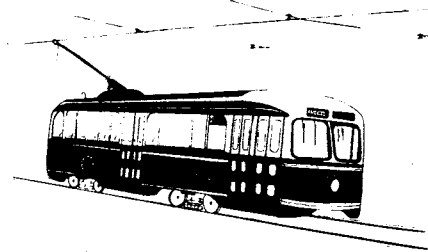


NEW YORK DIVISION

BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

VOL. 12 - NO. 6

GPO Box 1892 New York, N.Y. 10001

DECEMBER 1969

BROOKLYN TROLLEYS-Part 3--PAGE 3; R-16 NEW ROLL SIGN LISTS--PAGES 7-8

IRT WORLD'S FAIR CARS OUT OF SERVICE (ON 3RD AVE.)

All pre-war cars on the Third Ave. "L" (World's Fair cars, regular Steinways and Low-V's) are out of service, the last old train consisting of cars (North) 5641, 5670, 5353, 5636, 5676 (South) having made 1 trip in the AM rush on Nov. 3. All service is now provided with G-E R-12's (5753-5802) in 4-car trains, the first train of slightly modified R-12's starting service Aug. 30. Thus goes the last of the old IRT cars (also the last equipment originally privately owned) in regular passenger service. Over the last year, due to car shortage, some of the museum Low-V's were used in the World's Fair/Steinway trains. Some of the World's Fair cars are being converted to work service. These were purchased by the IRT in 1938 to provide extra service to the 1939-1940 World's Fair and inaugurate express service on the Flushing Line.

R-16'S IN SERVICE ON "GG" WITH COLORED ROUTE SIGNS

On Nov. 1, an 8-car train of R-16's (6300-6499) was placed in service on the "GG" Line. All 199 R-16's are supposed to be transferred at the rate of 2 trains per week. On Nov. 13, 3 of these trains were on the "EE". New side destination and colored route signs with lower case letters (see Pages 7-8) are being installed at East New York as the cars are being transferred. A colored route letter(s) sign has replaced the front destination sign and the glass over the old end route sign has been painted over.

63RD ST. TUNNEL CONTRACT AWARDED, GROUND BROKEN, AIRPORT LINK APPROVED

On Oct. 3, NYMTA awarded a \$69½ million contract for construction of the 4 track, double deck 63 St. Tunnel jointly to Slattery Associates of Maspeth, Peter Kiewit of Omaha, Neb. and Morrison-Knudsen Co. of Boise, Idaho. On Nov. 24, ground was broken at Vernon Blvd. and 41 Ave. when big "M" Chairman Ronan, Gov. Rockefeller and Mayor Lindsay set off explosions to signal start of construction of the joint LIRR and subway tunnel which will be built by the trench method. The shell should be completed in 1973 with equipment installation completed in 1976. Approval for the high speed LIRR line to Kennedy (Idlewild) Airport was obtained Nov. 18. Construction time is figured at 30 months, utilizing existing rights of way of LIRR including the abandoned Rockaway Branch, with a connection to LIRR's Jamaica Station. Queens residents have criticized the lack of local stations on the line. Big "M" has dropped plans for a west side terminal north of Penn Station.

NEW YORK STATE & CONNECTICUT AGREE ON NEW HAVEN TAKEOVER

On Nov. 26, New York & Connecticut announced plans to lease and purchase parts of the New Haven RR commuter operations. The two states would rehabilitate the line and purchase 144 new M-U cars similar to the new LIRR M-1's and contract with the railroad to run the service.

OLD CARS OFF "D" (BRIGHTON-CONCOURSE EXP.) OTHER CAR NOTES

R-1/9's were ordered off the "D" on Oct. 6 and as far as can be confirmed, have not been seen there since that date. R-32's and 42's

DAVID ROGOFF

We regret to announce the sudden death on November 6, 1969 of Dave Rogoff. At least half of the features of this New York Division BULLETIN were written by him and his interesting and detailed histories of the Rapid Transit lines of New York were the most popular features of this publication. We will miss him both as a friend and as the outstanding subway historian.

