 28 and 29 Street Crosstown, was discontinued August 9, 1919.

28 & 29 ST CROSSTOWN (-8/9/19)

12/18/10 Battery cars in service

Route-- From W 23 St Ferry via 13 Ave, 24 St, 11 Ave, 28 Street (eastbound) 1 Ave, 33 St, Private Right-of-Way to E 34 St. Ferry. Operated westbound via 29 St in place of 28 Street.

BELT LINE RAILWAY CORPORATION

The operated franchise right of this company is a legislative enactment passed April 17, 1860, which conferred such authority upon Charles W. Durant and others who incorporated the Central Park, North, and East River Railroad Company on July 19, 1860.

On October 14, 1892, the road and equipment was leased to the Metropolitan Crosstown Railway Company, with the Houston, West Street, and Pavonia Ferry Railroad Company guaranteeing the lease.

Central Park, North, and East River Railroad Company assumed operation of its own line on August 6, 1908, on account of Metropolitan's default of rental payments. The company was in receivership from Nov. 30, 1912, to Dec 23, 1912. It was reorganized as the Belt Line Railway Corporation on December 21, 1912, and was incorporated on December 24, 1912. The property, rights, and franchises were purchased at foreclosure sale by Edward Cornell who conveyed said property to Belt by deed dated January 21, 1913. Belt Line started operating the property on March 22, 1913, and Third Avenue purchased it on March 25, 1913.

Belt Line was an operating subsidiary until the last surviving line, 59 St Crosstown, was transferred to Third Avenue on October 31, 1931.

EAST BELT LINE (-6/3/19)

5/8/13 Partial operation of battery cars (59 St to Corlears St)

7/20/13 Last horse car

Route--From 59 St & 1 Ave via 1 Ave, 14 St, Ave D, 8 St, Lewis St, Houston St, Margin St, Corlears St, Monroe St, Jackson St, Front St, South St, Front St, Whitehall St to South Ferry. Return via South St, Broad St, Water St, Old Slip, South St, Montgomery St, South St, Corlears St, Grand St, Goerck St, Houston St, 2 St, Ave D, 14 St, 1 Ave to 59 St.

10/13/18 North terminal cut back from 59 St to 14 St & Ave B.

59 STREET CROSSTOWN LINE (1893 - 11/10/46)

3/1/98 Began operation of electric cars

3/20/98 Electrified 10 Ave to Lexington Ave

5/21/98 Electrified Lexington Ave to 1 Ave

10/31/31 Transferred to 3 Ave Railway

Route from 1898 to abandonment--From 54 St & 10 Ave via 10 Ave, 59 St to 1 Ave.

WEST BELT LINE (- 3/24/21)

3/29/13 Partial operation of battery cars

6/26/13 Last horse car

Route--From 54 St & 10 Ave via 10 Ave, West St, Battery Pl, Whitehall St, to South Ferry. Return via Whitehall St, State St, Battery Pl, West St, 10 Ave to 54 St.

12/29/19 Cut back from 54 St to 42 St.

DRY DOCK, EAST BROADWAY & BATTERY RAILROAD COMPANY

The operated franchise rights of this company are legislative enactments covering a period from 1860 to 1866. The company was incorporated December 8, 1863 to take over the franchises and property. It was purchased by Third Avenue on August 23, 1897 and was an operating subsidiary until the Grand St Line, the last Dry Dock line, was abandoned on Sept 3, 1932. This marked the end of Dry Dock as an operating subsidiary.

AVENUE B (- 7/30/32)

9/30/11 Battery cars in service

10/28/17 Extended from 34 St & 1 Ave to 42 St & 1 Ave. Discontinued shuttle from 34 St to 42 St

10/13/18 Extended to 59 St & 1 Ave

6/18/24 Cut back to 14 St & 1 Ave

Route from 1924 to abandonment--From 14 St & 1 Ave via 14 St, Ave B, 2 St & Essex St(southbound), Clinton St(northbound), East Broadway, Park Row to Post Office (Park Row and Broadway)

CORTLANDT STREET (- 10/10/18)

10/3/11 Battery cars in service from Grand St Ferry to Washington & Moore St

Route--From Grand St Ferry via East St, Cherry St, Jackson St, Madison St, Montgomery St, East Broadway, Canal St, Walker St, West Broadway, North Moore St to Washington St. Return via North Moore St, Greenwich St, Beach St, West Broadway, Lispenard St, Church St, Canal St, East Broadway, Gouverneur St, Madison St, Jackson St, Cherry St, East St to Grand St Ferry.

5/ /12 Cut back to Forsythe & Canal St.

