

# BMT TROLLEY ROUTES 1940 - 1956

BY BERNARD LINDER

## PART I - Flatbush, East New York, 9th Ave. & Fresh Pond Depots

The City of New York purchased all the rapid transit and surface lines of the Brooklyn-Manhattan Transit Corp. (BMT) on June 1, 1940. At that time there were 52 trolley lines served by over 1,000 trolley cars. The City was bus-minded and the Board Of Transportation started to convert to buses. This conversion started slowly, was interrupted by the war, and then accelerated rapidly as buses became available. There were only 3 trolley lines and 120 trolley cars left after May 27, 1951. The vast surface rail network was completely destroyed on October 31, 1956 when the last Church Avenue trolley rolled into the Ninth Ave. barn.

This article gives the route of each trolley line that was running in the early part of 1941. It also gives the details of changes of each route and the date of abandonment or motorization. Listing is grouped by depots. Where a line was transferred to another depot, it is listed only under the depot from which it operated at the time the City took over the BMT.

### (A) FLATBUSH DEPOT Ave. N & Utica Ave.

The last passenger car operated from this depot April 1, 1951.

41 - FLATBUSH AVE. cars ran from the Boro Hall loop (Court St., Joralemon St., Fulton St., Court Sq.(Boerum Pl.) via Livingston St., Flatbush Ave. to Ave. U loop -or- via Livingston St., Flatbush Ave., Ave. N, Island Ave. to E. 71st St. Service was extended via Court St. and Washington St. to the Tillary St. loop on Aug. 24, 1947 when St. Johns Pl. line became a bus line and both lines exchanged downtown loops. The Flatbush Ave. line was motorized Mar. 4, 1951 with buses following the same route. At first the buses were unable to handle the rush hour crowds. Fortunately the overhead was not de-energized immediately and the trolley cars provided additional short line service during the PM rush of March 5.

44 - NOSTRAND AVE. cars ran from Delancey St. via Williamsburg Bridge, Roebling St., Lee Ave., Nostrand Ave. to Flatbush Ave. Cars were turned by running via Flatbush Ave., P.R.W. alongside the Long Island R.R. near Ave. H, and Nostrand Ave. to Flatbush Ave. (See below)

43 - NOSTRAND SHUTTLE cars ran from Ave. U to Flatbush Ave. via Nostrand Ave. Southbound cars ran via Flatbush Ave., P.R.W. alongside the L.I.R.R. and Nostrand Ave. to Avenue U.

The two lines were combined Oct. 28, 1945 and thru service was operated from Ave. U to Delancey St.

On Dec. 5, 1948, B-39 buses replaced the trolley cars on the Williamsburg Bridge and the line was cut back to Bridge Plaza. B-44 buses, which replaced the trolley cars April 1, 1951, operated over the same route.

42 - HOLY CROSS SHUTTLE cars ran on Tilden Ave. from Nostrand Ave. to Canarsie Lane (entrance to Holy Cross Cemetery). B-44 buses replaced trolley cars April 1, 1951 and operated westbound on Beverly Rd. from Brooklyn Ave. to Nostrand Ave.

7 - TOMPKINS AVENUE is listed under East New York Depot.

46 - UTICA-REID cars operated from Avenue N via Utica Ave., Fulton St., Reid Ave. and Broadway to Williamsburg Bridge Plaza. B-46 buses replaced the trolley cars March 18, 1951 and followed the same route.

### (E) EAST NEW YORK DEPOT Broadway and Jamaica Ave.

Last passenger cars operated Sept. 8, 1947. Depot was torn down and a new bus garage and shop was built on the site.

2 - BERGEN STREET cars operated from Sheridan Ave.(destination sign was Woodhaven) via Liberty Ave., East New York Ave., St. Johns Place, Buffalo Ave., Bergen St., Boerum Place, Atlantic Ave., Court St., Fulton St. to



Sands St. Some cars were shortlined via 5th Ave. and Atlantic Ave. to Flatbush Ave. (Long Island R.R. Station)(Atlantic Ave. Subway Station).

On Oct. 12, 1941, cars were rerouted via Court St. and Washington St. to the Tillary St. loop. Short line service to L.I.R.R. continued.

