

The Bulletin



New York Division, Electric Railroaders' Association

Vol. 50, No. 10

October, 2007

The Bulletin

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

For general inquiries, contact us at nydiv@electricrailroaders.org or by phone at (212) 986-4482 (voice mail available). ERA's website is www.electricrailroaders.org.

Editorial Staff:
Editor-in-Chief:
 Bernard Linder
News Editor:
 Randy Glucksman
Contributing Editor:
 Jeffrey Erlitz

Production Manager:
 David Ross

©2007 New York Division, Electric Railroaders' Association, Incorporated

In This Issue:
**Fulton Street
 Subway —
 Track Plans
 ...Page 2**

SEVERAL QUEENS TROLLEY LINES QUIT 70 YEARS AGO

In 1937, there were big changes in Queens' transit system, affecting thousands of riders. The IND was extended to Jamaica and buses replaced trolley cars on four lines — Queens Boulevard, Northern Boulevard, College Point-Jamaica, and Calvary (Borden Avenue).

The Manhattan & Queens Traction Corporation was a little-known Queens company whose cars ceased operating on Queens Boulevard on April 17, 1937, only a week before the IND was extended from Union Turnpike to 169th Street. The trolley cars operated from E. 59th Street and Second Avenue, Manhattan via the Queensboro Bridge, Bridge Plaza, Queens Boulevard, Jamaica Avenue, 139th Street, Archer Avenue, Sutphin Boulevard, and 109th Avenue to 157th Street.

Cars started operating from E. 59th Street and Second Avenue to Woodside on January 29, 1913. The line was extended gradually, as follows:

DATE	DESTINATION
April 26, 1913	Winfield
July 28, 1913	Grand Avenue, Elmhurst
August 27, 1913	Continental Avenue/ 71 st Avenue
January 31, 1914	LIRR Jamaica Station
April 18, 1916	South Road
April 20, 1916	Shore Avenue
April 26, 1916	Lambertsville
1918	109 th Avenue and 157 th Street

Most of the cars were center entrance cars that resembled B&QT's 5000 series before

the latter were rebuilt for one-man operation.

The company was always in poor financial condition because it operated a long line serving sparsely settled territory. During the postwar inflation, the company's financial condition grew worse. The Public Service Commission allowed the company to divide this line into two zones. Effective December 10, 1920, Conductors collected an additional nickel at Grand Avenue. The company was able to continue operating the cars a little longer until the equipment was thoroughly worn out. Buses replaced the trolley cars on April 17, 1937.

NEW YORK & QUEENS COUNTY RAILWAY COMPANY

NY&Q absorbed Steinway Lines in 1896. This unified company was prosperous until the IRT was extended to Corona and Astoria in 1917 and the BRT reached Queensboro Plaza in 1920. Trolley riding fell off rapidly because the new extensions paralleled the trolley. Steinway was separated from NY&Q on May 10, 1922, and the latter went into receivership on January 18, 1923. The Northern Boulevard Line, which originally ran from Long Island City to Flushing, was split at 51st Street, with Steinway operating the west portion and NY&Q serving the east half. Because transfers were not issued, passengers paid an additional nickel.

To furnish through service from College Point, Flushing, and Jamaica to the Junction Boulevard station, the company obtained trackage rights on the BMT's Junction Boulevard Line. Connecting curves at Northern

(Continued on page 4)

Next Trip: SEPTA and RiverLine—SUNDAY, November 4