

NEW YORK DIVISION

BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION

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OCTOBER 1969

BROOKLYN TROLLEY COMPANIES-Part 2- PAGE 3; SUBWAY HEADWAYS - PAGE 8**MYRTLE AVE. EL ABANDONED EARLY MORNING OF OCTOBER 4TH**

Service on the Myrtle Ave. "L" between Bridge-Jay St. and Broadway-Myrtle Ave. (MJ) officially came to an end Oct. 4 after 80 years of operation. This is the last known use of wooden cars in regular service in North America. The last revenue train, consisting of cars (Bridge-Jay end) 1619A, 1619B, 1619C, 1616C, 1616B, 1616A (Met. Ave. end) left Metropolitan Ave. at 11:38 PM (Bway-Myrtle 11:50) and left Bridge-Jay at 12:13 AM arriving 12:43 AM Oct. 4 at Metropolitan Ave. It was followed by an empty (back-up) train with cars (B-J) 1613CBA, 1610CBA (Met). In the last rush hour these two trains and two others were operating: 1602CBA, 1611CBA and 1620CBA, 1629ABC. Two special farewell runs after abandonment were offered (two round trips each); by the National ERA on Sat., Oct. 4 and by the Trolley Museum of New York on Sunday, Oct. 5. The train on both trips consisted of cars 1629ABC, 1616CBA (Met. Ave. end given last). Except for cars 1602 & 1622, the remaining Q-Types will probably be scrapped, cars which outlasted all pre-war BMT cars, virtually all pre-war IRT cars and approximately 140 pre-war IND cars, in passenger service. It might also be mentioned that it ends duplication of numbers of passenger cars of NYCTS, although, if the few remaining low 4900 IRT trailers on the Third Ave. EL survive much longer, they will soon be duplicated by yet undelivered R-42's (up to 4949).

Myrtle-Nassau "M" service now operates midday as well as rush hours (Leaving Broad St. 6:14 AM - 7:42 PM and Met. 5:54 AM - 7:36 PM) Monday thru Friday, (express from Met. 6:16-9:21 AM and from Broad 3:52-6:44 PM). Shuttles operate from the center track at Broadway-Myrtle at all other times and are scheduled to meet "QJ" Broadway-Jamaica trains. Transfer privileges previously granted "L" passengers are now essentially the same for those using the B-54 Myrtle Ave. bus between Bway and Jay St. The Myrtle EL was the last NYCTA line where fares were collected on trains (after approximately 8 PM). We hope to tell more about the "Q" cars, including complete renumbering, in a future issue.

R-12'S IN SERVICE ON THIRD AVE. EL.

Around August 30, a 4-car train of R-12's (5753-6) was placed in service on the 3rd Ave. "L" (Map #8) in the Bronx. Since that, at the rate of a train a week, 4 more trains have been placed in service so that as of Oct. 6, there were 5 4-car trains of R-12's on 3rd Ave, providing about half the rush hour service and virtually all service on weekends, marking the first time no pre-war IRT were in service. The R-12's (all G-E between 5353 and 5399) being used here have had their braking and accelerating features lessened so as to reduce the stress on the structure. Some have been repainted their original blue and gray inside, many had outside aerials removed and a metal "band-aid" covering the area where the aerial once stood. "Gun Hill Road" did not originally appear on the roll signs, so this was added. The first ones appear to have it stencilled on the side roll signs. The IRT World's Fair cars are supposed to become work cars when replaced here.

HUGH DUNNE'S NYCTS QUIZ:- Answers for August: 46. 53rd St.; 47. October 27, 1904.; 48. Cross the platform.

QUESTIONS: 49. At the height of IRT Elevated & Subway operations, how many movable IRT bridges spanned navigable bodies of water? 50. What was the last stop on the Flushing Line for Second Ave. El trains? 51. At the IRT South Ferry station, gap fillers have been installed to permit how many cars of any train to open doors? Answers next issue.