On Nov. 1, 1943 cars were rerouted via Smith St., Sackett St. and Ferry Pl. to Hamilton Ferry when the Sumner-Sackett line was discontinued. Eastbound cars returned via Hamilton Ave., Union St., Smith St., Bergen St. and via above route. Service to L.I.R.R. was discontinued.

In the latter part of 1945, cars were rerouted via Utica Ave. instead of Buffalo Ave. between St. Johns Pl. and Bergen because of bad track. In the last months, cars were cut back at Smith St. because of highway construction along Hicks Street, starting Dec. 1, 1945.

B-65 buses replaced trolley cars on July 20, 1947. The buses operated from Hamilton Ferry to St. Johns Pl. and Ralph Ave. and the St. Johns Pl. trolley cars were rerouted to provide service to Sheridan & Liberty Ave.

3 - SUMNER-SACKETT cars operated from Williamsburg Bridge Plaza via Bway., Sumner Ave., Fulton St., Troy Ave., Bergen St., Smith St., Sackett Street, Ferry Pl. to Hamilton Ferry. Eastbound cars returned via Hamilton Ave., Union St., Smith St. and above route. Service was discontinued Nov. 1, 1943. The Bergen St. line was rerouted to provide service west of Smith St. and a new line, Sumner Ave., provided service north of Bergen St. See Sumner Ave. line listed under Canarsie Depot.

7 - TOMPKINS AVE. cars operated from Delancey St. via Williamsburg Bridge, Roebling St., Division Ave., Harrison Ave., Tompkins Ave., Fulton St., Kingston Ave., Empire Blvd. to Flatbush Ave. (Prospect Park). The line was transferred to Flatbush Depot on Oct. 5, 1941. B-47 buses, which were substituted for the trolley cars on Aug. 24, 1947, followed the same route from the Bridge Plaza to Flatbush Ave.

24- BROADWAY cars ran from Kent Ave. via Broadway, Fulton St. and Crescent St. to Jamaica Ave.(Cypress Hills). On April , 1946, the line was cut back to Bridge Plaza and B-29 buses were extended to Kent Ave. The line was transferred to Canarsie Depot on Sept. 8, 1947 and to Crosstown Depot on Nov. 30, 1947. Trolley car operation was discontinued Jan. 15, 1950 and B-22 buses were extended from Van Sinderen Ave. along Broadway to Quincy St. The Broadway-Jamaica "L" provided substitute service along Fulton and Crescent St. The residents wanted bus service and B-27 buses started March 12, 1950. They operated on Fulton St. between Alabama Ave. and Elderts Lane. Riding was so light that service was dropped 2/1/55.

25 - FULTON ST. cars ran from Alabama Ave. (East New York) via Fulton St., Washington St., Brooklyn Bridge to Park Row. On June 16, 1941, cars were rerouted via Fulton, Lafayette Ave., Flatbush Ave., Livingston St., Court St., Brooklyn Bridge to Park Row to permit removal of the "L" from downtown Fulton St. B-25 buses, which replaced the trolley cars on August 10, 1941, operated from Alabama Ave. via Fulton St. to Furman St.(Fulton Fy.)

27 - JAMAICA AVE. cars ran from Hopkinson Ave. via Fulton St. and Jamaica Ave. to 168th St. The line was transferred to Canarsie Depot Sept. 8, 1947. B-56 buses, which were substituted for the trolley cars Nov. 30, 1947, ran from Van Sinderen Ave. to 171st St.

53 - METROPOLITAN AVE. cars ran from 168th St. via Jamaica Ave., Metropolitan Ave., Stewart Ave.(westbound only), Grand St., Marcy Ave., S. 4th St., Have-meyer St. to Bridge Plaza. Cars were transferred to Fresh Pond Depot on Oct. 5, 1941. The line was cut back to Metropolitan and Jamaica Ave. on Aug. 12, 1946, extended to 168 St and permanently cut back to Metropolitan and Jamaica Ave. Nov. 30, 1947 because of the motorization of Jamaica Ave. line. When the Metropolitan Ave. line was motorized on June 12, 1949, the B-53 buses were operated to 171st St.



