

**PLACES TO VISIT**

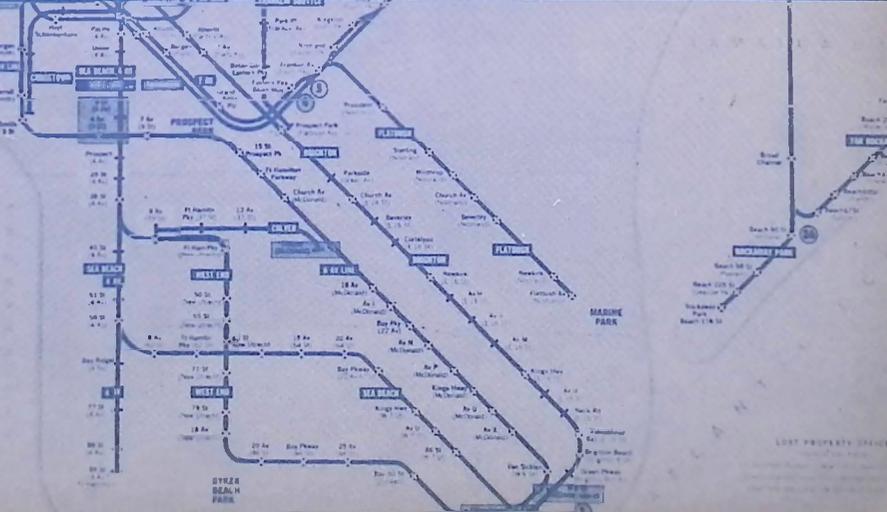
- 1. AMERICAN MUSEUM OF NATURAL HISTORY
- 2. METROPOLITAN MUSEUM OF ART
- 3. MUSEUM OF THE AMERICAN INDIAN
- 4. MUSEUM OF THE CITY OF NEW YORK
- 5. MUSEUM OF MODERN ART
- 6. NEW YORK HISTORICAL SOCIETY
- 7. NEW YORK STATE EDUCATION DEPARTMENT
- 8. NEW YORK STATE LEGISLATURE
- 9. NEW YORK STATE OFFICE OF GENERAL SERVICES
- 10. NEW YORK STATE OFFICE OF THE ATTORNEY GENERAL
- 11. NEW YORK STATE OFFICE OF THE COMPTROLLER
- 12. NEW YORK STATE OFFICE OF THE SECRETARY OF STATE
- 13. NEW YORK STATE OFFICE OF THE STATE CLERK
- 14. NEW YORK STATE OFFICE OF THE STATE ARCHIVIST
- 15. NEW YORK STATE OFFICE OF THE STATE HISTORIC PRESERVATION
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LOCATION INDICATED BY NUMBERED YELLOW CIRCLES

**Annual Report | 1964-65**

**NEW YORK CITY TRANSIT AUTHORITY**

**MAP AND STATION GUIDE**





DANIEL T. SCANNELL  
*Member*



JOSEPH E. O'GRADY  
*Chairman*



JOHN J. GILHOOLEY  
*Member*

## NEW YORK CITY TRANSIT AUTHORITY *Annual Report* / 1964-65

*Submitted to:*

THE HON. NELSON A. ROCKEFELLER  
*Governor*

THE HON. ARTHUR LEVITT  
*Comptroller*

THE HON. SAMUEL L. GREENBERG  
*Chairman, Senate Finance Committee*

THE HON. JOHN T. SATORIALE  
*Chairman, Assembly Ways and Means Committee*  
OF THE STATE OF NEW YORK

THE HON. ROBERT F. WAGNER  
*Mayor*

THE HON. ABRAHAM D. BEAME  
*Comptroller*

THE HON. PAUL R. SCREVANE  
*President of the Council*

THE HON. CONSTANCE BAKER MOTLEY  
*President of the Borough of Manhattan*

THE HON. JOSEPH F. PERICONI  
*President of the Borough of the Bronx*

THE HON. ABE STARK  
*President of the Borough of Brooklyn*

THE HON. MARIO J. CARIELLO  
*President of the Borough of Queens*

THE HON. ALBERT V. MANISCALCO  
*President of the Borough of Richmond*

OF THE CITY OF NEW YORK

*In accordance with Sections 1213  
and 2500 of the Public Authorities Law*

During the 1964-65 fiscal period, the New York City Transit Authority recorded a year of solid progress in the continuing effort to provide safe and efficient mass transportation for the city and the metropolitan area.

Both on the 237 miles of rapid transit routes and the 558 miles of Authority bus routes there was physical evidence of the improvements that were made during the year. Undoubtedly the most eye-catching were the 600 new stainless steel cars that began in September to make their gleaming appearance in passenger service. There also were more new buses, more stations with better lighting, the advancement of projects for extending the rapid transit system and a host of other achievements.

Perhaps the greatest problem encountered during the year was subway crime. It was met head-on with impressive results. In cooperation with Mayor Robert F. Wagner, a vast expansion of the Transit Police Department was undertaken. Police-men were placed on every train and station during the late evening and early morning hours and subway crime dropped 62.2 per cent in the two and a half months just before the end of the fiscal year on June 30.

Capital expenditures for such things as new cars and buses and heavy subway construction were \$100,630,261 during the year. The bulk of these funds was provided by the City of New York which owns the transit system and leases it to the Transit Authority, which is an autonomous operating agency. Operating costs were up 3.3 per cent during the year to a total of \$330,754,496. Most of the increase resulted from higher labor costs.

Riding on the rapid transit lines declined .85 per cent during the year, continuing a trend of the last few years. However, in the face of a nationwide drop in bus patronage, the Transit Authority's surface division showed a .74 increase in riding for the year.

Another development of major importance to the mass transit system was the final approval by the Mayor and the Board of Estimate of the decision by the Authority to build a new subway tunnel under the East River at 63rd Street. When completed the tunnel would provide an important new link between Manhattan and Queens, serving as the key to the provision of badly needed additional rapid transit service for Queens and Long Island.