LONG ISLAND RAIL ROAD: THE PHANTOM RIDES AGAIN

On Sept. 23, the 7:55 AM from Babylon to Brooklyn actually operated. Having been cancelled every day since June 12, because of shortage of cars, it had been dubbed the "phantom train". Big M Chairman Ronan, LIRR President Schlager, United Transportation Union head Pryor and a group of newsmen were aboard and mini-skirted hostesses served coffee at Babylon. Unfortunately, the 6:33 AM from Port Washington had to be cancelled because of mechanical trouble but there were no evening cancellations. As late as August 11, 25 trains were cancelled because of equipment shortages. On Sept. 23, the LIRR had 649 electric cars available for service with 639 needed for service. On October 7, the day that Rockefeller said LIRR would be the best commuter railroad in the country, he declared it was although commuter groups did not agree. It had to be agreed, that the Long Island had made a great comeback. Part of the problem was delay in delivery and placing in service the new Metropolitan cars. These cars are so much more "sophisticated" than the older cars that many unforeseen problems arose in their manufacture.

IND CARS BEING SCRAPPED; OTHER CAR NOTES

The latest scraplist includes all remaining cars 101-375 (except work cars) and IND cars: 387, 402, 414, 450, 540, 552, 556, 613, 628, 637, 667, 682, 688, 691, 703, 737, 741, 753, 772, 773, 796, 806, 825, 836, 838, 999, 1103, 1135 and 1336. There have been many cars renumbered or put in work sv.

As of Aug. 1, R-1/9's are assigned as follows: cars 100-669 are in Bronx-Wash.Hts.service, 670-1449 for Queens and 1450-1802 BMT Eastern Division. The Eastern Div. does not use other cars but other cars are freely exchanged including an occasional Eastern Div. car on the IND.

Since mid-August headlights have appeared on several R-1/9's below #900 and reports say all cars remaining in service will be so equipped.

As of Oct. 6, approximately 310 R-42's were in service, as high as 4887. On Sept. 9 & 10, 2 R-11 cars were in a mixed R-32/42 train on B-West End and "AA". R-27's and sometimes R-38's turn up here often in mixed trains. Mixed R-32/42's were on the "A" Sept. 18, and R-10's with them on Sept. 22. There were several R-10/42 mixed trains on "A" that day although R-10's are not usually mixed with R-42's. Slant end R-40's were also seen on "A" around this time and on July 31, a slant end R-40 unit was in an R-42 train on "CC" and later on "D".

On Aug. 13 & 14, a train of R-1/9's was on the "RJ" that originates at 168 St-Wash.Hts, and on Aug. 13, it was rerouted via the Manhattan Bridge due to a delay. R-32's, alone or with R-27's or R-42's or both are more frequently seen on both "QB/QJ" and "RR/RJ". R-16/42's have also been seen on "QB/QJ". R-27's turn up on "LL" 14 St-Canarsie occasionally, on Sept. 22 mixed with R-42's. Eastern Div. R-40M's or R-42's appear from time to time on "QB/QJ". R-32's were reported on "KK" Oct. 1 or 2. R-38's and R-40's (slant) continue to be used on "EE" without proper signs, and sometimes mixed with CB or AS cars on "EE" or "GG" and R-42's or other R-40M's are also mixed in these trains. Recently seen on Franklin Shuttle: 4 car R-27's or R-32's; 3 car trains of 1 R-11's & 2 R-16's; 2 R-11's & 1 R-16's; 1 R-16 & 2 R-32's. A 4 car R-27 train was also seen Sept. 5 on Culver Shuttle; R-16's are normal here.

(MORE NEWS ON BOTTOM OF PAGE SEVEN)

BROOKLYN TROLLEY COMPANIES

PART 2 by Edward B. Watson and Bernard Linder

CONEY ISLAND & BROOKLYN RAILROAD CO.

The Coney Island and Brooklyn Railroad Co. was incorporated Dec. 10, 1860 under the railroad law. The first operation commenced May 2, 1862 on the Smith St. Line from Fulton Ferry via Water, Main, Prospect, Jay, Smith, 9th Sts., 9th Ave (Prospect Park West, 15th St (Prospect Pk. Southwest) to the city line of Brooklyn at Windsor Place.

April 19, 1890- First company to electrify a line wholly within Kings County (later Brooklyn). The Coney Island Ave. horse car line was electrified from Park Circle to Coney Island via Brighton Beach. It had originally started as the longest horse car line in Kings Co. on July 3, 1862.