(B) NINTH AVENUE DEPOT Prospect Park West & 20th St.

Last passenger car operated Oct. 31, 1956, the last in Brooklyn.

28 - ERIE BASIN LINE cars ran from Van Dyke St. via Richards St., Woodhull St., Columbia St., Atlantic Ave., Court St., Fulton St., Brooklyn Bridge to Park Row. On Oct. 12, 1941, cars were rerouted via Washington St. instead of Fulton St. Since this line operated on the same tracks as other lines, service was discontinued without replacement March 4, 1944.

30-EIGHTH AVE., 31-86th ST., 32-FIFTH AVE. & 34-BAY RIDGE AVE. lines are listed under 58th St. DEPOT. 35-CHURCH AVE. listed under Canarsie Depot.

36 - SEA GATE cars ran from W. 36th St. via Surf Ave., W. 8th St., Neptune Ave., W. 6th St., Neptune Ave., Emmons Ave. to Ocean Ave. On Dec. 1, 1946, buses were substituted over the same route which became B-36 - Surf Ave.

47 - FRANKLIN AVE. cars ran from Park Circle via Coney Island Ave., Parkside Ave., Ocean Ave., Empire Blvd., Franklin Ave., Wythe Ave., S. 8th St., Roebling St. to Bridge Plaza. Lorimer St. cars were rerouted on the part of the line south of Flushing Ave. on Oct. 28, 1945 and the Franklin Ave. line was discontinued permanently. Crosstown cars had been rerouted onto the northern portion of the Franklin Ave. line on Aug. 17, 1941. Single ended 8500's which still had a rear controller, were occasionally used on Franklin Ave. Cars were turned by running light from Park Circle to the loop at Bartel-Pritchard Square on the Smith-Coney Island line.

67 - SEVENTH AVE. cars ran from 20th St. via 7th Ave., Flatbush Ave., Livingston St., Court St., Fulton St. Brooklyn Bridge to Park Row. During track reconstruction on Livingston St. in the spring of 1941, 7th Avenue cars were temporarily rerouted westbound via Atlantic and eastbound via Fulton St. from Court St. to Flatbush. On Oct. 12, 1941 cars were rerouted via Washington St. instead of Fulton St. The BMT "L" service across the Brooklyn Bridge was abandoned March 5, 1944 and several trolley lines were rerouted to provide substitute service. On March 5, 1944, 7th Ave. cars were rerouted via Jay St., Sands St. and Brooklyn Bridge, and on May 24, 1944, eastbound cars operated via Washington and High sts. instead of Sands St. On Sept. 22, 1944, cars were rerouted via Smith and Jay St., Myrtle Ave., Adams St., Sands St. and Brooklyn Bridge. Eastbound cars operated via Cadman Plaza and High St. instead of Sands St. On Dec. 16, 1944, cars were rerouted to the former tracks on the Brooklyn Bridge. Trolley car service on the Brooklyn Bridge was discontinued March 6, 1950 and the line was cut back to the Cadman Plaza loop. The line was cut back again on Nov. 1, 1950 and cars looped via Myrtle Ave., Adams St., High St. and Jay St. B-67 buses, substituted for the PCC's on Feb. 11, 1951, operated from High and Adams St. to Prospect Park West and 20th St.

68 - SMITH-CONEY ISLAND cars ran from the C.I. & B. Terminal via W. 5th St., Sea Breeze Ave., P.R.W., Brighton Beach Ave., Coney Island Ave., Prospect Park S.W., P.P.W., 9th St., Smith St., Jay St., Sands St., Adams St., High St., Washington St. to Sands St. (Brooklyn Bridge). Eastbound cars returned via Sands St. On March 5, 1944 cars operated in both directions on Sands St. and the line was extended across the bridge to Park Row in order to permit rearrangement of the tracks on High St. On May 24, 1944 eastbound cars were routed via Washington St. and High St. and on Aug. 19, 1944 the line was cut back to the loop at Sands St., Adams St., Prospect St. and Jay St. Service between Bartel-Pritchard Sq. and the Prospect St. loop was discontinued June 17, 1945 because of the reconstruction of the 9th St. Bridge. B-77 buses were temporarily rerouted to provide service between Bartel-Pritchard Sq. and 9th St. & 2nd Ave., and St. Johns Pl. cars provided substitute north of Livingston St. On Sept. 22, 1946 the line was split, with the 75-SMITH ST. line providing service from the Prospect St. loop to Prospect Park W. and 20th St. while the portion south of Bartel-Pritchard Sq. remained the same but was renamed 68-CONEY ISLAND.



