

NEW YORK
DIVISION

BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION, 145 GREENWICH STREET, NEW YORK 6, NY

NEW YORK'S ABANDONED SUBWAY *Another David Rogoff History- Page Three

BROOKLYN TROLLEY ROLL SIGNS (BMT 6000's & 8000's) Page Two

BMT 7000's MULTIS OUT OF SERVICE

All of the BMT MULTI Section cars are out of service as of Sept. 6th. Numbers 7021-7022 were last seen in service on Sept. 5th on the Myrtle-Chambers Line, #10 (or M under the new designations).-K.Groh These were on the 14th St.-Canarsie Line for many years and were the only cars used on the rush-hours 14th St.-Fulton St. Express. In the mid-50's, after the BMT Fulton St. service ceased, they were transferred and spent their last years on the Myrtle-Chambers Line.

NYCTA CAR NOTES-BMT

As of Sept. 12th, 360 R-27, R-30 & R-30A cars had been delivered and 338 placed in service. They have been delivered in numerical order 8020-8379, which means the R-30A's are being delivered before the Westinghouse R-30's are delivered. (The March 1961 BULLETIN contains the full details but we repeat the numbers: R-27 8020-8249; R-30 8250-8351 (G-E); 8412-8569 (WH); R-30A 8352-8411 (all G-E).) The following BMT cars are out of service and ready to be sold for scrap: 2000-2059 (except 2036-41) and 2066-8, 2081-3, 2084-6, 2093-5, 2285-7, 2306-8. Cars 2036-41 & 2078-80 are supposedly out of service and stored at Fresh Pond Yard, however one of our members rode 2036 on Sept. 11th. Rebuilt B-Type 2761 damaged in a collision with 8217 in Coney Isl. on July 24th, is to be repaired. R-27 #8217 is on its way back to St. Louis Car Co. for rebuilding.

NYCTA CAR NOTES - IRT

Contract R-29 for 236 IRT cars will soon be awarded to St. Louis Car Co. IRT Shuttle (42nd Street) Track 4 is being prepared for the automatic train which is scheduled for service within a month.

NYCTA CAR NOTES-IND

Assignment of IND cars as of Sept. 7th is as follows:
207th St.-Wash. Hts.: 1803-1852, 3000-3349
168th St.-Wash. Hts. 1340-1489 also 103 and 1575
205 St.-Concourse; 100-251 (except 103); 815-1339
Queens-Jamaica; 252-814 and 1490-1602 (except 1575).

BROADWAY IRT LINE DIVIDED ON LABOR DAY WEEKEND

Broadway Locals from South Ferry ran only to 215th St. from Friday night Sept. 1st until Monday, Sept. 4th while additional work was done on the Broadway Bridge over the Harlem River at Marble Hill. A shuttle was operated on the southbound track between 225th St. and 242nd St. A Surface Transit shuttle bus operated between the 207th St. and 225th St. stations. Passengers leaving the el station were given both a pink and a light green paper transfer (no station designation); one for the bus and one to get back on the el. Those paying fares on the buses were given the regular red on white "E" emergency paper transfers.

At the south end of the 225th St. stations, all the tracks (ties, rails and steelwork) between northbound and southbound platforms, were completely removed and replaced. It appears there will be more extensive rebuilding of the el structure at this point. The bridge itself was replaced over the Christmas 1960 weekend.

-More News on Page 4-

BROOKLYN TROLLEY SIGNS

from Arthur J. Lonto Collection

ROLL SIGNS for BMT 6000's & 8000's Trolleys
Issued by NYCTS in early 1940's

Destination-A, B & C Depots

Route Sign

SPECIAL

DEPOT

ATLANTIC AV. SUB. STA.

FORT HAMILTON

SOUTH FERRY

86th ST.

38th ST.

BAY RIDGE AV.

39th ST. FERRY

14th AV.

BAY 19th ST.

3rd AV. & 63rd ST.

25th & HARWAY AVS.

62nd ST.

39th ST.

ERIE BASIN

7th AV. & 20th ST.

PARK ROW

CONEY ISLAND

BROOKLYN BRIDGE

BARTEL-PRICHARD SQ.

16th AV.

NAVY ST.

UNION & SMITH STS.

UNION ST. & P.P. WEST

P.P. WEST & 20th ST.

HAMILTON AV.

SEA GATE

SHEEPSHEAD BAY

STILLWELL AV.

SOUTH 8th ST.

FLUSHING AV.

BERGEN ST.

DE KALB AV.

PARK CIRCLE

WMSBG. BRIDGE PLAZA

AVENUE-N

CHURCH AV.

GLENWOOD RD.

ST. JOHNS PL.

FULTON ST.

BROADWAY

EMPIRE BLVD.

NOSTRAND AV.

BOROUGH HALL

EAST 71st ST.

AVENUE-U

FLATEUSH AV.

DELANCEY ST.