April 10, 1891- Acquired the Prospect Park and Flatbush Railroad Co. (Inc. March 7, 1876)-the Franklin Ave. Line portion from Malbone St. (Empire Blvd.) to Park Circle.

Dec. 1, 1897- Leased the road and equipment of the Brooklyn City & Newtown Railroad Co. for 999 years. (DeKalb Ave. & Franklin Av. Lines)

1901- Acquired all the B.C.&N.R.R.Co.

May 21, 1904- Acquired 16% control of the Bridge Operating Company. (Williamsburg Bridge Local Line)

March 21, 1910- Acquired the B.C.& N.R.R.Co. By this merger, the C.I.& B.R.R. acquired the DeKalb Ave. & North Beach Railroad Co. (DeKalb Ave. Line from Seneca Ave. to Grandview Ave.)

Dec. 30, 1911- Along with the New York Railways, Third Ave. Railway and the Brooklyn Rapid Transit Co., the Coney Island and Brooklyn held 250 of a total of 1,000 shares giving it a quarter control of the Manhattan Bridge Local Line. Operated Nov. 13, 1912 to Oct. 5, 1919.

January 15, 1914- The Brooklyn Rapid Transit System merged the C.I.&B. R.R. through its subsidiary, the Coney Island & Gravesend Railway Co. which purchased the capital stock. The Coney Island & Brooklyn R.R. kept its identity within the Brooklyn Rapid Transit and later the Brooklyn-Manhattan Transit System until it was merged and consolidated into the Brooklyn & Queens Transit Corp. on July 1, 1929, which in turn was bought by New York City on June 1, 1940.

CONEY ISLAND AVE. - Dec. 14, 1928--June 15, 1936 Line #63
June 17, 1946--Nov. 30, 1955 Line #68 (Last car 1045)

Park Circle via Coney Island Ave, Brighton Beach Ave., P.R.W., Sea Breeze Ave. to West 5th St. near Surf Ave., Coney Island. During the first period, the line did not run on Summer Sundays or Holidays when Smith St. cars ran through to Coney Island. When it again became a separate line, June 17, 1946, it operated from Bartel-Pritchard Sq. (15th St. & Prospect Park West) via Prospect Park Southwest, Coney Island Ave., etc to Coney Island. Depot: Ninth Ave.

DEKALB AVENUE - Jan. 28, 1862--Jan. 30, 1949 (Last car #8462) Line #21. Seneca & Catalpa Ave. via Seneca Ave., DeKalb Ave., Fulton St., Washington St., Sands St., Brooklyn Bridge to Park Row. Cars also operated from Metropolitan Ave. & Forest Ave., cut back to Grandview and Stanhope St. via Stanhope St., Seneca Ave. and thence regular route. Cars were also operated via regular route, thence Washington St., Front St., Fulton St., Water St., Ferry Place to Fulton Ferry. Cars returned via Water St., Washington St. and regular route. Fulton Ferry service ended in 1925. The last 2-man cars in Brooklyn operated Oct. 15, 1934.

On June 16, 1941, cars were rerouted off Fulton St. to permit removal of the Fulton St. El and ran via DeKalb, Gold St., Willoughby St., Joralemon St., Court St., Washington St., Bridge Incline, Brooklyn Bridge to Park Row. They were rerouted several times between March 5, 1944 and Sept. 22, 1944 because of track reconstruction in connection with the elimination of el train service on the Brooklyn Bridge. Starting Sept. 22, 1944, DeKalb cars operated via Gold St., Willoughby St., Jay St., Myrtle Ave., Adams St., Sands St. (High St. in opposite direction), Brooklyn Bridge to Park Row. Depots: DeKalb Ave.; Fresh Pond after 1933. Stanhope branch was cut back to Grandview & Stanhope St. in 1916.

DeKALB - CONEY ISLAND - July 17, 1898--Sept. 1934. Line Number: 20. Seneca & Myrtle Ave. via Seneca Ave., DeKalb Ave., Franklin Ave., Empire Blvd., Ocean Ave., Parkside Ave., Coney Island Ave., Brighton Beach Av., P.R.W., Sea Breeze Ave. to West 5th St. This service was operated only during the summer months through 1934. Depot: DeKalb Ave.