AVENUE. The Smith St. line was cut back to the Myrtle Ave., Adams Street, High St. Jay St. loop on Nov. 1, 1950. On Feb. 11, 1951, buses were substituted for the trolley cars and operated from Pearl and Sands St. to P.P.W. and 20th St. Northbound buses operated on 15th St. and 8th Ave. Coney Island Ave. trolleys were temporarily cut back at Neptune Ave. due to sewer construction but were restored to their Coney Island terminal. On Nov. 30, 1955, PCC service ended and B-68 buses followed the same route except that they operated on Ocean Pky. instead of the P.R.W.

69 - MCDONALD-VANDERBILT cars ran from the C.I. & B. Terminal at Coney Island via the Private Right-of-Way to Ave. X, then via McDonald Ave., 20th St., Prospect Park West, Vanderbilt Ave., Park Ave., Navy St., Sands St., Adams St., High St., Washington St. to Sands St. (Brooklyn Bridge). Eastbound cars operated via Sands St., Hudson Ave., Nassau St. then same as above route. Starting May 6, 1940, cars operated via Shell Rd. and Neptune Ave. instead of the P.R.W. between Ave. X and Neptune Ave. because of the construction of the Belt Pky. Highway construction on Park Ave. forced rerouting of the cars to Flushing Ave. between Navy St. and Vanderbilt Ave. starting Mar. , 1942. The line was extended across the Brooklyn Bridge to Park Row April 1942 and cars operated in both directions via Sands St. Eastbound cars operated via Washington St., High St., and Jay St. beginning May 24, 1944 and operated via Cadman Plaza instead of Washington St. starting Sept. 22, 1944. The line was split May 2, 1949. 69-VANDERBILT cars operated from Brooklyn Bridge to the depot (P.P. West & 20th St.) and 50-McDONALD Ave. cars ran from the depot to Ave. X due to sewer construction on Neptune Ave. Service was restored to Coney Island Aug. 2, 1949. On March 6, 1950, trolley service on the Brooklyn Bridge was discontinued and the line was cut back to the Sands St., Adams St., Prospect St., Jay St. loop. Hudson Ave. was closed because of housing construction and B-69 buses were substituted for the PCC's on Aug. 19, 1950. They followed nearly the same route between Pearl St. and 20th St. but northbound operated via P.P. West, 15th St., 8th Ave., Union St. to Vanderbilt Ave. Rush-hour tripper service on McDonald Ave. between the depot and Ave. I was introduced and lasted until the IND was extended to Coney Island, Oct. 30, 1954 and McDonald Ave. service was reduced drastically. The tripper service was the last use of 8000-series cars and they were then withdrawn from service. Trolley car service was discontinued Oct. 31, 1956 and B-69 buses were extended to Cortelyou Road. The rest of the line operated under the "L" structure and the "D" provided substitute service. The tracks from Cortelyou Rd. to Ave. Z are still used by freight trains of the South Brooklyn Railway, a subsidiary of the NYCTA.

71 - UNION STREET Westbound cars ran from P.P. West and 20th St. via 20th St., 10th Ave., 19th St., P.P.W., Union St., Smith St., Sackett St., Ferry Place to Hamilton Ave. (Hamilton Ferry). Eastbound cars ran via Hamilton Ave., Union St., P.P.W. to 20th St. B-71 buses, which replaced the trolley cars Dec. 1, 1945, ran only between Ferry Place and Grand Army Plaza.

74 - NORTONS POINT cars ran on the P.R.W. between Mermaid Ave. and Surf Ave. from Stillwell Ave. to W. 37th St. At Stillwell Ave., the trolleys were on an "L" structure, part of the BMT Rapid Transit Terminal. The line was converted to bus Nov. 7, 1948 and since buses couldn't operate on the P.R.W. or the "L," they were rerouted to Mermaid Ave. and the route was renamed B-74-Mermaid Ave.