The decision to place the tunnel at 63rd Street came after extensive seismological studies made by both the Transit Authority and the Rockefeller Institute. The Authority originally planned to build the tunnel at 64th Street. However, officials of the Institute feared that heavy construction and later train movements so close to the Institute's buildings at 64th Street might adversely affect delicate instruments in use at the Institute and prejudice the accuracy of research being conducted.

The Authority made its decision to change the site of the tunnel to 63rd Street in a spirit of public service and with a full realization of the valuable scientific and educational work done by the Institute.



In September, 1964, introduction of 600 stainless steel cars on rapid transit system was marked by special train that ran from Mott Haven Yard of New York Central to Grand Central Terminal.

At the close of the fiscal year, John J. Gilhooley, who first became a member of the Transit Authority on January 30, 1962, was reappointed to a six-year term by Governor Nelson A. Rockefeller.

Soon after the year started the Authority began receiving delivery of the first of the 600 new stainless steel cars from the Budd Company. The order for the cars was placed in mid-1963 and represented the largest single order for subway cars in the history of the country. The total amount involved was \$68,820,000, half of which was provided by The City of New York in its capital budget and half through the sale of bonds by the Transit Authority.

The new cars, dubbed "Brightliners" because of their sleek, shining appearance, were designed to operate on either the BMT or IND divisions of the subway system. They were delivered at the rate of ten cars a week and were assigned to the BMT to replace cars that had exceeded the 35-year limit of age that is considered by the Authority as the useful lifespan of a subway car.

In continuing its program of car replacement, the Authority ordered 200 more cars for the BMT and IND, to be delivered in 1966. The \$22,000,000 contract went to the St. Louis Car Division of General Steel Industries and calls for a car that will incorporate the latest in designs employing stainless steel and low-alloy, high-tensile steel. These cars also will have features similar to those in the Brightliners such as colorful interior decoration, fibreglass seats, fluorescent lighting, tile floors, wide windows and improved ventilation.

During the year, 165 more new buses were added to the Authority's fleet, bringing to 1,600 the number of new buses purchased in the last eight years. There are 2,305 buses in the fleet.

Substantial progress was made during the year in the DeKalb Avenue-Chrystie Street-Sixth Avenue subway complex that is designed to further integrate the IND and BMT divisions. This \$100,000,000 project, the largest single rapid transit improvement in the city in a generation, will provide capacity for 52,000 more passengers an hour between Brooklyn and Manhattan. Lighting, power and signal equipment for the Chrystie Street tunnel had been installed by January, 1965.

The improvement is expected to be in full operation in 1967, with trains operating through the new station at Grand Street in the latter part of 1966 and over the new express tracks under the Avenue of the Americas the following year. For the first time, as a result of the improvement, riders of the BMT Jamaica line using the Williamsburgh Bridge will have direct access to midtown Manhattan.

Work on the first section of the new Sixth Avenue tunnel — from West 9th Street to West 19th Street — was 88 per cent complete at the close of the fiscal year, June 30, 1965, while the second section — from West 19th Street to West 31st Street — was



Interior of one of the spacious stainless steel Brightliners.

Nathan D. Brodtkin, chief engineer; Joseph E. O'Grady, chairman, and Daniel T. Scannell, Authority member, greet workers as new express subway tunnel was holed-through under Avenue of the Americas.



99 per cent complete. In the mid-Manhattan area, between West 52nd Street and West 58th Street, about a third of the structural work was done. This section also will include a new station at West 57th Street.

In Brooklyn, on the Brighton line of the BMT, platform extensions were completed at seven stations: Atlantic Avenue, Seventh Avenue, Parkside Avenue, Church Avenue, Beverley Road, Cortelyou Road and Newkirk Avenue. These and similar extensions at ten other stations will permit the operation of longer trains that can be fed into the DeKalb Avenue-Chrystie Street-Sixth Avenue complex. Work on the extensions was continued at Avenue H, Avenue J, Avenue M, Kings Highway, Avenue U, Neck Road, Brighton Beach, Ocean Parkway, West 8th Street and Stillwell Avenue.

Improvements elsewhere on the rapid transit system also were going ahead.

Platform extensions, so that longer trains can be run, also were completed at IRT stations on the Brooklyn line at Clark Street, Borough Hall, Bergen Street, Grand Army Plaza, Eastern Parkway, Nostrand Avenue and Kingston Avenue; on the Lenox Avenue line at 110th Street, 116th Street, 125th Street and 135th Street; and on the Broadway-Seventh Avenue line at Wall Street, Fulton Street and Park Place.

Platform extensions were begun at stations of the IRT Broadway-Seventh Avenue line at Rector, Cortlandt, Chambers, Franklin, Canal, Houston, Christopher, 14th, 18th, 23rd and 28th Streets and Pennsylvania Station.

Fluorescent lighting has helped greatly in recent years to brighten subway stations. During the fiscal year installation of this lighting was completed at the new Grand Street station of the Chrystie Street connection and along the platforms, mezzanines and passageways at the Times Square end of the shuttle line to Grand Central Station.

Completion of a similar installation at the Grand Central end of the shuttle was delayed by the fire that occurred April 21, 1964. Of the 481 stations on the subway system, 201 have been equipped with fluorescent lighting including 101 on the IRT, 74 on the BMT and 26 on the IND. Another 89 stations are scheduled to be equipped with this brighter lighting in the next five years.

**S**ignal modernization for greater safety and efficiency of train operation is a continuing program on which \$6.6 million was spent during the fiscal year. This work was virtually completed on the IRT Lexington Avenue line between Atlantic Avenue, Brooklyn, and Wall Street in Manhattan, one of the older parts of the subway system, as well as on the Broadway-Seventh Avenue line between 96th Street and 242nd Street. Work was begun on the Lexington Avenue line from 86th Street, Manhattan to Third Avenue in the Bronx.