FRANKLIN AVENUE - July 4, 1871--Oct. 28, 1945. Line #47. Last car ? Park Circle via Parkside Ave., Ocean Ave., Empire Blvd., Franklin Ave., Wythe Ave., South 8th St., Roebling St., Bridge Plaza, Williamsburg Bridge to Delancey St. Williamsburg Bridge service was discontinued on Dec. 1, 1923 and the line was cut back to S. 8th & Roebling St. It was extended to Bridge Plaza in 1930. Service was extended to Coney Island during the summer months. This service was discontinued Sept. 1935. The Franklin Ave. Line was discontinued Oct. 28, 1945 and Lorimer St. cars were rerouted over the portion of the line south of Flushing Ave. Crosstown cars had been rerouted over the northern portion of the line on Aug. 17, 1941 except for 4 blocks on S. 8th St. Depots: 1- Franklin Ave.; 2- Ninth Ave. 1914-1945.

FULTON FERRY SHUTTLE - Aug. 17, 1925--April 7, 1933 Line #22 Sands St. via Washington St., and Front St. to Fulton Ferry. This was formerly a part of the DeKalb Ave. Line.

HAMILTON FERRY - 1872--April 9, 1933 Line #65 Hamilton Ferry via Hamilton Ave., West 9th St., 9th St., Prospect Park West, Prospect Park Southwest (15th St.) Coney Island Ave. to Park Circle. Service was cut back to Smith & 9th St. in 1922. Cars ran to Kings Highway in rush hours. Depots: Smith & 9th St.; After 1914-9th Av. PARK CIRCLE-SUBWAY (Operated by B&QT) - Oct. 1, 1929--Dec. 16, 1933 Line #66 Park Circle via Coney Island Ave., Prospect Park Southwest (15th St.), Prospect Park West, Vanderbilt Ave. to Sterling Place. Depot: 9th Ave.

PARK SLOPE LINE - April 12, 1920--Jan. 13, 1921 Line operated jointly with Brooklyn City RR and Nassau Electric RR. Cortelyou Road via Coney Island Ave., Prospect Park Southwest (15th St.), Prospect Park West, Flatbush Ave., Fulton St. to Boro Hall. Return via Court St., Livingston St. to Flatbush Ave. Depot: 9th Ave.

SMITH STREET - May 2, 1862--June 17, 1946 Line #68
Sept. 22, 1946--Feb. 11, 1951. Line #75

West 5th St. & Surf Ave., Coney Island via Sea Breeze Ave., P.R.W., Brighton Beach Ave., Coney Island Ave., Prospect Park Southwest (15th St.), Prospect Park West, Ninth St., Smith St., Jay St., High St., Washington St., Brooklyn Bridge to Park Row. From Dec. 14, 1928 to July 15, 1936 (except summer Sundays and holidays) cars operated only between Park Circle and Park Row. From July 15, 1936 to June 17, 1946 it again was extended to Coney Island and named SMITH-CONEY ISLAND. The first P.C.C. cars in the world in passenger service ran on this line - Oct. 1, 1936. It was fully equipped with P.C.C. cars by Oct. 14, 1936. From Nov. 18, 1940 to Dec. 28, 1940, due to reconstruction of

the 9th St. Bridge over the Gowanus Canal, cars were diverted through Union St. instead of 9th St. between Prospect Park West and Smith St. A temporary line, NINTH ST. SHUTTLE ran through 9th St. from Prospect Park West and 2nd Ave. during this period. About 1938, service over the Brooklyn Bridge ceased and cars terminated at the Adams St., High St., Washington St. loop until March 5, 1944. Because of track reconstruction, the line was extended to Park Row from March 5, 1944 to Aug. 20, 1944. At that time cars started using the Sands St., Adams St., Prospect St., Jay St. loop. Service north of Bartel-Pritchard Sq. was discontinued on June 17, 1946 due to 9th St. Bridge reconstruction. When Smith St. service resumed Sept. 22, 1946, cars operated from the Sands St., Adams St., Prospect St. loop via Jay St., Smith St., 9th St., Prospect Park West to the 20th St., 10th Ave., 19th St. loop. On Nov. 1, 1950 cars were rerouted via Myrtle Ave., Adams St., High St., Jay St. Loop. Depots: 1-9th St. & Smith St. until 1914, then 9th Ave.

