

Electric Railroads

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Manhattan Bridge Three-Cent Line

by George V Arnoux



The monumental entrance at the Brooklyn Plaza of the Manhattan Bridge caused an 'S' curve in the 3¢ Line trackage, site of the 1923 accident. The car shown was constructed by Southern Car Company, the sculpture by Daniel Chester French, of 'Brooklyn'

The Manhattan Bridge, spanning the East River between lower Manhattan and Brooklyn was opened for vehicular traffic on December 31, 1909. Situated between the Brooklyn Bridge and the Williamsburg Bridge, it was the fourth of the series of bridges which now connect Long Island with Manhattan and the Bronx, and was the last to be built with private rights-of-way for public transportation service.

The bridge extends from Canal Street at the Bowery in Manhattan to Flatbush Avenue Extension at Nassau St. in Brooklyn, a distance of 6,855 feet. The main deck of this suspension bridge was constructed to provide two pedestrian promenades on the outer edges followed by two 28 foot double track rights-of-way for subway train service and a 35 ft. four lane vehicle roadway in the center. The right-of-way on the south side of the bridge was built to connect with the Centre Street Loop Subway (now known as the Nassau St. Loop) while the north side right-of-way was built to connect with the Broadway (BMT) Subway, then in the planning stage. The upper south side deck was planned to provide a 28' right-of-way for elevated train operation under a proposal to connect the Brooklyn elevated system with the Centre Street Loop Subway as a relief artery for the then over-crowded transit facilities on the Brooklyn Bridge. The upper north side deck was built to provide a 28' right-of-way for street car operation. The plan for elevated train operation was subsequently discarded due to the objections by civic groups who opposed any structures on newly created Flatbush Avenue Extension

and this right-of-way was then planned for an additional street railway line.

When the bridge was opened, only the vehicle roadway was available for use. The ornate plazas at both ends of the bridge, the pedestrian promenades and the railway facilities would all be completed at later dates.

Of the two street railways which would eventually use these upper deck tracks, this story will primarily concern itself with the Manhattan Bridge Three Cent Line, although its history is interwoven with that of its competitor, the Brooklyn & North River Railroad Co., a joint holding of the New York Railways Co., the Third Avenue Railway Co., and the Brooklyn Rapid Transit Company.

The Manhattan Bridge Three Cent Line was incorporated on December 30, 1909 by Frederick W. Rowe, John C. Brackenridge and Walter Hammit under the General Railroad Law of New York State "to construct a double-track street surface railroad, a part of which may be single track, and to be operated by electricity, gas engine power or such other motive power as may be permitted and adopted". The company was to have a corporate life of 99 years and to issue capital stock up to \$50,000.00

The route was to start at Flatbush and Fourth Avenues in Brooklyn (at the Long Island Rail Road Depot)

The Brooklyn end of the span presented this forlorn appearance when the first cars were delivered.
(Street Railway Journal)

and terminate at the Desbrosses Street Ferry on the North (Hudson) River, Manhattan, using the Manhattan Bridge and the various streets in Brooklyn and Manhattan. Frederick W. Rowe was elected President, a post he held for the life of the company.

On the same day, December 30, 1909, the company applied to the New York State Public Service Commission for a certificate of convenience and necessity. Docketed as Case #1200, the Commission set the hearing date for February 9, 1910. The Brooklyn Heights Railroad Co., The Nassau Electric Railroad Co., and the Coney Island & Brooklyn Railroad Co. appeared in opposition, but after numerous hearings, the Commission finally awarded the desired certificate on July 12, 1910. This certificate was surrendered and cancelled on January 10, 1911 because the company failed to pay an incorporation tax. A new certificate was given on January 31, 1911 after this tax was paid.

After petitioning the City of New York for a franchise, it was issued on July 10, 1912, having been approved on June 20, 1912, by the Board of Estimate and Apportionment and signed by Mayor Gaynor on June 21st. This franchise required the construction, maintenance and operation of a street surface railway as follows:

Starting from the Desbrosses St. Ferry via Desbrosses, Washington, Vestry, Greenwich and Canal Streets to the south side of the Manhattan Bridge, then over the bridge to Flatbush Avenue Extension, thence via Flatbush Avenue Extension, Fulton Street, Rockwell Pl., Flatbush Avenue, Fourth Avenue, Atlantic Avenue, Third Avenue, Livingston Street, Hoyt Street, Fulton Street, Bridge Street, and then on Flatbush Avenue Extension back to the Manhattan terminus.