In deep stations and elevated ones escalators and elevators are often necessary for the convenience of passengers. Replacement and installation of this equipment during the year included the following:

Completion of the first of two escalators to connect the Grand Central Station mezzanine with the train platform of the Times Square-Flushing, Queens line.

Award of contracts for improved escalators at the Park Place Station in Manhattan and the Borough Hall Station in Brooklyn of the Broadway-Seventh Avenue IRT line.

Beginning of work in December, 1964, on two new elevators at the 149th Street-Grand Concourse station of the IRT White Plains Road line.

Preparation of plans for installation of escalators at the East 177th Street station of the IRT Pelham line.

During the year \$5,599,457 worth of station improvement projects were completed and contracts were let for more improvements to stations that would cost \$1,997,652.

Much of what is done to keep the mass transit system functioning efficiently goes on behind the scenes or in the late night hours when few passengers are likely to see the work that is going on.

**T**he control of supplies and spare parts is not very glamorous, but stock-control, as it is called, is essential to an economical operation. A new system for this purpose was established during the year in connection with subway car maintenance. Satellite storerooms, drawing from the shop at 207th Street, Manhattan, were set up to improve inventory control and to expedite repairs. As a result more cars were kept in operation because shifting of them for repairs was reduced, and the supply of spare parts was more closely keyed to needs.

During the year \$22.5 million was spent for supplies and materials. This included a two-year contract for electric lamps at a cost of \$1 million; \$500,000 for 1,100 sets of fibreglass seats for subway cars to replace plastic or cane seats destroyed by



Transit Police turn out for special night anti-crime tour on trains and stations that began in April, 1965.

vandals; and \$2 million for diesel fuel, oils, gasoline and lubricants for buses. Stockpiling of steel products in anticipation of a possible steel strike added about \$1 million to the year-end inventory. The Authority's nine storerooms were stocked with 145,000 items valued at \$14 million.

In a stepped-up cleaning program, conducted jointly by the Maintenance of Way, Transportation and Station Departments, 440 miles of walls, ceilings and platforms were washed with a detergent sprayed from a special train. A following train did the rinsing. The Authority's vacuum-cleaning train, used for removing trash from the tracks, cleared 830 miles at station platforms and 640 miles between stations during the year.

Installation of three more machines for washing subway cars was nearly completed, but the water conservation program necessitated by the widespread drought in the Northeast forced suspension of car washing except at the IRT yard in Corona, Queens, where water is obtained from a well. The new car washers are at the Coney Island yard, Brooklyn, the IND Concourse yard, the Bronx, and the Jamaica yard, Queens.

The effort to keep the subway and surface lines functioning smoothly is reflected in statistics for the year: 470 subway cars (7 per cent of the fleet) were completely overhauled, 3,618 traction motors were overhauled, 14,400 door engines repaired, 312 buses (13.5 per cent of the fleet) overhauled, 797 buses painted including 371 operated by the Authority and 426 operated by its subsidiary, the Manhattan and Bronx Surface Transit Operating Authority. Almost a third of the 719.85 miles of single track on the subway was replaced or repaired including 43 miles of new rail laid and 194 miles ground to insure smooth riding. Nine miles of contact (third) rail was replaced, 67,770 new ties along 22 miles of track were installed as well as 44 new switches.

In anticipation of future needs, the expansion of facilities at the Coney Island yard and shops of the BMT was begun. The new installations will include an improved communications system, increased power equipment and greater track capacity. These will be needed to care for additional trains that will be operated when the Chrystie Street complex is placed in operation. The Coney Island yard was placed in use in 1927. Few improvements have been made there since then until work was started this year. The project is estimated to cost \$1,692,349 and will bring the yard to standards of modern railroad practice that are observed in yards of the IRT and IND divisions.

In addition to keeping things in shape and providing for the future needs of the transit system, paramount among the Authority's concerns is the safety of passengers. Crime posed a serious threat to subway passengers during the 1964-65 fiscal year and was a source of increasing worry for the Authority. Drastic action was called for and, in cooperation with Mayor Robert F. Wagner, the Authority moved on April 7, 1965 to place a policeman on every train and at every station during the high-crime hours between 8 P.M. and 4 A.M.

Results were immediately noticeable. The hoodlums, punks and thugs who had made subway passengers their prey were driven off. In the 76 days to the end of the fiscal year on June 30, serious crime on the subway system dropped 67.1 per cent compared with the 76 days immediately preceding April 7. The drop was 62.2 per cent from the same 76-day period in 1964.

Using manpower as the chief weapon, the fight against crime in the subways brought an increase in strength of the Transit Police force from the 1,118 members that were authorized at the start of the fiscal year on July 1, 1964 to 2,018 at the close of the year on June 30. Until the additional men could be recruited and trained, the 800 needed to fill the assignments to every train and station during the late night hours were provided by diverting men from other assignments, requiring men to work overtime and obtaining help from the New York City Police Department. These were temporary measures, to be dropped as soon as the ranks of the Transit Police Department could be filled with new young men.

To obtain 800 additional permanent members of the Transit Police force to be appointed so that they could begin training within three months, several steps were taken. A small group of 80 was appointed April 13 from an existing civil service list of eligibles. From an examination that had been given Jan. 16, a new list of eligibles was drawn and 398 appointments from the list were made May 3. Three walk-in examinations in late April and in May produced a further list of eligibles and the appointment of 418 of them on June 21.

In addition to more men for patrol of trains and stations, the patrol areas were reduced during night hours by installing gates to close off 128 entrance and exit stairways and passages at stations. Rear cars on long trains also were closed during these late hours. Motormen, conductors, train dispatchers and yardmasters were reinstructed in ways to guard against criminals and in summoning police assistance while keeping train delays at a minimum.