BROOKLYN, QUEENS COUNTY & SUBURBAN RAILROAD COMPANY

This company was incorporated Nov. 24, 1893 under the general railroad law. On January 16, 1894, it absorbed the Broadway Railroad Co. (org. Aug. 20, 1858), the Broadway Ferry and Metropolitan Ave. Railroad Co. (org. 1892) and the Jamaica and Brooklyn Road Co. (org. 1880). The B. Q. C. & S. R.R. was controlled by the Brooklyn Rapid Transit Co. which acquired a majority of the stock on January 24, 1896 by purchase from the reorganization committee of the Long Island Traction Co., predecessor of the B.R.T.

Predecessor companies of the three railroad companies which were absorbed by the Brooklyn, Queens County & Suburban Railroad Company:

BROADWAY RAILROAD (1858-1894)

Lines:
Broadway
Ralph Avenue
Reid Avenue

Absorbed the Yates Avenue & Flatbush RR (1881-1882)
Sumner Ave. Line

JAMAICA & BROOKLYN ROAD CO. (1880-1894) Line: Jamaica Ave.

Jamaica, Woodhaven & Brooklyn RR (1872-1880)

East New York & Jamaica RR (1872-1880)

(Numbers in parenthesis indicate years of existence of the companies.)
Description of route changes covers the period from 1910 to abandoned.

LINES:

BROADWAY - April 1859--Jan. 15, 1950 Line #24 (Last car #8359)
Jamaica Ave. & Crescent St. via Jamaica Ave., Broadway to Broadway Ferry or via Williamsburg Bridge to Delancey St. Starting Oct. 19, 1919, cars were rerouted via Crescent St. and Fulton St. instead of Jamaica Ave. The line was cut back to East New York on March 15, 1921. Williamsburg Bridge service was discontinued Dec. 1, 1923, cars terminating at Broadway Ferry. On Oct. 15, 1928, the line was again extended via Fulton St. and Crescent St. to Jamaica Ave. Service was cut back from Broadway Fy.

BROADWAY FERRY & METROPOLITAN AVENUE RAILROAD (1892-1894) Line: Metropolitan Ave.

Brooklyn, Bushwick & Queens County RR (1885-1892)

North Second & Middle Village RR (1870-1885)

Grand St. & Newtown RR (1870-1873)

Grand St. Ferry & Middle Village RR (1869-1882)

Metropolitan RR (1866-1870)

to Bridge Plaza in April 1946. Depots: 1-East New York; 2-Canarsie 9/8/47 to 11/30/47; 3-Crosstown 11/30/47 to 1/15/50.

BROADWAY FERRY SHUTTLE - Oct. 25, 1910--Nov. 1, 1921

Grand St. & Marcy Ave. via Grand St., Kent Ave., Broadway to Williamsburg Bridge Plaza. Line was cut back Oct. 19, 1919 and ran only from Broadway Ferry to Bridge Plaza. Service discontinued Nov. 1, 1921.

FULTON-CRESCENT LINE - March 15, 1921--Oct. 15, 1928

Jamaica Ave. & Crescent St. via Crescent St. and Fulton St. to Fulton St. & Alabama Ave. Became part of Broadway Line. Depot: East New York

JAMAICA AVENUE - Oct. 21, 1865--Nov. 30, 1947 Line #27 (Last car 8314) 168th St. & Jamaica Ave. via Jamaica Ave. to Crescent St. & Jamaica Ave. The line was extended to East New York Oct. 19, 1919 and via Fulton St. to Hopkinson Ave. April 9, 1936 when the INdependent Subway started running to Rockaway Ave. Depot: East New York to 9/8/47 then Canarsie.