PROSPECT PARK

EAST 49th ST.

CARROLL ST.

SPECIAL

CHURCH

GRAVESEND-CHURCH

OCEAN

RALPH

RALPH-ROCKAWAY

ROCKAWAY PARKWAY

ST. JOHNS

WILSON

CROSSTOWN

GRAHAM

GRAND

GREENPOINT

LORIMER

NASSAU

UNION

BERGEN

BROADWAY

JAMAICA

SUMNER-SACKETT

BAY RIDGE

EIGHTH

EIGHTY SIXTH

FIFTH

WEST END

BUSHWICK

De KALB

FLUSHING

FLUSHING-RIDGEWOOD

METROPOLITAN

MYRTLE-COURT

PUTNAM

RICHMOND HILL

GATES

ERIE BASIN

FRANKLIN

McDONALD-VANDERBILT

NORTONS POINT

SEA GATE

SEVENTH

SMITH-CONEY ISLAND

FLATEUSH

NOSTRAND

NOSTRAND SHUTTLE

TOMPKINS

UTICA-REID

(Lower Case letters indicate
Small size Capital letters)

SPECIAL Destination
CHURCH AV. D, E, F & G
BERGEN ST.
SHEEPSHEAD BAY Depots

KINGSTON AV.

TROY AV.

GEORGIA AV.

ATLANTIC AV. SUB. STA.

WOODHAVEN

BROOKLYN BRIDGE (sic)

RALPH AV.

DEPOT

DELANCEY ST.

39th ST. FERRY

16th AV.

ROCKAWAY & LIBERTY AVS.

UTICA AV.

ROGERS AV.

NEW UTRECHT AV.

CANARSIE

ROCKAWAY PKWAY STA.

WMSBG. BRIDGE PLAZA

METROPOLITAN & JAMAICA

"EL" STATION

JAMAICA AV. & 168th ST.

FRESH POND RD.

METROPOLITAN BDGE

FLUSHING AV.

HOPKINSON AV.

EAST NEW YORK

CYPRESS HILLS

KENT AV.

NAVY ST.

MASPETH

LONG ISLAND CITY

PARK ROW

GRANDVIEW AV.

RIDGEWOOD

ALBEE SQ.

FLUSHING

54th AV.

JUNCTION AV.

JAMAICA AV.

WOODHAVEN BLVD.

TESLA PLACE

NASSAU AV.

HAMILTON AV.

BOROUGH HALL

ERIE BASIN

BOX ST.

PROSPECT PARK

CARROLL ST.

GARDNER AV.

MANHATTAN AV.

SOUTH 8th ST.

BEDFORD & BROADWAY

AIR PORT

CORONA AV.

PARK CIRCLE

MEEKER AV.

MANHATTAN AV.

NEW YORK'S ONLY ABANDONED SUBWAY

(OR "NEXT STOP - LEXINGTON AVE. & 34TH STREET")

By DAVID ROGOFF

Few people are aware of the history of the only section of New York City subways that was built (partially) and then abandoned, filled in and forgotten. This, "believe it or not," was on Lexington Avenue between 26th and 40th Sts. and was known as Construction Route 5, Sec. 6. Technically it was part of the proposed Broadway-Lexington Avenue Subway. Later part of the line above 42nd St. became the IRT Lexington Ave. Subway, but that's getting ahead of the story.

On Dec. 31, 1907, the N. Y. (State) Public Service Commission (First District) submitted a plan for a proposed Broadway-Lexington Ave. Line. This consisted of a subway beginning at the Battery, continuing up Greenwich St. to Vesey St., up Vesey St. to Broadway, up Broadway to 9th St., then east under private property to Irving Place, then along Irving Pl. into Lexington and under Lexington Ave. to the Harlem River and beyond. This route was in turn included in a more comprehensive PSC plan for the city known as the "Tri-borough Plan" of early 1908.

The IRT, on June 30, 1909, submitted their own plan which instead included an extension of the "First Subway" up Lexington Ave. and Third Ave. to and under the Harlem River to a junction with the "First Subway" at 149th St., in the Bronx. This plan was, however, rejected by the PSC on Aug. 27, 1909, who went ahead with their "Tri-borough" plans. Bids for the "Tri-borough" were received on Oct. 27, 1910. The IRT given an opportunity to bid for the operation, construction and equipment of the entire system, did not bid at all. Several contractors, however, bid for construction of various sections. No action on the bids was taken by the PSC, as they expected new offers from the IRT.

In the meantime, the Hudson & Manhattan Railroad made a bid for the entire operation, equipment and construction of the "Tri-borough." This frightened the IRT into action and they put in a bid on Dec. 5, 1910. This included extension of the "First Subway" from 35th St. and Park Ave. under private property at 42nd St. to Lexington Ave., up Lexington Ave. to and under the Harlem River to 138th St. and beyond in the Bronx. The PSC took it under consideration, but meanwhile a time limit on the H&M's proposals lapsed and the H&M withdrew from the scene.