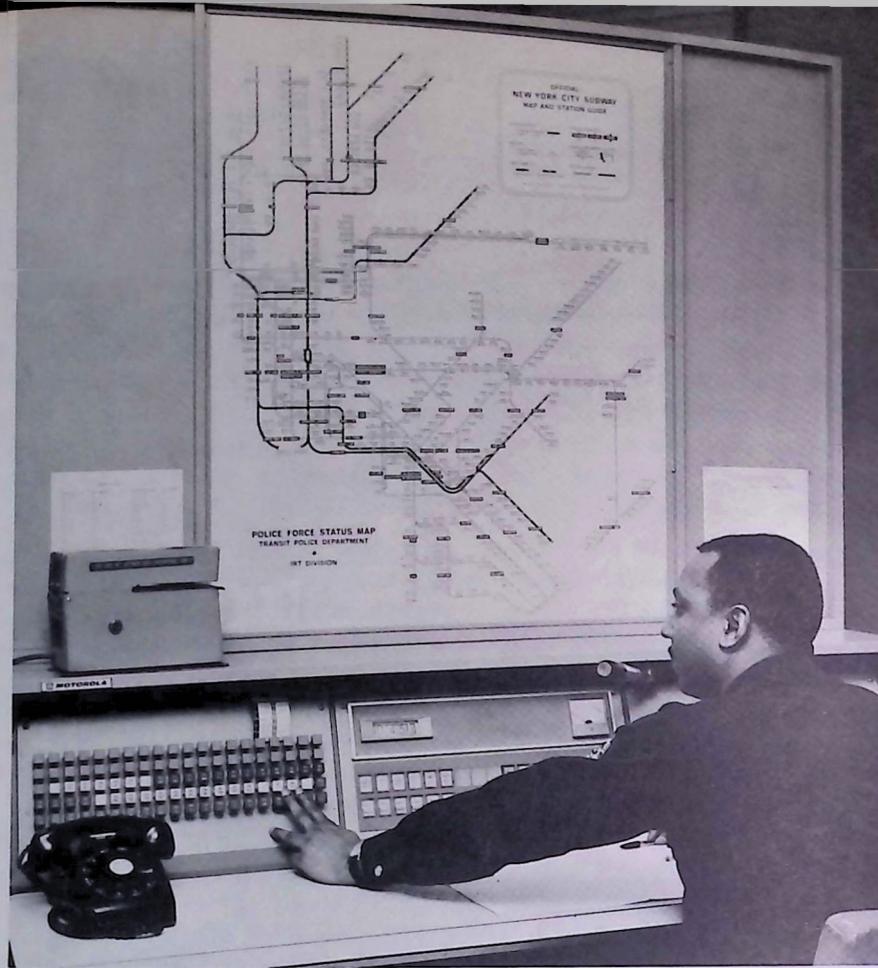
In May, another weapon against crime was placed in use on a trial basis and proved effective almost immediately. This was a two-way radio system on the East Side IRT between Bowling Green and 125th Street. The \$750,000 cost was paid in part through a demonstration grant of \$500,537 in Federal funds under the Mass Transportation Act. One part of the system enables Transit Policemen to have constant two-way communication with Transit Police Headquarters at 370 Jay Street, Brooklyn, by means of special three-pound transmitter-receivers carried by the men. Thus, response to calls for assistance is greatly accelerated. By June 30, 12 members of the department's operations unit had been trained in use of the control equipment at 370 Jay Street, and 534 other members of the force had been trained in use of the portable transmitter-receivers.

A second feature of the two-way radio project on the East Side IRT was the installation of transmitter-receivers in the motorman's cab of all trains operating on the East Side IRT between Bowling Green and 125th Street. This train-to-wayside system will permit motormen to summon help, mechanical or other, when difficulties

John J. Gilhooley and Daniel T. Scannell, Authority members, check with City Police who bolstered Authority force in anti-crime night tours.



Two-way radio control console keeps Transit Police headquarters in immediate touch with officers on East Side IRT carrying portable units.



occur in the operation of trains or among passengers. The police and train-to-wayside systems, although operating on different frequencies, may be jointly monitored at Transit Authority headquarters. Training in the operation of the equipment carried aboard trains was given to 376 IRT motormen.

While the fight against crime continued unabated, the Authority's unflagging insistence on safe operation of trains and buses also continued. The fiscal year produced the lowest rate in 13 years in subway passenger injuries, 7.6 per million passengers carried on the rapid transit lines. The surface system had only 3.78 passenger injuries per million passengers carried, also a record.

The Surface Division's 1964 safety record was marked by a special citation from the American Transit Association for urban areas in the United States and Canada with populations of a million or more. Of the division's 5,072 bus drivers, 3,373 received National Safety Council awards for driving without an accident. Of these, 544 received special awards for their fine records over a period of seven years.

An Authority competition involving personnel at 10 Surface Division garages was won by the Crosstown Depot in Brooklyn, which had a 43 per cent reduction in vehicle accidents. The Fresh Pond Garage, also in Brooklyn, won a similar contest by reducing passenger accidents by 52 per cent.

Transporting passengers safely is one major consideration; another is providing service at times and places and in sufficient quantity to meet the needs of passengers and induce others to use the rapid transit and bus lines. With this in mind, the Authority made some important subway service changes in fiscal 1964-65 as well as providing buses for new routes or additional trips on existing routes.

To simplify riding and reduce the need for transfers from line to line, fixed routes were established in April for the 241st Street-White Plains Road line. Trains of that line were routed down the Broadway-Seventh Avenue IRT line on the West Side instead of Lexington Avenue except for thru-expresses which continued to operate on the East Side IRT Lexington Avenue line during rush hours.