GRAND STREET LINE (- 9/3/32)

8/1/05 Last horse car

11/6/05 Electrified - Broadway to Desbrosses St Ferry

11/19/05 Electrified - Grand St Ferry to Broadway

Route--From Grand St Ferry via Grand St, Sullivan St, Vestry St, Greenwich St(northbound), Washington St(southbound), Desbrosses St to Ferry

GRAND ST-BROOKLYN (11/28/05-1/21/32)

Route--From Bridge Plaza via Williamsburg Bridge, Delancey St, Essex St,(southbound), Clinton St(northbound), Grand St, Sullivan St, Vestry St, Greenwich St(northbound), Washington St(southbound), Desbrosses St to Ferry.

POST OFFICE (6/6/08-1/21/32)

Route--From Bridge Plaza via Williamsburg Bridge, Delancey St, Essex St(southbound), Clinton St(northbound), Grand St, Bowery, Park Row to Post Office (Park Row and Broadway).

METROPOLITANS FOR NEW YORK CENTRAL AWAIT PLATFORMS

On May 30, the first Metropolitans were delivered to the New York Central (Penn Central) and 40 were ready for service by July 1, but could not be used until high-level platforms (now underway on the Harlem Div) are completed. Built by General Electric at the Budd plant, they are numbered 8200-8279 and are virtually identical to the LIRR's M-1's except for the under-running third rail shoes and lack of cab signals. They had the LIRR shoes and cab signals installed temporarily for testing on the Long Island. On July 6, a contract was signed for 48 more for the Central (#8280-8327) and 152 more for LIRR (#9621-9770 and 9175(II)-9176(II)-the latter two to replace a unit that was destroyed.

The New Haven is slated to get 144 new Metropolitans starting August 1972 and these will have body parts built by Canadian Vickers. They will be assembled by General Electric at Erie and have GSI trucks.

OLD PENNSY & NEW HAVEN M-U's NOW BEING PULLED

Many old New Haven M-U's and Penn M-U's have had controls and motors removed and are being used on Penn commuter runs and pulled by GG-1's. They are renumbered in the 1300's and some retain a pantagraph for light and heat. They have been seen on runs at Trenton and at New York.

The helicopter patrols have reduced vandalism on suburban railroads.

NEWARK SUBWAY BACK IN SERVICE

The PCC's resumed service July 20 in the Newark Subway. On June 16, service was suspended to permit replacement of bridge over Erie-Lackawanna.

QUEENS IND SERVICE CUT; NEW SWITCHES; NEW TRANSFER PASSAGEWAY

Effective July 3, "E" and "F" trains now run an 10 minute headway on Saturdays and 12 minutes on Sundays. R-1/9's are used less frequently. After operating full trains at all hours on all regular lines, on Aug 20, AA, B and GG trains were cut to 4 cars on nights and weekends. The QJ and IRT #1 Broadway Local uses 6 cars during those hours.

The new northbound switch north of 36 St on the BMT 4 Ave Subway was put in service on the July 17-18 weekend.

The new terminal track at Dyre Ave was connected July 3-4.

The new transfer passageway from the IRT Flushing Line to the BMT-IND Sixth Ave Line at 42 St-6 Ave was opened Aug 31. It is quite a showplace with a terrazzo floor and there are several enamelled etchings on walls.

REFURBISHED R-1/9's ON CULVER SHUTTLE, OTHER CAR NOTES

On July 27, R-1/9's 484-1208-800 were placed on the BMT Culver Line. Newly painted olive drab inside and out, with "CITY OF NEW YORK" in gold letters, red floors and proper signs, they suffered mechanical troubles and R-27's were back by July 31.

A train of R-27's was on the KK on July 16 and R-32's on the Culver Shuttle on July 17. R-16's have been reportedly seen on E and F.

As of August 31, 131 R-9's, 234 R-10's, 201 R-12/14's (incl. 8 of the 3 Ave L's R-12's), all R-15's, R-16's and R-17's, 122 R-21's, 2 R-22's, 2 R-33's and 317 R-27/30's have been repainted silver and blue.

The car washing program was resumed in late Spring. Most cars were looking clean by mid-August when it was reportedly cancelled.

MORE MISHAPS, FLOODS, AND OTHER DELAYS

Aug 9 & 10- A power failure on the IRT Broadway Local forced the suspension of service north of 137 St. When service was first restored, trains were restricted to series speed and a 10-minute headway.

Aug 18- 6,000 persons were trapped about 2 hours in the IND 53 St Tunnel, 50 being overcome by heat exhaustion when a disabled E train stalled on the upgrade outside 23 St-Ely Ave station. The passengers had been removed from the E train before it left Manhattan. The trapped passengers were in the following trains. The trainmaster was suspended for allowing passengers trains to enter the tunnel before the disabled train had cleared the tunnel.