The overhead and tracks were not removed after the 73-NORTONS POINT SHUT-TLE was converted to bus during BMT days. The line ran via P.R.W. from W. 37th St. to Poplar Ave. During the war, the gasoline and rubber shortage became acute and trolley cars replaced buses on June 7, 1943. The buses returned, however, Oct. 3, 1943, when gasoline became more plentiful.

64 - 15TH STREET cars ran from Van Dyke St. via Richards St., Hamilton Ave., 15th St., P.P. West to the depot loop (20th St., 10th Ave., 19th St.).



The line was discontinued Nov. 8, 1941 and B-77 buses provided service for only 4 blocks of this line. B-77 buses, which previously ran from Conover St. to 9th St. and 4th Ave., were extended via 9th St., 5th Ave., 14th St. (15th St. westbound) to Bartel-Pritchard Sq.

(G) FRESH POND DEPOT Fresh Pond Road & 67th Ave.

The last passenger car operated April 26, 1950.

21 - DeKALB AVE. cars ran from Park Row via Brooklyn Bridge, Washington St., Fulton St., DeKalb Ave., Seneca Ave. to Catalpa Ave. (Ridgewood). Some cars branched from Seneca Ave. via Stanhope St. to Grandview Ave. On June 16, 1941 cars were rerouted via Washington St., Court St., Joralemon St., Willoughby St., Gold St., DeKalb Ave. and regular route. "L" service on the Brooklyn Bridge was discontinued March 5, 1944 and several trolley lines were rerouted to provide substitute service. DeKalb cars were rerouted via Sands St. and Jay St. to Willoughby St. and regular route. Starting May 24, 1944, eastbound cars were routed via Washington and High St. instead of Sands St. Starting July 27, 1944, were routed via Adams St., Myrtle Ave. and Jay St. instead of Sands St. and Jay St. On Dec. 16, 1944, cars started operating over the old "L" tracks on the Brooklyn Bridge. In the last years, most DeKalb cars did not operate over the bridge to Park Row but terminated on the Brooklyn side. B-38 buses, which replaced the trolley cars Jan. 30, 1949, operated from Catalpa Ave., or Grandview St. via Seneca Ave., DeKalb Ave., Fulton St. to Tillary St. DeKalb Ave. was slated to lose its trolleys after removal of the Fulton St. "L" in 1941 but World War II intervened and in the 1945 plan, it was listed as one of 13 lines to be kept rail permanently.

26 - PUTNAM AVE. cars ran from the Ridgewood loop (Myrtle Ave., St. Nicholas Ave., Palmetto St.) via Myrtle Ave., Cypress Ave., Weirfield Street, Wyckoff Ave., Halsey St., Nostrand Ave., Putnam Ave., Fulton St. to Boro Hall loop (Adams St., Myrtle Ave., Fulton St.). On June 16, 1941, trolley cars were rerouted off downtown Fulton St. via Lafayette Ave., Flatbush Ave., Livingston St., Court St., Fulton St. to Furman St. (Fulton Ferry). B-26 buses were substituted for trolley cars on Sept. 21, 1941, and ran from Cypress and Jefferson Ave. via Halsey, Nostrand, Putnam Ave. and Fulton St. to Tillary and Washington St. Pearl Harbor brought the United States into the war soon afterward and created acute shortages of rubber, gasoline and bus parts. Most of the overhead was intact, it was restrung on Fulton St. from Putnam Ave. to Lafayette Ave. and the trolley cars replaced the buses Nov. 29, 1942. The trolley cars operated from the old Ridgewood loop over the same route to Fulton St., then via Lafayette Ave., Flatbush Ave., Livingston St., Court St., Washington St. to the Tillary St. loop. The line was slated to keep the trolley cars permanently under the 1945 plan but on Feb. 5, 1950, buses again took over and operated on Fulton St. in the downtown area.