Saturday service on the IRT Flushing line was increased by lengthening trains leaving Main Street to eight cars. Daily trains on this line operating between 8 and 11 P.M. in the evening were lengthened to 11 cars. The delivery of new cars permitted reductions in running time of two minutes for each trip of the Brighton express of the BMT and three minutes for each trip of the Brighton local.

Trains and buses resumed special World's Fair service with super expresses operating during the Fair season between Times Square and Willets Point. Four bus lines supplied additional transportation to the Fair during its second season for passengers traveling from the Bronx, Queens and Brooklyn.

An entirely new bus route was established over the Verrazano-Narrows Bridge when it was opened to traffic on November 21, 1964, to provide service between 95th

Daniel T. Scannell, Authority member, and Joseph E. O'Grady, chairman, test train and police two-way radio system on East Side IRT.



Street and Fourth Avenue, Brooklyn (site of a BMT subway station) to Clove Road and Victory Boulevard, Staten Island. The bridge offers a spectacular view of the Lower Manhattan skyline and both the Upper and Lower Bays. It has proved popular with weekend passengers seeking a scenic ride.

New or additional bus service was provided on routes serving Rochdale Village, a housing development on the site of the old Jamaica racetrack, Sheepshead Bay, Coney Island and Williamsburgh in Brooklyn and Tottenville in Staten Island.

Sunday service was resumed on the Fulton Street and Ralph Avenue lines in Brooklyn, but Saturday and Sunday service was discontinued on the Hamilton Avenue line in Brooklyn because of lack of patronage.

In its efforts to improve service to its passengers and provide for their future needs, the Transit Authority has undertaken a number of studies and tests during the fiscal year.

A \$118,000 contract with the Battelle Memorial Institute, a non-profit organization of Columbus, Ohio, provided for a study of the practicability of operating trains on three tracks of a four-track line in one direction in the morning and in the opposite direction in the evening. By means of an electronic computer, the application of such a system to the IND line between 179th Street, Jamaica, and Queens Plaza, Long Island City, was being examined. Funds for this project were provided by the City of New York as part of its participation in the Queens-Long Island Mass Transportation Demonstration Program. An amount of \$3,185,000 is being provided for the entire program by the Federal Government as a two-thirds share, with the remaining \$1,593,000 provided by Queens and Nassau Counties.

During the year the Surface Division was equipped with a new fleet of powerful patrol vehicles carrying two-way radio and four-wheel drive.



In October, 1964, passengers were asked to cast ballots indicating their choice of four different ventilating systems for subway cars.



Operations of the heavily traveled Queens Boulevard line of the IND are being simulated under normal and various disruptive conditions such as mechanical failures. By using a computer, it is possible to create a model on paper of the Queens Boulevard operation. It is also possible to introduce into the pattern all the factors involved in running trains on three tracks toward Manhattan in the morning rush hour and on three of the four tracks toward Jamaica in the evening rush hour.

The study is tied closely to plans for a new two-track tunnel under the East River between Queens and Manhattan. Additional tunnel facilities beyond those presently in existence would be needed to handle the extra trains should the three-and-one use of the four-track line be found practicable.

Meanwhile, the Authority indicated its concern for the comfort of passengers by seeking their opinions on subway car ventilation and by probing further into the problem of airconditioning. In October, 1964, passengers were asked to indicate their preference among four different car ventilating systems. Complaints had been received about drafts and fans whirling at too great a speed. None of the systems emerged a clear-cut favorite as a result of the polling that was made aboard a test train at the IND station at 34th Street-Herald Square. But sufficient sentiment was indicated for a baffle that distributes air more evenly so that the Authority ordered it to be installed in 150 new cars to permit further tests under operating conditions. The Authority also asked a leading manufacturer of airconditioning equipment to re-examine the problem of airconditioning subway cars and buses.



Construction of new subway under Avenue of the Americas was accomplished with minimum traffic obstruction.

Some expressions of discontent with the subway map led the Authority in 1964 to invite participation in a contest to design a new subway map and a map of bus routes in the city. Three awards of \$1,000 each were made. The five contest judges — the three members of the Authority, Harmon H. Goldstone, an architect and member of the City Planning Commission, and Jerry Donovan, cartographer on the staff of Time Magazine — decided the \$3,000 prize should be split on the ground that each submission receiving an award contributed valuable material, but that no one successfully met all the objectives. The award-winning entries were used by Professor Stanley Goldstein of Hofstra University, who was engaged as a special consultant on the subway map, in carrying further the effort to produce an improved map. Professor Goldstein submitted recommendations in June, 1965, upon which the Authority could base a new map.

Early in 1965, the Authority placed in each of the 430 cars operating on the Flushing IRT line, a strip map indicating all the stations and transfer points between Times Square and Flushing Main Street. This was an innovation for present-day Transit Authority equipment and proved particularly helpful to World's Fair visitors. Studies are being made of the possibility of introducing strip maps on other lines of the rapid transit system, but the problem of isolating cars in families that would operate only on one line has proved an obstacle.

The effort to keep passengers informed continued in other directions. Large easy-to-read signs explaining code letters used on the front and sides of trains to identify the routes they travel were placed at stations of the BMT division. A test of the effectiveness of posting train schedules at stations began with the installation of a large board of train departure times at the Stilwell Avenue station in Coney Island.

The Authority completed the fiscal year with 35,801 persons in its employ, a net gain of 1,467 for the twelve-month period. During the year the contracts negotiated on January 1, 1964 with unions representing 28,599 hourly paid employees provided for a 3.002 per cent wage increase effective January 1, 1965. In addition, increments and salary reallocations affecting 1,900 Career and Salary Plan employees became effective July 1, 1964 and January 1, 1965. Salary changes for the supervisory operating employees group of 2,800 incumbents became effective July 1, 1964, together with anniversary salary changes when required.

The Medical Department in its various clinics and sections rendered a total of more than 70,000 services to employees and candidates for employment during the year.