METROPOLITAN AVENUE - Sept. 3, 1866--June 12, 1949 Line #53

Dry Harbor Road & Metropolitan Ave. (St. John's Cemetery) via Metropolitan Ave., Grand St., Marcy Ave., South 4th St. to Bridge Plaza or via Williamsburg Bridge to Delancey St. The line was extended to Metropolitan Ave. & Jamaica Ave. on Sept. 26, 1917. The August, 1920, trolley strike had an adverse effect on patronage and the company was reluctant to restore service. The residents demanded service and the cars started running between Flushing Ave. and Dry Harbor Road on Oct. 28, 1920.

The line was again extended to Jamaica Ave. on March 18, 1921 and to Bridge Plaza on April 6, 1922. Service was extended via Jamaica Avenue to 168th St. on January 10, 1937 and again cut back to Metropolitan & Jamaica Ave. on Nov. 30, 1937 when Jamaica Ave. trolleys ended.

Depots: East New York; Fresh Pond 1937-1949. Last car #8460.

METROPOLITAN AVE. SHUTTLE - Nov. 1, 1911--June 15, 1919

Grand St. & Metropolitan Ave. via Metropolitan Ave. and Kent Ave. to Broadway Ferry. Depot: Crosstown

RALPH-ROCKAWAY AVES. - Feb. 14, 1886--May 27, 1951 Line #10 (Line leased to Nassau Electric RR March 1, 1907 to 1921.)

Rockaway Ave. & Hegeman Ave. (Canarsie Depot) via Rockaway Ave., East New York Ave., St. Johns Place, Ralph Ave., Broadway and Williamsburg Bridge to Delancey St. Dec. 1, 1923 cut back to Williamsburg Bridge Plaza. Feb. 15, 1931-extended again to Delancey St. Dec. 5, 1948-cut back again to Bridge Plaza. Depot: Canarsie (Last car #8423)

RALPH AVE. SHUTTLE - 1906--Nov. 1, 1943 Line #11, Depot: Canarsie

Canarsie Depot via Hegeman Ave., East 98th St. and Ralph Ave. to St. Johns Place & Ralph Ave. The line was leased by the Nassau Electric RR Co. Sept. 1, 1908 until Sept. 3, 1918. Service was discontinued from Aug. 28, 1920 to July 8, 1926. The name of the line was changed to Ralph Ave. on July 15, 1936 and was extended via Ralph Avenue and Broadway to Williamsburg Bridge Plaza. The entire line was discontinued on Nov. 1, 1943 and Summer Ave. cars were rerouted to provide service between Canarsie Depot and St. Johns Pl. & Ralph Ave.

REID AVENUE - Oct. 27, 1873--July 15, 1936 Line #45

16th Ave. & Gravesend (McDonald) Ave. via Gravesend Ave., Church Ave., Utica Ave., Fulton St., Reid Ave., Broadway and Williamsburg Bridge to Delancey St. During the summer months, cars operated to Culver Depot, Coney Island via Gravesend (McDonald) Ave. This service was discontinued permanently on Aug. 28, 1920. The line was cut back to Utica Ave. & Church Ave. on Aug. 29, 1921. Williamsburg Bridge service was discontinued and cars terminated at Bridge Plaza Dec. 1, 1923 to Feb. 15, 1936. Line was combined with Utica Ave. July 15, 1936. Depot: East New York

UTICA AVE. SHUTTLE - 1910--1927

UTICA AVE. LINE - 1927--July 15, 1936 Line #46 Depot: Flatbush Church Ave. & Utica Ave. via Utica Ave. to Avenue N. 1921-Extended to Utica Ave. & St. Johns Place during rush hours. 1927- Extended to Utica Ave. & St. Johns Place at all times and became the Utica Ave. Line.

UTICA-REID LINE - July 15, 1936--March 18, 1951. Line #46

From Williamsburg Bridge Plaza via Broadway, Reid Ave., Fulton St., Utica Ave. to Ave. N. Depot: Flatbush

SUMNER AVE. LINE - May 14, 1881-Oct. 21, 1934 Line #3

Bergen St. and Troy Ave. via Troy Ave., Fulton St., Sumner Ave., Broadway to Bridge Plaza or via Williamsburg Bridge to Delancey St. The line was cut back to Bridge Plaza on Dec. 1, 1923 and combined with the Sackett St. Line, Oct. 21, 1934. Depot: Bergen St.