50 - BUSHWICK AVE. cars ran from Cypress Hills St. via Cypress Ave., Myrtle Ave., Bushwick Ave., Johnson Ave., Broadway to Bridge Plaza. Eastbound cars returned via South 4th St., Meserole St., then Bushwick Ave. and regular route. The line was split May 1, 1946 and Bushwick Ave. cars were cut back at Wyckoff Ave. and Myrtle. Service ended Sept. 1, 1947.

51 - CYPRESS HILLS was restored on May 1, 1946 when the Bushwick Avenue was split and operated from Cypress Hills St. via Cypress Ave., Myrtle Ave. to Ridgewood loop (Myrtle Ave., St. Nicholas Ave., Palmetto St.): Service was abandoned on Sept. 1, 1947, and B-13 and B-18 buses were rerouted and extended to provide substitute service.

52 - GATES AVENUE cars ran from the Ridgewood loop (Palmetto St., St. Nicholas Ave., Myrtle Ave.) via Myrtle Ave., Gates Ave., Franklin Ave., Greene Ave., Fulton St. to the Boro Hall loop (Adams St., Myrtle Ave., Fulton St.). Starting June 16, 1941, trolley cars were rerouted off downtown Fulton St. to permit removal of part of the Fulton St. "L", and operated via Lafayette Ave., Flatbush Ave., Livingston St., Court St., Fulton St.



to Furman St.(Fulton Ferry). The line was motorized and B-52 buses followed the original route via Fulton St. The war began shortly afterwards and the shortage of buses, parts and fuel became acute. The rails and overhead were intact and crews started to rehabilitate the overhead and tracks so that trolley cars could run again. Unfortunately, spare parts for the buses arrived and the trolley cars never appeared again. It was rumored that Mayor LaGuardia made a special trip to Washington and his influence kept the buses running on Gates Avenue.

54 - MYRTLE-COURT cars ran from the Ridgewood loop (Palmetto St., St. Nicholas Ave., Myrtle Ave.) via Myrtle Ave., Jay St., (Adams St. in the opposite direction), Willoughby St., Joralemon St., Court St. to the Hamilton Ave. loop (Garnet St., Hamilton Ave., W. 9th St.) Starting Feb. 1944, cars were rerouted via Navy St.(Ashland Place in the opposite direction) and Willoughby St. instead of Jay and Adams St. Starting July 27, 1944, cars were rerouted via Adams St.(both directions) between Myrtle Ave. and Willoughby St. Two bus lines replaced the trolley cars on July 17, 1949. B-54 buses ran on Myrtle Ave. from Washington St. to Palmetto St. and B-66 buses ran from Fulton and Tillary St. Via Court St.. and was extended to Columbia and Halleck St.

55- RICHMOND HILL cars ran from the Ridgewood loop (St. Nicholas Ave., Palmetto St., Myrtle Ave.) via Myrtle Ave. to Jamaica Ave. B-55 buses, replaced the trolley cars April 26, 1950 and operated on same route.

57 - FLUSHING AVENUE cars ran from Park Row via Brooklyn Bridge, Sands St., Hudson Ave., Nassau St. (Navy St. in opposite direction), Flushing Ave., Grand Ave. to Maspeth depot at Brown Place. Effective May 24, 1944, eastbound cars were routed via Washington St., High and Jay St. instead of Sands St. On Sept. 22, 1944, cars were again rerouted, this time via Cadman Plaza instead of Washington St. On Dec. 16, 1944, trolley cars started running on the old "L" tracks on the Brooklyn Bridge. B-57 buses were substituted for the trolley cars on Nov. 21, 1948 and operated over the same route from Maspeth Depot to Sands and Adams St.

58 - FLUSHING-RIDGEWOOD cars ran from the Ridgewood loop (Myrtle Ave., St. Nicholas Ave., Palmetto St.) via Palmetto St., P.R.W., Fresh Pond Road, 61st St., Flushing Ave., Grand Ave., Broadway, Corona Ave., Horace Harding Blvd.(World's Fair Blvd.), Rodman St., Lawrence St., 41st Ave. to Main St., Flushing. Cars returned via Main St., 41st Rd., then same as above. Because of sewer construction, the line was temporarily cut back and buses substituted on two occasions: between 54th Ave. and Main St. from July 12, 1946 to Sept. 21, 1946 and between Fowler Ave. and Main St. from Aug. 5, 1947 to May 1, 1948. The line was converted to bus on July 17, 1949 and renamed B-58-Corona Ave. The buses followed the same route from Main St. to Fresh Pond Road "L" station. Since the buses couldn't operate on the P.R.W. west of Fresh Pond Sta., they ran via Putnam Ave., Forest Ave., Putnam Ave., Wyckoff Ave. to Palmetto St. Eastbound buses ran via Palmetto St., Seneca Ave., Madison St., Fairview Ave., 67th Ave., Fresh Pond Road.