Underground conduit was to be used on the streets of Manhattan and across the bridge while overhead wire



was to be used on the streets of Brooklyn. It was a 10-year franchise with the privilege of renewal for an additional 15 years. At its expiration, or the dissolution of the company, all of the track and equipment in the streets built pursuant to this franchise were to revert to the City without cost. The company had to pay \$15,000 for it. The Public Service Commission approved the route and construction of the road on August 14, 1912.

Brooklyn & North River

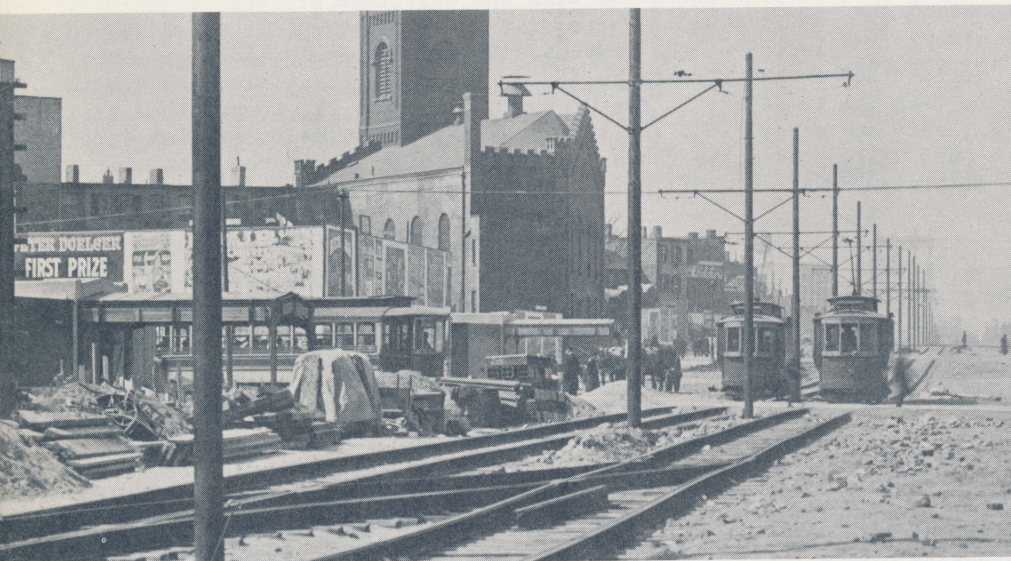
The Brooklyn & North River Railroad Company was incorporated on January 2, 1912, by Allan McColoh, Harold Fitzgerald and William Coleman from construct and operate a street surface railway from Flatbush Avenue Extension and Fulton Street to the Desbrosses Street Ferry on essentially the same route as the Three Cent Line. Four street railways—the New York Railway Company, the Third Avenue Railway Company, the Brooklyn Rapid Transit Company (through its subsidiaries, the Nassau Electric Railroad Company and the Brooklyn Heights Railroad Company), and the Coney Island & Brooklyn Railroad Company—formed this company, each owning 25% to compete with the Three Cent Line.

The Brooklyn & North River applied to the PSC on February 9, 1912 for a certificate of convenience and necessity for its route which was granted on August 14, 1912. Rather than go through the red tape of applying to the City of New York for a franchise because it assumed that its first operation would be merely a bridge shuttle line, the Brooklyn & North River Line applied to the Department of Bridges for a permit to operate over the Manhattan Bridge. At that time the Commissioner of Bridges was authorized to grant operating permits for the use of railway facilities on city bridges with the consent of the Board of Estimate and Apportionment. Bridge Commissioner Arthur J. O'Keefe issued a temporary permit on February 29, 1912, which was confirmed by the Board on July 15, 1912, with the proviso that only one of the parent companies was to operate the line. The Third Avenue Railway Company was selected to do the job.

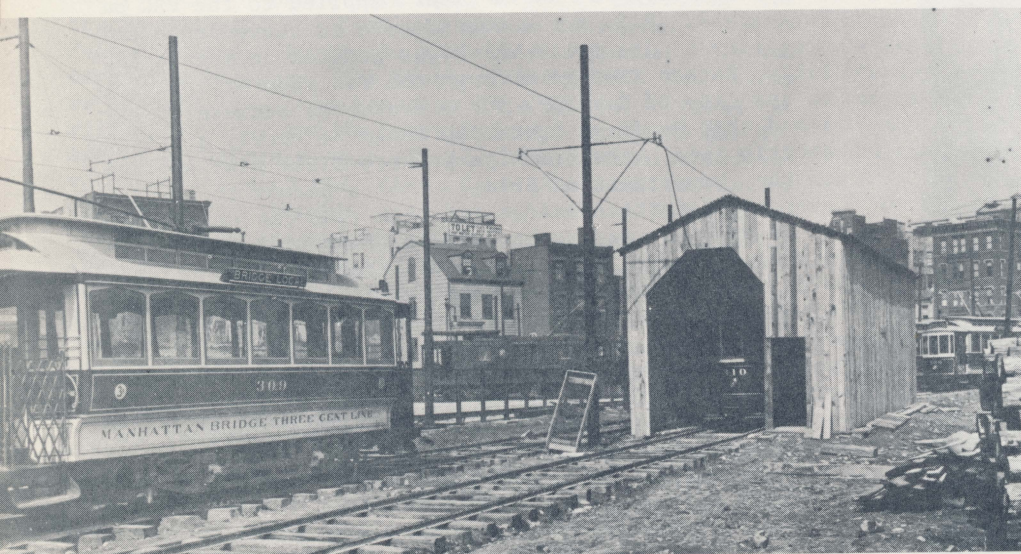
Catenary trolley construction on the Manhattan span was unusual in the New York area. Here are wire men attaching hangers between messenger wire and trolley wire.
(Street Railway Journal)