SUMNER-SACKETT LINE - Oct. 21, 1934--Oct. 21, 1943

Hamilton Ferry via Hamilton Ave. and Union St. (Sackett St. and Ferry Place in the opposite direction), Smith St., Bergen St., Troy Ave., Fulton St., Sumner Ave., Broadway to Bridge Plaza.

SUMNER AVE. LINE (II) - Nov. 1, 1943--July 20, 1947 Line #3

Canarsie Depot via Hegeman Ave., East 98th St., Ralph Ave., St. Johns Pl., Buffalo Ave., Bergen St., Troy Ave., Fulton St., Sumner Avenue, Broadway to Bridge Plaza. In 1945, cars were rerouted via Utica Ave. instead of Buffalo Ave. because of bad track. Depot: Canarsie.

Last car #8522.

WYCKOFF AVE. - Oct. 16, 1905--Aug. 29, 1920 Line #65 (1907 numbering)

Myrtle and Wyckoff Ave. via Wyckoff Ave., Flushing Ave., Morgan Ave., Harrison Pl., Bogart St., McKibbin St., Broadway, Williamsburg Bridge to Delancey St. The line was extended to Myrtle Ave. and Tesla Place (72nd St.) on April 26, 1917 and cut back again to Myrtle & Wyckoff Ave., Oct. 19, 1919. Depot: Ridgewood-Fresh Pond.

(Note: Williamsburg Bridge is often spelled Williamsburgh Bridge.)

DATES OF ELECTRIFICATION

Most of the very early Brooklyn street car lines were horse car lines. The lines in this and the previous issues listed here in the same order were electrified on the following dates: (Lines not listed here were electric from their beginning.)

CONEY ISLAND AVE (Park Circle to Coney Island) April 19, 1890	JAMAICA AVE. 1887 (First in NY State)
DEKALB AVE. 1892	METROPOLITAN AVE (Ferry to Bushwick Ave. 1895)
FRANKLIN AVE. 1893	(Bushwick to Dry Harbor Rd. 1896)
HAMILTON FERRY 1893	RALPH (Bway. to Pacific St.) 1894
SMITH STREET 1892	REID AVE. (Bway to Fulton) 1894
BROADWAY 1894	SUMNER AVE. 1894

NYCTS NEWS & NOTES (Continued from page 2)

R-42 assignments by signs as of October 1

4550-4583	EE/GG/N	4716-4725	KK/LL/M	4852-4887* QB/QJ
4584-4695	A/AA/B	4726-4809	CC/D	*4890- KK/LL/M
4696-4715	CC/D	4810-4851	RR	(Not in service Oct. 1st)

Cars 4823 and 4824 were put in service without number plates.

R-10's 3021 & 3035 seem to be the only ones blue & silver outside. Concrete platforms are being installed on the IRT White Plains Rd. Line stations from Jackson Ave. to 174th St. BMT 59 St. & 95 St. (Brooklyn) stations platform extensions were finished by late Sept. but unopened.

MORE ABOUT MYRTLE: When a truck hit the el structure Sept. 29, service was suspended and it looked as if the end had arrived prematurely.

The April 1968 BULLETIN told the early history of the Myrtle Ave. El.

SUBWAY HEADWAYS

Approximate average headways on a 24 hour basis. Most BMT & IND headways are almost identical to those on the "A" with minor exceptions in rush hours and in the transition periods.

"A" Southbound
at W. 4 St.
WEEKDAYS

hdy.	from	to
15	1:20	1:50AM
20	1:50	4:30
15	4:30	5:30
12	5:44	6:44
8	6:44	7:16
6	7:23	7:29
5	7:29	7:39
4	7:39	9:31
5	9:31	9:41
10	9:48	3:08PM
8	3:17	3:33
6	3:40	4:10
5	4:10	4:35
4	4:47	5:39
5	5:39	6:04
6	6:04	6:52
10	6:59	7:29
12	7:29	1:06AM