Awards of \$4,320 were shared by 52 employees for making suggestions for doing the work of the Authority more efficiently or economically. Their ideas produced savings for the year valued at an estimated \$87,218. Other awards won by Authority

Mayor Wagner presented Medal for Outstanding Performance to Chief Engineer Brodtkin as Chairman O'Grady looked on.



employees included the Mayor's Medal for Outstanding Performance which was presented to Nathan D. Brodtkin, chief engineer, at a ceremony at City Hall on June 30, 1965.

The results of operations for the fiscal year ended June 30, 1965 indicate an excess of expenses over revenues of \$14,302,000 consisting of a loss of \$13,218,000 attributable to rapid transit operations and a loss of \$1,084,000 attributable to surface operation. The loss for the fiscal year 1965 would have been \$34,719,000 had it not been for an extraordinary income item of \$20,417,000, representing the payment by the City of the remaining installments due to the Authority arising from the sale of the Transit Authority operated power plants by the City to the Consolidated Edison Co. in 1959. The item of extraordinary income applies to rapid transit operation. For the previous fiscal year the loss was \$23,186,000, comprising a loss of \$25,239,000 for rapid transit and a profit of \$2,053,000 for surface. The greater loss in fiscal year 1965 over fiscal 1964, after excluding the extraordinary item of income indicated above, is due to an increase in expenses of \$10,550,000 and a decrease in revenues of \$980,000.

The total revenues for the fiscal year ended June 30, 1965 amounted to \$316,452,000 of which \$283,315,000 represented passenger revenue and \$33,137,000 from other sources which includes the extraordinary item of \$20,417,000. Were it not for the above item, the income from other sources would have been \$12,720,000 for fiscal year 1965, compared with \$12,551,000 for the previous year.

Passenger revenue for the fiscal year ended June 30, 1965 shows a decrease from the previous year of \$1,150,000. This is due to a decrease of about \$3,180,000 for regular rapid transit passenger revenue, an increase of close to \$200,000 for surface revenue, an increase of over \$1,570,000 of World's Fair passenger revenue and an increase of school fare reimbursement of \$260,000. The increase in the World's Fair revenue is due to the fact that the fiscal year 1965 includes six months of World's Fair revenue compared with about two months in fiscal year 1964.

The passenger statistics indicate a loss of about 20 million passengers on the rapid transit lines, a gain of less than two million passengers on the surface lines, both exclusive of World's Fair, and a gain of about 10 million due to the World's Fair. There was no marked trend change in 1965 riding compared to the previous fiscal year. Most of the decrease was due to the fact that 1964 was a leap year and to other calendar incidentals. If these factors and World's Fair riding are eliminated for comparison purposes, regular riding decreased less than one third of one per cent.

The World's Fair service during the year ended June 30, 1965 includes a period from July 1 to October 18, 1964 and from April 21 to June 30, 1965, a total of 181 days, whereas in fiscal year ended June 30, 1964 there were only 70 days of World's

Fair operation. This accounts for the passenger increase in the comparison of World's Fair passengers for the two fiscal years. The average daily World's Fair riding from April 21 to June 30, 1965 decreased 37 per cent when compared with similar period in 1964. This was due to the drop in World's Fair attendance.

The total expenses for the fiscal year ended June 30, 1965, amounted to \$330,755,000 compared to \$320,199,000 for the previous fiscal year. The increase of \$10,556,000 is caused by an increase in labor costs of \$12,457,000 due primarily to increases in wage rates, and increases in related fringe benefits of \$2,908,000, offset in part by a decrease in materials and supplies used, and by additional reimbursement from the City for the cost of maintaining transit police services.

Salaries and wages, provision for retirement, health insurance, and Social Security taxes amount to \$284,411,000, representing 96 per cent of the total revenues for 1965, after excluding from such revenues the extraordinary income item of \$20,417,000. For the fiscal year 1964 these items amounted to \$269,047,000 or 90 per cent of revenues. The increase is due chiefly to increases in wage rates, representing about 80 per cent of the increased labor costs, other increases in labor costs, an increase in related benefits, and an increase in police costs. It should be noted that there is an increase in the reimbursement by the City for Transit Police costs of

The newest picture-window equipment was assigned to the new "scenic" route across the Verrazano-Narrows Bridge.



\$3,903,000, offsetting the increased expenditures for salaries and other costs in connection with the police services.

Of the items of expense other than salaries and wages and costs connected therewith, power purchased increased \$770,000 and materials and supplies decreased \$1,568,000. Variations in the other items tend to offset one another, for a relatively minor net change in expenses from the previous year. Of the total increase in the cost of power purchased about 77 per cent is on account of increased consumption and 23 per cent is due to increased costs per kilowatt hour. While the materials and supplies expenses show a decrease of \$1,568,000 the actual decrease in the usage is only \$670,000. The balance of the decrease of \$898,000 is due to the provision in fiscal year 1964 for additional estimated obsolescence, thus resulting in a larger material and supplies expense in that year.

The deficit balance at the beginning of this fiscal year amounted to \$2,430,707 after giving effect to a surplus adjustment of \$247,221. The excess of expenses over revenue for the fiscal year ended June 30, 1965 amounted to \$14,302,455. This deficit added to the deficit balance at the beginning of the year of \$2,430,707 results in a cumulative operating deficit to June 30, 1965 of \$16,733,162. The cumulative deficit is reduced by \$16,222,664 because of the transfer by the City of New York to the Authority of the ownership of materials and supplies formerly provided as working capital under the Lease Agreement. This results in a deficit balance at the end of the fiscal year of \$510,498. A detailed Statement of Assets and Liabilities will be found in the appendix on the following pages of this report.