The opening day of the Manhattan terminal found three loops facing the Bowery and the Third Avenue 'El' (Francis J. Goldsmith, Jr.)



Flatbush Avenue Extension was still unpaved after the subway was built. Here on the left, a Coney Island & Brooklyn car on DeKalb Ave. is starting to pass two Three Cent Line cars in April, 1913.



This was the first inspection shed of the 3¢ Line until the new barn was built at Gold St. Note the B.R.T. line car in background. This view was made on September 26, 1912. (Francis J. Goldsmith, Jr.)

The construction of the tracks on the lower levels of the bridge was started in July, 1909. These tracks were equipped with third rails for subway train operation and extended from one end of the bridge structure to the other, stopping at both abutments. The exact date of completion of the job is not known, but the tracks lay idle on the bridge awaiting the tie-in to the New York Municipal Railway's (BRT) Brooklyn-New York subway network. When it became apparent that the street railway operation would precede any subway operation, it was decided to use the south set of tracks for the street cars. Work commenced early in May, 1912, to ready these tracks for the street car use. A single track loop with an umbrella shelter was built on the Brooklyn Plaza in the triangle formed by Jay Street, Nassau Street and the bridge approach. A double-track connection was made with the Coney Island & Brooklyn Railroad Co. tracks on Jay Street. The loop track was connected with the idle track on the bridge.

On the Manhattan end, these tracks extended through a masonry-lined cut from the bridge to the portal of the future Centre Street Loop subway at the Bowery and Canal Street. By the means of two holes cut into the south wall of the cut, the car tracks left the bridge right-of-way and terminated at a three track ground level loop terminal at the corner of the Bowery and Bayard Street. A double-track connection was made to the 3rd Avenue Railway Company tracks on the Bowery. This work was all completed by the end of July.

In its preparations for the opening of service, the Three Cent Line purchased thirteen single-truck cars that were formerly owned by the Third Avenue Railway Company. It is believed that these cars were actually acquired through a second-hand street car dealer in the New York area who was disposing of obsolete Third Avenue Railway Company cars at the time since the interest of the Third Avenue Railway was in the Brooklyn and North River line. These cars were originally cable cars built in 1892-93 by the Laclede Car Company for the Third Avenue Railroad Co., electrified in 1899 at the end of cable operation, and inherited by the Third Avenue Railway Company when it broke away from the Metropolitan Street Railway Co. in 1908. While none of the original numbers are known, it has been established that they came from the 200 to 312 group. They were renumbered 300 to 312 on the 3¢ Line.

All were received at the Bush Terminal Docks and were delivered to the Brooklyn end of the bridge by truck on July 15, 1912. A small yard with a wooden inspection shed was built at the Brooklyn terminal. A site had been acquired for a powerhouse to be built in Brooklyn but, because a low power rate was offered by the Edison Electric Illuminating Co. of Brooklyn in a contract dated July 1, 1912, the powerhouse project was abandoned.

When the Brooklyn & North River line received its temporary permit from the Commissioner of Bridges to operate across the bridge on July 15, the Brooklyn Heights Railroad Co. sent its line car and crews out on the bridge to erect the trolley overhead. The Three Cent Line, in an effort to halt the Brooklyn & North River line sued for an injunction in the Kings County Supreme Court on July 19, 1912. A temporary injunction was served on the Bridge Commissioner, the Brooklyn Borough President, the Brooklyn Rapid Transit Co. the Coney Island & Brooklyn Railroad Co., and the Third Avenue Railway Co. returnable on August 1, 1912. This halted the wire stringing project by the Brooklyn Heights crews. With the B & NR blocked while awaiting the ruling of the PSC, the 3¢ Line strung the remaining wire. With the line now ready for operation, the company ran a test car on August 31st, from the Brooklyn terminal at 11:03 PM.