SATURDAYS

12	12:30	1:06AM
15	1:20	1:50
20	1:50	5:30
15	5:30	6:30
10	6:30	7:00
8	7:00	10:28PM
10	10:37	12:07AM

SUNDAYS

12	12:30	1:06AM
15	1:20	1:50
20	1:50	5:30
15	5:48	6:48
12	7:02	10:26
10	10:37	12:07AM

"QJ" SUNDAYS

20	1:13	6:53AM
15	7:12	9:57
12	10:10	10:58PM
15	10:58	12:58AM

"LL" Eastbound
at Myrtle
WEEKDAYS

18	12:59	1:34AM
20	1:34	6:14
15	6:14	6:45
10	6:57	7:07
6,7	7:15	9:05
4,5	9:05	9:39
8	9:45	10:41
10	10:41	11:31
12	11:31	2:31PM
10	2:31	3:21
7	3:30	3:59
5,6	3:59	4:38
7,8	4:38	5:15
3,6	5:15	5:48
4	5:48	6:16
8	6:16	6:32
5	6:36	7:02
10	7:09	8:29
12	8:40	11:04
15	11:14	12:59AM

"QJ" Eastbound
at Bway-Myrtle
WEEKDAYS

20	1:13	6:13AM
17	6:13	6:47
10	6:47	7:07
8	7:07	7:47
6	7:47	9:01
10	9:10	9:20
8	9:27	10:13
10	10:13	3:33PM
8	3:33	3:57
6	4:04	4:16
8	4:16	4:40
6	4:40	6:23
8	6:32	6:48
10	6:48	8:24
12	8:24	10:58
15	10:58	12:58AM

SATURDAYS

20	1:13	6:13AM
15	6:31	6:46
12	6:46	10:58
15	10:58	12:58AM

IRT BWAY LCL
#1 Southbound
at Times Sq.

15	12:43	1:43AM
20	1:43	3:43
15	4:01	5:16
12	5:16	5:51
8	6:00	6:32
6	6:32	6:57
4	7:02	7:22
3	7:22	7:55
2	7:55	9:01
3	9:01	9:13
4	9:17	9:29
5	9:29	2:39PM
4	2:39	3:39
3	3:39	3:57
2	3:57	5:03
3	5:06	5:45
4	5:45	6:37
5	6:37	7:27
6	7:27	8:27
8	8:27	12:11AM
10	12:20	12:30

SATURDAYS

15	12:43	1:43AM
20	1:43	3:43
15	4:01	5:17
12	5:17	6:17
8	6:27	7:15
6	7:15	8:45PM
8	8:52	12:11AM
10	12:20	12:30

SUNDAYS

15	12:43	1:43AM
20	1:43	4:43
15	4:43	5:58
12	6:12	11:36AM
10	11:36	11:56
8	11:56	12:11AM
10	12:20	12:30

#6-Pelham is similar except SAT. 8 min.hdy 6:53AM-12:14AM and SUNDAY 12 6:00-7:36AM 10 7:36-10:46 8 10:46-12:23AM

IRT 7 AV-W.P.RD.
#2 Southbound
at Times Sq.
WEEKDAYS

15	12:55	1:40AM
20	1:40	3:40
15	3:58	4:59
12	5:13	6:13
8	6:13	6:53
6	6:53	7:29
5	7:29	8:59
8	9:05	9:45
10	9:45	2:45PM
8	2:45	3:17
6	3:17	4:41
5	4:41	5:26
6	5:26	5:32
8	5:39	6:03
10	6:03	7:23
12	7:23	8:47
8	8:47	11:43
12	11:53	12:40AM

SATURDAYS

15	12:55	1:40AM
20	1:40	3:40
15	3:58	5:14
12	5:14	6:27
10	6:38	6:58
8	6:58	11:43PM
12	11:53	12:40AM

SUNDAYS

15	12:55	1:40AM
20	1:40	4:40
15	4:40	5:55
12	6:09	12:21PM
10	12:21	8:50
8	8:56	11:03
10	11:03	11:53
12	12:04	12:40AM

IRT #3, #4 & #5 excl. Thru Exp. is similar to #2 above when they operate.

CORRECTION-P.1 R-12's on Third Ave. El are #'s 5753-5800