## Appendix

### NEW YORK CITY TRANSIT AUTHORITY Comparative Statement of Revenues and Expenses (in millions)

	Fiscal Year Ended		Change from 1964
	June 30, 1965	June 30, 1964	
<b>Revenues</b>			
Passengers .....	\$283.3	\$284.5	\$- 1.2
Other Sources .....	33.2*	12.5	+20.7*
	<u>\$316.5</u>	<u>\$297.0</u>	<u>\$+19.5</u>
<b>Expenses</b>			
Salaries, Wages and Associated Personnel Costs ...	284.4	269.1	+15.3
Materials, Supplies, Power .....	45.7	46.4	- 0.7
Reserves .....	6.0	6.0	0.0
Miscellaneous .....	8.4	8.5	- 0.1
Credit from City for Transit Police Costs .....	(13.7)	(9.8)	+(3.9)
	<u>\$330.8</u>	<u>\$320.2</u>	<u>\$+10.6</u>
<b>Excess of Revenues Over Expenses</b>	<u>(14.3)*</u>	<u>(23.2)</u>	<u>+ 8.9*</u>

\* Includes additional credit of \$20.4 to reflect as of June 30, 1965 the payment by the City of the remaining installments arising from City's sale of power plants in 1959.

### REVENUE PASSENGERS (in thousands) Ten Years from July 1, 1955 to June 30, 1965

Fiscal Year Ended June 30	Rapid Transit	Surface	System Total
1956	1,363,134	413,308	1,776,442
1957	1,355,384	414,903	1,770,287
1958	1,319,457	413,050	1,732,507
1959	1,324,054	416,601	1,740,655
1960	1,344,953	431,014	1,775,967
1961	1,362,736	432,371	1,795,107
1962	1,369,507	445,812	1,815,319
1963	1,362,252	457,285	1,819,537
1964	1,366,184	468,821	1,835,005
1965	1,346,021	470,787	1,816,808
World's Fair (Excluded Above)			
1964	8,323	1,100	9,423
1965	16,864	2,619	19,483

**NEW YORK CITY TRANSIT AUTHORITY**  
**Statement of Assets and Liabilities as of June 30, 1965**

Assets		
Cash, Including \$14,757,290 Time Deposits		\$58,863,860
Accounts Receivable and Accrued Charges:		
Accounts Receivable:		
City of New York	\$ 8,274,805	
Others	693,016	
Unreimbursed Capital Expenditures and Other Charges	2,234,583	
	11,202,404	
Less: Reserve for Unreimbursed Capital Expenditures and Other Receivables	446,629	
		10,755,775
Accrued Interest Receivable		598,496
Materials and Supplies, at Average Cost	19,606,382	
Less: Provision for Inventory Adjustments	1,407,040	
		18,199,342
Prepaid Expenses and Other Assets		1,806,483
Assets from Funds Derived from Long Term Debt:		
Rapid Transit Passenger Cars	55,918,568	
Unexpended Proceeds from Long Term Debt	30,085,690	
Debt Amortization Fund with Trustee	1,800,000	
Unamortized Debt on Cars Sold to City of New York	1,395,742	
		89,200,000
Deposits from Contractors, Concessionaires and Others		1,481,584
		<u>\$180,905,540</u>

Liabilities		
Accounts Payable		\$ 9,531,685
Accrued Payrolls		8,656,092
Payroll Taxes Withheld and Accrued		6,626,113
Accrued Pension Expense Payable to the New York City Retirement System		42,776,709
Liability for Prepaid Transportation		3,829,878
RESERVES: (See below)		
Public Liability	\$13,133,929	
Workmen's Compensation	6,180,048	
		19,313,977
Long Term Debt:		
Serial Bonds Due November 1, 1965	2,700,000	
Serial Bonds Due November 1, 1966 and Successive Years	86,500,000	
		89,200,000
Liability for Deposits from Contractors, Concessionaires and Others		1,481,584
Surplus:		
Excess of Revenues Over Expenses:		
Excess at June 30, 1964	2,677,928	
Debt Service, January 1 to June 30, 1964, Reimbursed by City of New York	247,221	
	2,430,707	
Net Excess of Revenues Over Expenses for the Year	14,302,455	
Accumulated Operating Deficit at June 30, 1965	16,733,162	
Contributed by City of New York (Materials and Supplies)	16,222,664	
Balance at June 30, 1965		510,498
		<u>\$180,905,540</u>

RESERVES:	Public Liability	Workmen's Compensation
Balance, July 1, 1964	\$12,031,051	\$6,002,143
Accrued	5,000,000	1,000,000
	17,031,051	7,002,143
Payments	3,897,122	822,095
Balance, June 30, 1965	<u>\$13,133,929</u>	<u>\$6,180,048</u>

## NEW YORK CITY TRANSIT AUTHORITY

### Disposition of Bond Proceeds at June 30, 1965

	1962 SERIES A BONDS	1963 SERIES A BONDS	TOTAL
<b>Bond Proceeds Account:</b>			
Cash and securities on deposit for future payments on rapid transit passenger cars, and miscellaneous bond expenses	\$ 1,041,473	\$23,486,420	\$24,527,893
<b>Debt Service Reserve Fund:</b>			
Cash and securities on deposit as guarantee against payment of principal and interest on the bonds	3,147,925	2,409,872	5,557,797
Unexpended proceeds from long term debt	4,189,398	25,896,292	30,085,690
<b>Rapid Transit Passenger Cars:</b>			
Proceeds expended for cars received to date (See Note below)	46,710,602	12,403,708	59,114,310
Bonds outstanding at June 30, 1965	\$50,900,000	\$38,300,000	\$89,200,000

### Status of Bond Funds at June 30, 1965

BONDS ISSUED	PROCEEDS	1962 SERIES A BOND PROCEEDS ACCOUNT	1963 SERIES A BOND PROCEEDS ACCOUNT	DEBT SERVICE RESERVE FUND
November 1962	\$50,900,000	\$47,752,075	\$ —	\$ 3,147,925
August 1963	38,300,000	—	35,890,128	2,409,872
	89,200,000	47,752,075	35,890,128	5,557,797
<b>Cost of Cars Purchased</b> (See Note)				
To June 30, 1964	41,985,439	41,985,439	—	—
	47,214,561	5,766,636	35,890,128	5,557,797
Fiscal year 1964-65	17,128,871	4,725,163	12,403,708	—
Unexpended	\$30,085,690	\$ 1,041,473	\$23,486,420	\$ 5,557,797

Note: Pursuant to Agreement with the City of New York dated June 16, 1965, title to 29 cars costing \$3,195,742 was transferred to the City.