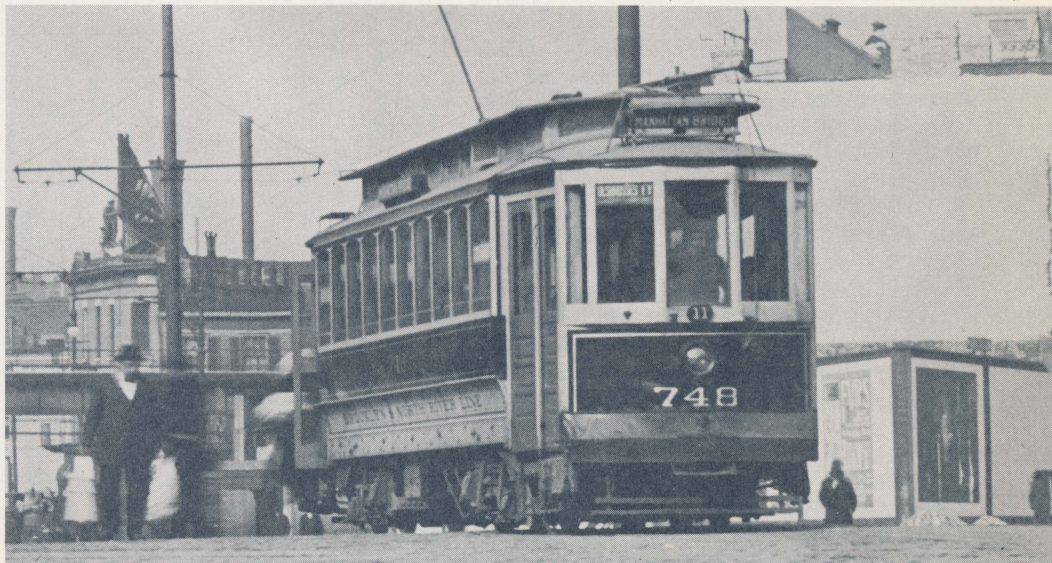
Guests on the first car included company officials and newspaper men with the first ticket being sold to Chas. G. Balmano of the Mechanics Bank of Brooklyn. The next morning, September 1, 1912, at 10:00 AM, car 310 made the official trip from the Brooklyn terminal to open the service to the public. On this first trip, the Bridge Commissioner took the controller as motorman. The complete trip consumed 22 minutes with a 2 minute stop at the Manhattan end. Immediately afterwards car 307 was put into service training crews.

The Brooklyn & North River didn't take this action benignly however, and immediately went into court and asked for a temporary injunction against the Edison Illuminating Co. for supplying power and as the injunction was granted the same day, the power was cut off and training ceased. The injunction did not hold however and was vacated on the 4th and service resumed in earnest.

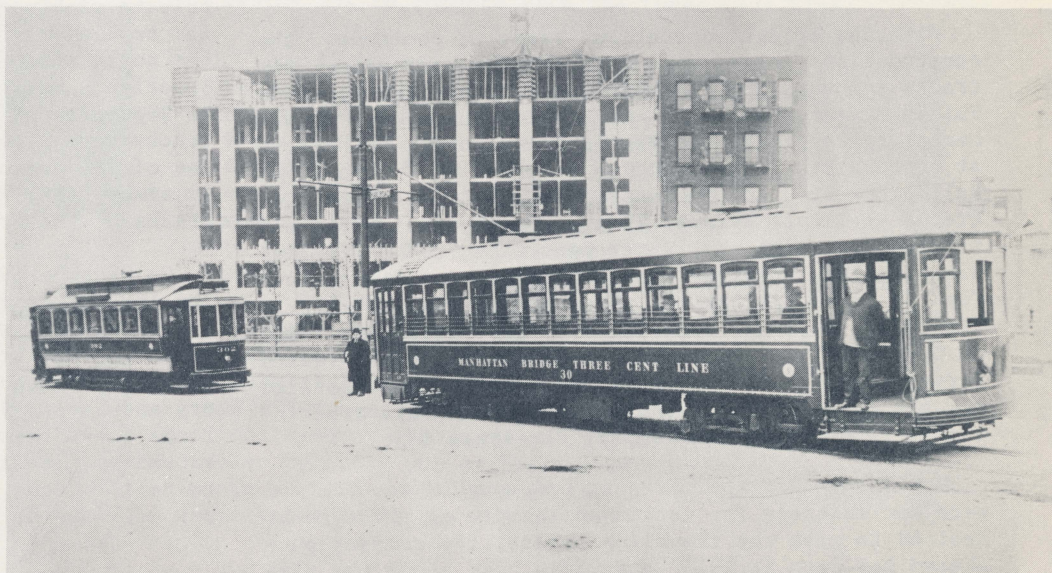
With nothing in its way, the 3¢ Line resumed normal service at 2 PM with a number of test runs. When the first day was over it was found 3500 people had ridden the cars on a fare of 3¢ or two tickets for 5¢.