59 - GRAND STREET cars ran from Broadway and Kent Ave. (Bway Ferry) via Bway, Driggs Ave.(Bedford Ave. in opposite direction), Grand St., Metropolitan Ave.(eastbound only), Stewart Ave.(eastbound only), Grand Street, Grand Ave., Broadway, Corona Ave., Junction Blvd., Jackson Mill Rd., 97th St., Jackson Mill Rd., 94th St. to Grand Central Pky.(North Beach). The cars were transferred to Crosstown Depot Nov. 29, 1942. The line was split Feb. 6, 1946, and most Grand St. cars ran from Kent Ave. to Maspeth Depot. B-59 buses replaced the cars Dec.11,1949 and route was extended to 72nd Pl.

72 - JUNCTION BLVD. was separated from Grand St. line Feb.6, 1946 and ran from Corona Ave. via Junction Blvd., Jackson Mill Rd., 97th St., Jackson Mill Rd., 94th St. to Grand Central Pky. and operated from Fresh Pond Depot. B-72 buses started Aug. 25, 1949 and ran via Junction Blvd. and 94th St.

53 - METROPOLITAN AVE. is listed under East New York Depot.



TABLE SHOWING MAXIMUM TROLLEY CARS IN SERVICE BY DEPOTS AT SELECTED DATES

	FLATBUSH	EAST N.Y.	NINTH AVE.	FRESH POND	CANARSIE	58TH ST.	CROSSTOWN	NOTES on service changes affecting number of cars serving various depots.
9/23/46	149	55	105	159	128	66	107	Service resumed on Smith St. Buses on Sea Gate Some 58th St. lines to 9th Ave.
7/21/47	148	48	163	158	99	-0-	105	{ Buses on Bergen, Summer; 58th St. Depot closed Buses on St. Johns, Tompkins East New York Depot closed
12/1/47	135	-0-	163	150	111		98	Buses on Jamaica Ave. Buses on Lorimer Buses on Nortons Point
11/22/48	159		150	142	106		88	Buses on Flushing Ave. Buses on Williamsburg Bdge. Buses on Graham Buses on DeKalb
2/21/49	150		128	116	97		66	Buses on 5th Ave. Buses on Bay Ridge & 8 Ave.
6/13/49	150		112	89	96		66	Buses on Metropolitan Buses on Flush-Rdgd & Myrtle Buses on Junction
12/13/49	139		120	48	95		43	Buses on Grand Broadway abandoned
2/6/50	139		112	26	95		35	Buses on Putnam Buses on Richmond Hill
8/21/50	141		89	-0-	95		35	Buses on Vanderbilt Buses on Crosstown
2/13/51	141		82		61		-0-	{ Buses on Smith, Seventh Church to 9th Ave. Depot
3/5/51	89		82		61			Buses on Flatbush Ave. Buses on Utica-Reid Buses on Nostrand
4/30/51	-0-		82		39			Buses on Ocean, Rockaway Pky. Buses on Wilson, Ralph-Rock.
11/1/54			61		-0-			McDonald service cut
11/30/55			40					Buses on Coney Island

The number of cars are those actually in service in AM or PM rush hour. Each depot was assigned additional cars as spares for those disabled, being shipped, etc.

The next BULLETIN will list lines of 58th St., Canarsie & Crosstown depots.

A complete history of the Queens lines of the BRT-BMT is told in Seyfried's BRT TROLLEY LINES IN QUEENS COUNTY, available from National ERA P-120 \$2.50.

Also available is a Brooklyn Track Map (1946) M-10, 40¢.

Car assignments and mileages and running times (June 1940) appeared in feature article in June 1960 HEADLIGHTS.