## NEW YORK CITY TRANSIT AUTHORITY

### Statement Showing Results of Operation for Fiscal Year Ended June 30, 1965

	TOTAL	RAPID TRANSIT	SURFACE
<b>Revenues:</b>			
Passenger Revenue	\$263,238,973	\$199,792,184	\$ 63,446,789
School Fare Program Revenue from City	20,076,129	8,842,835	11,233,294
Total Passenger Revenue	\$283,315,102	\$208,635,019	\$ 74,680,083
Advertising and Other Privileges	6,427,572	5,862,065	565,507
Interest Income	674,789	498,006	176,783
Credit from City for Power Costs (a)	25,416,667	25,416,667	—
Other	617,911	566,978	50,933
Total Revenues	\$316,452,041	\$240,978,735	\$ 75,473,306
<b>Expenses:</b>			
Salaries and Wages	\$245,040,289	\$186,277,176	\$ 58,763,113
Contributions to City Retirement System	25,874,451	19,715,463	6,158,988
Social Security — Employer's Contributions	5,671,656	4,321,785	1,349,871
Health Plans	7,824,541	6,003,227	1,821,314
Power Purchased	29,489,510	29,075,276	414,234
Fuel for Buses	1,550,897	—	1,550,897
Materials and Supplies	14,590,150	11,842,904	2,747,246
Rentals of Tires, Trucks and Other Equipment	2,124,530	1,347,479	777,051
Provision for Public Liability	5,000,000	2,900,000	2,100,000
Provision for Workmen's Compensation	1,000,000	761,870	238,130
Maintenance by Outside Parties	3,028,042	2,715,701	312,341
Miscellaneous	3,224,080	2,599,546	624,534
Credit from City for Transit Police Services	(13,663,650)	(13,363,441)	(300,209)
Total Expenses	\$330,754,496	\$254,196,986	\$ 76,557,510
Excess of Revenues (Excess of Expenses) (a)	(\$ 14,302,455)	(\$ 13,218,251)	(\$ 1,084,204)

(a) Includes additional credit of \$20,416,667 to reflect as of June 30, 1965 the payment by the City of the remaining installments arising from City's sale of power plants in 1959.

Revenue Car and Bus Miles	381,205,235	314,869,293	66,335,942
Revenues per Car and Bus Mile	83.01¢	76.53¢	113.77¢
Expenses per Car and Bus Mile	86.77¢	80.73¢	115.41¢
Revenue Passengers	1,836,291,290	1,362,884,851	473,406,439
Average Rate of Fare	15.09¢	15.11¢	15.04¢
Revenues per Revenue Passenger	17.23¢	17.68¢	15.94¢
Expenses per Revenue Passenger	18.01¢	18.65¢	16.17¢
Number of Employees:	35,801		
Annually Rated	6,952		
Hourly Rated	28,849		

### NUMBER OF REVENUE PASSENGERS ON SURFACE DIVISIONS (in thousands)

Fiscal Year Ended June 30	Brooklyn	Staten Island	Queens	Manhattan	Total
1956	286,231	25,598	68,232	33,247	413,308
1957	286,054	25,204	69,914	33,731	414,903
1958	282,871	25,126	71,257	33,796	413,050
1959	283,059	25,392	73,806	34,344	416,601
1960	292,427	25,770	77,068	35,749	431,014
1961	290,132	26,296	79,578	36,365	432,371
1962	298,955	26,406	80,330	40,121	445,812
1963	304,461	27,344	84,337	41,143	457,285
1964	306,828	28,433	89,703	43,857	468,821
1965	305,572	28,783	91,830	44,602	470,787
World's Fair (Excluded Above)					
1964	615	—	485	—	1,100
1965	1,481	—	1,138	—	2,619

### AVERAGE NUMBER OF SATURDAY, SUNDAY & HOLIDAY PASSENGERS AS A PERCENTAGE OF AVERAGE WEEKDAY PASSENGERS

Fiscal Year Ended June 30	Rapid Transit Lines	Surface Lines	System Total
1956	38.64%	51.85%	41.60%
1957	39.03	50.96	41.73
1958	37.22	48.66	39.86
1959	38.19	48.75	40.64
1960	37.29	48.95	40.03
1961	37.70	49.88	40.65
1962	37.71	49.19	40.44
1963	37.61	48.14	40.18
1964	*37.45	*47.69	*39.99
1965	*36.95	*46.98	*39.47

In the year ended June 30, 1965, the average number of passengers per weekday was \*4,592,084 on the rapid transit lines and \*1,545,793 on the surface lines.

\* World's Fair passengers in 1964 and 1965 were eliminated for purpose of comparison with other years.

### PEAK HOUR RAPID TRANSIT PASSENGERS AS A PERCENTAGE OF THE 24-HOUR TOTAL ON A TYPICAL WEEKDAY

	Two Morning Peak Hours 7 - 9 A.M.	Three Evening Peak Hours 4 - 7 P.M.
1956	27.11%	31.75%
1957	26.83	31.61
1958	25.91	30.84
1959	26.09	30.92
1960	25.77	30.83
1961	25.40	29.69
1962	25.57	30.54
1963	25.51	30.12
1964	24.90	30.40
1965	25.34	30.06