The Brooklyn & North River and the 3¢ Line shared the Brooklyn terminal at Fulton St. and Flatbush Ave. Extension (Francis J. Goldsmith, Jr.)



Eastbound Brooklyn & North River 748 on Flatbush Avenue (R. L. Presbrey)



Old and new at Brooklyn end of bridge on November 13, 1915 (Francis J. Goldsmith, Jr.)

From the bridge to Fulton Street, the line was laid with 105 lb. Trilby 7" rail in 60 foot lengths. The overhead was supported by a single pole between the tracks and the line terminated with a double-track stub terminal.

After securing the proper permits to operate, the Brooklyn & North River line began to operate a bridge shuttle on November 13, 1912. This service was operated by the Third Avenue Railway Co. using storage battery cars. On February 9, 1913, the storage battery cars were replaced by trolley cars when service was extended to the Desbrosses Street Ferry. Cars on this service used the overhead trolley from the Brooklyn Plaza to the Manhattan Plaza where they switched to underground conduit operation, using plow pits at the terminal at Bayard and the Bowery. On December 11, 1913, the Brooklyn & North River assumed operation of the line leasing cars from the Third Avenue Railway Co., and extending its operation to Fulton Street with trackage rights on the Three Cent Line between Nassau Street and Fulton Street.

The Three Cent Line acquired land at 333 Gold Street in Brooklyn for a permanent carhouse. A tile and stucco structure 170 x 74 ft. was erected costing \$40,000. It contained six tracks, three of which were equipped with pits for maintenance and inspection work. The offices of the company, which were first located at 215 Montague St., and then at 180 Jay St., were moved here.

On October 27, 1913, a petition was filed requesting an amendment to its franchise for the Brooklyn portion of its route. It proposed to abandon its route on Rockwell Place, Flatbush Avenue, Fourth Avenue, Atlantic Avenue and Third Avenue, and substitute instead a double track on Fulton Street between Flatbush Avenue and Ashland Place, and a double track on Ashland Place from Fulton Street to Flatbush Avenue with a stub end terminal at the Long Island Rail Road Depot; also a single track on Lafayette Avenue between Ashland Place and Flatbush Avenue. At that point it would resume its franchised route. It also requested permission to use overhead wire in place of underground conduit on the Manhattan Bridge. The amendment was approved December 2, 1913.

With the bridge operation ready to commence, the construction forces were put to work extending the tracks eastward on Flatbush Avenue Extension towards Fulton Street. To reach that point however, it was necessary to cross the Nassau Electric RR. Co. tracks at Concord St., the Brooklyn City RR. Co. tracks at Willoughby St., and the Coney Island & Brooklyn RR. Co. tracks at DeKalb Avenue. These three companies refused to negotiate with the Three Cent Line and so relief was appealed through the Public Service Commission. The PSC ruled against the three and during the interim the CI & B assented with the other two following. So, on December 14, 1912, service was extended to Fulton Street with the first car leaving that point decorated for the occasion and being piloted by Marcia Breckinridge, daughter of the company Vice-President.

Realizing that the cars it had bought second-hand were not suitable for continued service of the type it desired to give the traveling public, the company purchased new cars in 1913 and 1914. At about the time the first of these cars were placed in service, a survey of riding across the bridge showed that on October

30th, the Brooklyn & North River carried 9474 passengers in 468 car trips, while the 3¢ Line made 332 trips carrying 6500 fares.

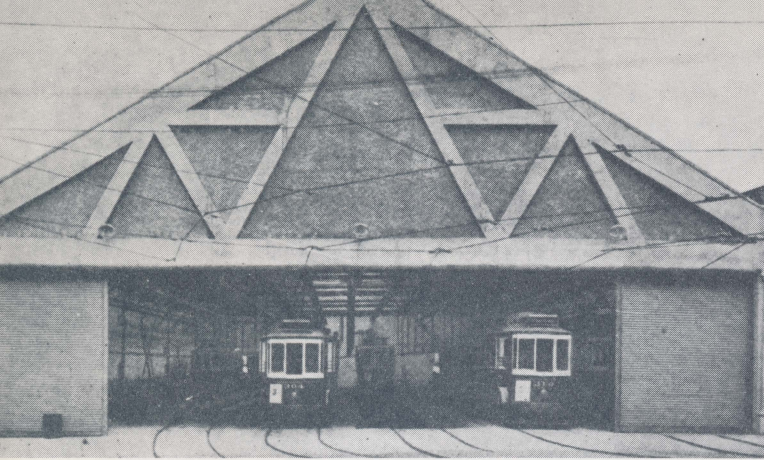
After protracted efforts to cross the tracks of the various companies in Manhattan to reach the Desbrosses Street Ferry and being rebuffed in its attempts to reach agreements on trackage rights or crossings with the Brooklyn companies, the 3¢ Line gave up in despair of reaching its original objectives and amended its franchise on December 14, 1914 and which was approved by the proper authorities on January 30, 1915.