The Dec. 5, 1910 IRT plan was approved by the PSC and then sent to the New York City's Board of Estimate for approval. However, on March 2, 1911, the Brooklyn Rapid Transit Co. finally submitted a plan of its own, which included the Broadway-Lexington Ave. Line and also a line up Broadway to 42nd St. & then under 7th Ave. to 59th St., along with other routes. On June 5, 1911, the PSC and a special committee of the Board of Estimate submitted their "Joint Report." This approved the BRT's route up Broadway and 7th Ave. to 59th St., but not the part of the Broadway-Lexington Ave. Line south of 42nd St. It also set up detailed financial arrangements. The "Joint Report" was approved by the full Board of Estimate and the BRT but was refused by the IRT. Under the terms of the "Joint Report," the entire operation was offered to the BRT, which accepted it.

Construction was begun immediately, for operation by the BRT under the BRT plan of March 2, 1911. Construction bids of Oct. 27, 1910 which had been dormant, were reopened for certain sections of the Broadway-Lexington Ave. Subway in Manhattan. The lowest bidder in 1910, had been the Bradley Contracting Co., for 3 sections above 53rd St. and one section (#6) from 26th to 40th Sts. The awards to Bradley were

made on July 5, 1911 and ground broken on July 30, 1911.

Prodded by the Pennsylvania Railroad, the IRT submitted a new offer on Feb. 27, 1912, which was approved by the PSC and part of the Board of Estimate on May 22, 1912 and then submitted to the entire Board of Estimate. This gave the IRT the lines allotted to it in the "Joint Report" of 1911, but with different financial terms. Approvals were obtained and finally on March 4, 1913, the IRT and BRT "Dual System" contracts were approved, and on March 19, 1913, they were executed.

On April 26, 1913, the work on Sec. 6 was halted, as the "Dual System" plans reverted back to those of the "Joint Report" of 1911, and Sec. 6 was no longer needed or planned.

In the months of construction, 14,801 cubic yards of excavation together with underpinning were completed, mainly at 33rd St. However, an 8 to 9 foot diameter sewer through rock under 30th St. from Lexington Ave. to the East River was 28% complete including underpinning of the 2nd and 3rd Ave. Els. and the lining of the sewer tunnel is brick and rubble. The sewer tunnel was left unfinished, but is probably still intact. The excavation site, however, was completely filled in.

Section 6 was a 2-level section with upper level (local) tracks constructed by open cut & cover and lower level (express) tracks by rock tunnelling. The open cut work was in progress at the halt on April 26, 1913. The tunnelling for the lower level tracks had not yet started.

SUMMER SUNDAY SUBWAY SERVICE

About ten years ago, there were six BMT lines serving Coney Island crowds who came by rapid transit, Brighton Local, West End Exp., Sea Beach-Times Sq. Exp., Culver Local, Franklin Ave. Exp. and Sea Beach-Chambers St. Thru Exp. Gradually this has been whittled down to two through lines (Brighton Local and Sea Beach-entirely local in B'klyn), one shuttle, the West End and one IND line, "D" which replaced Culver. However, despite the drastic cut from former times, this Summer did step up service on remaining lines for Sunday beach crowds. The BMT lines operated on a 10-minute headway (instead of 12) during most of the day and during busier periods, the headway was 8 minutes. This applied to the West End Shuttle and Fourth Ave. Local as well. Both Brighton Local and Sea Beach carried 8 cars and the IND "D" was increased from 8 cars to 10-car trains. To save passengers from climbing stairs at the Prospect Park station, Franklin Shuttles arrived on the southbound local track (0-1) and then used the switches south of the station. Last Sunday, Sept. 10th, the winter schedule was back in effect. A new pick went into effect on the BMT on Sept. 3rd, but there were no service changes, unless you consider the above Sunday services.

NEW JERSEY CONSIDERS H&M PURCHASE: OTHER NOTES

On Aug. 28, NJ Gov. Meyner proposed that that state purchase and operate the Hudson Tubes, The New York Legislature approved purchase of H&M by the Port Authority only if PA built a new trade center.

On August 30th, ICC broke with tradition and proposed that the US subsidize railroads to continue passenger service. It met with a mixed reception, even among railroad executives.

The New Haven RR is now operating its FL-9's (Electric-Diesel-Electrics) into Penn Station by using a dual purpose 3rd-rail shoe.

The transfer stairway between the IND Concourse and IRT Jerome Ave. line at the 161 St.-Yankee Stadium station was opened in August.

Plastic coated versions of the new subway maps are now appearing in various subway stations. A few months ago, a Herald-Tribune letter writer said that station maps show the Third Ave. El running to South Ferry and City Hall so that car maps which show the el ending at Chatham Square are out of date.

(This issue Edited by A. Lonto)