The development of the BMT subway system in Brooklyn was reaching the stage where subway train operation across the Manhattan Bridge into the Centre Street Subway would soon be required. Since the street cars were using these tracks, steps had to be taken to complete the upper levels of the bridge to get the street cars onto their proper places on the span. Accordingly, a contract was let on April 8, 1914, to complete the north upper deck. Ramps had to be installed at both plazas, and conduit street car track laid. By the time the work was completed, the Three Cent Line had abandoned its plans for conduit operation and was only to use overhead trolley wire, necessitating the stringing of temporary wire. A new Manhattan terminal had to be built for the line. It consisted of a double track stub terminal parallel to the Bowery just south of the vehicle approach to the bridge. The Brooklyn & North River began to use this north upper deck on May 23, 1915, while the Three Cent Line began the use of the same tracks the next day. The plow pit for the Brooklyn & North River line was moved to the Brooklyn Plaza between Nassau Street and Concord Street on the north side of Flatbush Avenue Extension. As soon as the Three Cent Line cars surrendered the two tracks on the south side of the bridge lower level, the same tracks were prepared for BMT subway operation and the first subway trains ran over them on June 19, 1915.

Another contract was let on May 3, 1915 to complete the upper deck on the south side for use by the Three Cent Line. The following November 23rd, a trial trip was made on the new trackage by cars 30 and 302. Regular service began on December 12, 1915, thus providing private rights-of-way on both upper decks of the span for trolley car service. The temporary trolley wire on the north side of the bridge over the tracks of the Brooklyn & North River were removed on January 15, 1916. On September 4, 1917, the north side lower deck train tracks were placed in use by the BMT subway for the use of its trains going to Times Square via the new Broadway (BMT) Subway, thus placing all four sets of tracks on the bridge in service.

On December 9, 1917, the Three Cent Line began using its new permanent three track loop terminal at the Manhattan end which replaced a temporary loop just north of the bridge abutment. This new terminal was built on a stone-walled embankment located at the Bowery and Bayard Street. It was so designed that extra loops could be installed as there was some thought of extending the Brooklyn surface lines over the bridge to relieve the heavy traffic on the Brooklyn Bridge but nothing came of the idea.

Finding that its competitive efforts had failed to dislodge the Three Cent Line and not showing much profit on its operations, the Brooklyn & North River Rail-



Left and Below - Two views of the Three Cent Line barn

The rules required that the conductor was to hold on to the trolley rope from the back window, but the conductor was still busy collecting fares and issuing tickets. With the pole swaying back and forth hitting the trolley span wires, the conductor tried to get the pole on the wire but by now the car was really moving along. The passengers, sensing that things were now getting out of hand, began to panic. Galvin, who now had no brakes or power, tried to start cranking the hand brake.

All of the efforts of the crew were to no avail and when the car reached the "S" curve on the ramp, it jumped the rails with its screaming human cargo, ran on the pavement just missing a pole between the tracks, sideswiped a passing electric truck, throwing Galvin to the street via the front window and then came to an abrupt halt at the curb line of Nassau Street in front of the Westinghouse Vocational High School. When normalcy returned, it was found that two passengers were killed and 31 were injured.

As the twenties progressed, motor vehicle traffic in the city increased by leaps and bounds. All of the bridges between Brooklyn and Manhattan shared in this burden. The main deck roadway of the Manhattan Bridge was only 35 feet wide. Originally it had four lanes, but with the use of wider motor trucks, these lanes had to be reduced to three. After the Brooklyn & North River line gave up, its right-of-way was converted to a two lane roadway for motor vehicles opening on June 15, 1922, which provided temporary relief until congestion increased again.

The eyes of the City turned to the Three Cent Line's 28 ft. right-of-way on the upper deck of the south side and envisioned an additional two lanes for motor cars. A new roadway to relieve the vehicle congestion would cost \$9,000,000, whereas conversion of the upper deck would cost only \$600,000. In 1927, the Three Cent Line offered to surrender its franchise and sell its equipment to the City for \$184,420. While the Board of Estimate and Apportionment was pondering the offer, the Transit Commission ordered the Three Cent Line to make certain improvements. The Three Cent Line withdrew its

road abandoned its service from Fulton Street, Brooklyn to the Desbrosses Street Ferry at 12:15 AM of October 5, 1919. The City of New York instituted an emergency bus service the next morning between the Long Island Rail Road Depot and the Desbrosses Street Ferry. This was Department of Plant & Structures Route #1, one of several such emergency bus services started up by the City at the time to replace discontinued trolley services. Because the bus fare was 5¢ without any transfer privileges in either Manhattan or Brooklyn, it had to compete with the Three Cent Line's 3¢ fare or 2-for-5¢ tickets. The losses incurred forced a cessation of the bus operation on March 16, 1920.

On May 30, 1919, the company added two new cars to its roster. Numbered 40 and 41, they were identical to the other twelve double-truck cars except for the trucks. These two cars rolled on Taylor trucks. By this time, all of the original second-hand single truck cars had been retired. Only one of that fleet, 309, was retained and it was converted into a service car in 1915.

On August 21, 1920, the Three Cent Line installed two additional double-truck cars received from the P. A. Thomas Car Works. These cars, numbered 42 and 43, were also mounted on Taylor trucks. For some reason these cars had square top window sash on the car body and platform windows instead of the rounded window top sash found on the other 14 cars.

With no competition from the Brooklyn & North River line or City buses, plus a month long strike on the Brooklyn system in August 1920, riding reached its peak on the Three Cent Line during the period from July 1, 1920 to June 30, 1921, when 11,560,501 passengers were carried.

On May 1, 1923, at 5 PM., just at the beginning of the "rush" hour, Motorman Daniel Galvin was piloting Car 20 across the span with a full load of passengers. While on the downgrade towards Brooklyn, he made a stop at the Brooklyn anchorage to pick up two workmen who had been doing bridge maintenance. Unbeknown to Galvin, his brake rod broke after the car stopped. Starting up again, the car began the almost 5% grade downhill towards the ramps near Nassau Street. Applying the air brakes to check its gaining momentum, he received no response. Going back for a second application the way Kiernan had done back in 1914, Galvin then realized that his brakes had failed and reversed the controller key with intention of applying one point of power to slow the motors down. At about that time, the pole jumped the wire!





Motorman Kiernan's brakes failed on car 31 in December, 1914 on the downgrade and this was the end result.

(George V. Arnoux)

bridge storage tracks to the Woodside carhouse via the BMT Crosstown Line trolley tracks to Long Island City, which was accomplished by a temporary switch installed at Flatbush Avenue Extension and Willoughby Street. In Long Island City, the procedure was repeated to get the cars on to the tracks of the Steinway Lines to be delivered to the Woodside carhouse on Northern Boulevard. The passenger cars ran in Steinway Lines service until 1939 and then were used in the Queensboro Bridge shuttle until 1949 when they were scrapped. The sweeper did not fare as well as it was destroyed by fire in the Woodside carhouse conflagration of June 24, 1930.

offer, but the Board acted on October 25, 1928. It passed a resolution which stated that the street railway of this company and its operation constituted an undue obstruction to traffic and offered \$206,670 for the franchise and specific properties of the company. On January 9, 1929, the Transit Commission approved the abandonment of trolley service as its Case #2948. Opponents of the plan were appeased when the City promised to start a replacing bus service. On March 21, 1929, the Board of Estimate and Apportionment authorized the City Comptroller to:

- 1.- return to the company, the security of \$10,000 deposited under the franchise
- 2.- issue tax notes of the City not to exceed \$207,000, the proceeds to be used to purchase specific property from the company.

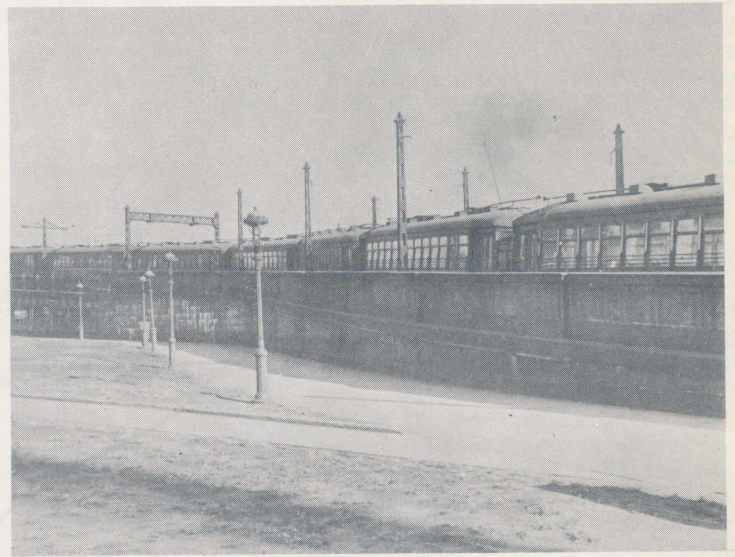
This measure was approved by the Mayor on April 27th and on the 20th of May, the stockholders of the Three Cent Line authorized President Rowe to consummate the sale.

On Wednesday, November 13, 1929 at 12:30 AM., the last Three Cent Line car left Fulton Street for the Manhattan terminal, drawing the curtain to a close on a little more than 17 years of street car service across the Manhattan Bridge. Later the same morning, the City, through the Department of Plant & Structures began bus service between Fulton Street and the Bowery. This route eventually became Route #15 of the Brooklyn Bus corporation, a BMT subsidiary.

Following the final trip of the last car, the employees then moved the sixteen passenger cars, the snow sweeper, and the service car out of the barn and up on the bridge ramp at the Brooklyn end. The City had purchased the cars, wire, tracks and other appurtenances, leaving the company with the barn, and it began a quick removal of the overhead which was completed by November 16th. By April 1930, all of the line had been removed from one end to the other.

The Third Avenue Railway Company bought the passenger cars and the New York & Queens County Railway secured the snow sweeper and they were moved from the

The Civil Works Administration repaved Flatbush Av. Extension in 1934, removing the car tracks from Nassau Street to Fulton Street. The old car loop at the Manhattan end was rebuilt into a playground and the only reminder of the line can be seen in the former car barn at 333 Gold Street, Brooklyn. It was used by the Ford Motor Company as a sales agency but, in recent years, it has served for other purposes.



End of the line!

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COVER PHOTO: Trial trips across the south side of the Manhattan Bridge upper deck on November 23, 1915, with cars 30 and 302. Photo from George V. Arnoux.

MANHATTAN BRIDGE THREE CENT LINE

ROSTER OF EQUIPMENT

<u>NUMBERS</u>	<u>TYPE</u>	<u>BUILDER & DATE</u>	<u>TRUCKS</u>	<u>MOTORS</u>	<u>CONTROLS</u>	<u>SEATS</u>
20 - 25	DT DE AR Closed	Cincinnati - 1913	Baldwin 54-18	2 WH 323-A-2	HL	48
26 - 31	DT DE AR Closed	Southern - 1914	Baldwin 54-18	2 WH 323-A-2	HL	48
40 - 41	DT DE AR Closed	P. A. Thomas- 1919	Taylor	2 WH 323-A-2	HL	48
42 - 43	DT DE AR Closed	P. A. Thomas- 1920	Taylor	2 WH 323-A-2	HL	48
300-312	ST DE MR Closed	Laclede -1892-93	Peckham	2 WH 68	K-8	28
309	ST DE MR Closed	Laclede -1892-93	Peckham	2 WH 68	K-8	--
01	ST DE FR Snow Sweeper	J. G. Brill - 1913	Brill	3 WH 68	K-11	--

NOTES

CAR ACQUISITIONS:

Cars 20 to 25, 26 to 31, 40, 41, 42, 43 and 01 were acquired new from their respective car builders.

Cars 300-312 were acquired second-hand in 1912 from the Third Avenue Railway Co. to serve as the initial passenger equipment on the 3¢ Line. While their original Third Avenue numbers are not known, they came from a group of former cable cars (electrified in 1899) and had been numbered 200 to 312. Car 309 was selected from this group before they were retired by 1919 and was rebuilt into a service car in 1915

CAR DISPOSITIONS:

Cars 300, 303, 304, 305, 306, 308 and 310 were retired in 1917

Cars 301, 302, 307, 311 and 312 were retired in 1918

Cars 20 to 31, 40 to 43 and 309 were sold to the Third Avenue Railway Co. in 1930 and were renumbered as follows:

20 - 531	24 - 530	28 - 534	40 - 541	309 - ?
21 - 529	25 - 538	29 - 542	41 - 536	
22 - 535	26 - 543	30 - 532	42 - 544	
23 - 537	27 - 540	31 - 533	43 - 539	

Car 01 was sold to the New York & Queens County Railway Co. in 1930. It was subsequently destroyed in the Woodside carhouse fire on June 24, 1930. If it was renumbered on the NY & QC Ry. no knowledge exists of that number.

CAR SYMBOLS: ST - Single truck DT - Double-truck DE - Double-ended AR - Arch roofed FR - Flat Roofed
MR - Monitor Roofed WH - Westinghouse