HUGH DUNNE'S NYCTS QUIZ: Answers to October Questions: 49. Four (Bway, 159 St-9 Ave. El, 2 Ave, Flushing). 50. Willets Pt-World's Fair. 51. 5. QUESTIONS: 52. When Rapid Transit service began on the Dyre Ave. Line, it contained a bit of each division. The motormen were from which division? The conductors were from which div? the signals from which div? 53. Name 3 locations (in the period 1940-1949) you would go downstairs from a subway line to reach an elevated line. 54. The year 1891 saw the complete abandonment of an elevated line in Brooklyn after only 5 years of operation. Name this line. Answers next issue.

CAR NOTES (Continued) are to provide all service (R-38's are sometimes used) and R-42's are presently not used on the "CC" and were off the "A" for awhile but returned in mid-November, even going to Far Rockaway. R-10's appeared on the "B" briefly in Sept. but not since that.

Eastern Div. R-9's haven been seen on "QJ" (Brighton-Jamaica) since late Sept. and almost daily (1 or 2 trains in rush hours) beside the short run from Broad St. On Nov. 17, cars 670-689 were transferred to Bronx-Wash. Hts. and 690-709 on Nov. 25. On the latter date, with all 100's reported out of service except #100, there were 477 cars remaining in the 100-709 group and 727 in the 710-1449 (Queens IND) group.

R-42 assignments by signs as of Nov. 15 are as follows:

4550-4583	EE/GG/N	4808-4851	RR	4924-4927	E/F
4584-4695	A/AA/B	4852-4887	QB/QJ	All R-40/40M's E/F except 4302-4349 EE/GG/N	
4696-4807	CC/D	4888-4919	KK/LL/M		

Notes: 362 R-42's in service; 4808-13, 4818-21 & 4826-7 were originally CC/D; 4716-25 were originally KK/LL/M.

Many R-1/9's have recently switched numbers as follows:

128 and 384	359 and 579	368 and 632	375 and 1333
253 " 453	363 " 468	369 " 576	825 " 1677
307 " 553	" 428	370 " 460	836 " "
353 " 617	366 " 440	372 " 465	999 # 1632
356 " 400	367 " 639	374 " 954	

The original cars in the left hand columns are in service with their respective higher numbers, it's presumed the others were scrapped
ACCIDENTS AND MISHAPS

About 6 PM Fri, Nov. 28, an empty "CC" train rolled backwards from 167 St. and crashed into a train standing at 161 St. station telescoping 434 into 634 and halting normal Concourse service until about 3 AM, Sun. Miraculously, there were no injuries, all passengers having been unloaded after the first train had been halted by a derailment(?). "D" trains terminated at 125 or 145 St. with a shuttle on the southbound local from 145 St. to Tremont Ave. and another between Tremont and 205. The first train had cars (North) 501, 456, 393, 660, 513, 428, 354, 275, 621 and 434. The other: 634, 568, 381, 511, 527, 504, 547, 563, 619 & 444.

On Oct. 9, fire badly damaged R-32 3549 on southbound "B" at DeKalb

Newark Subway service was disrupted Nov. 10 when two westbound PCC cars crashed at Washington St.

BROOKLYN TROLLEY COMPANIES

PART 3

by Edward B. Watson and Bernard Linder

NASSAU ELECTRIC RAILROAD CO.

The Nassau Electric Railroad Co. was incorporated March 13, 1893 under the Railroad Law of 1890. Its corporate life was to be for 1,000 years. It actually lasted 36 years.

The N.E.R.R. acquired all the capital stock of the Coney Island & Gravesend Railway Co. on Nov. 5, 1897. The following companies were merged into the N.E.R.R.:

Aug. 1, 1898- Union Railroad Co. of the City of Brooklyn

The Coney Island, Fort Hamilton and Brooklyn RR Co.

Kings County Electric Railway Co.

Jan. 26, 1899- Atlantic Ave. Railroad Co. of Brooklyn which had merged the Brooklyn, Bath and West End RR Co. on Sept. 21, 1898.

The Brooklyn Rapid Transit Co. gained stock control of the Nassau Electric RR Feb. 15, 1899.

The company first started operation on July 28, 1895 on the Church Ave. Line. It started as an electric road, never having operated any horsecars. Due to various mergers, the Nassau Electric Railroad became the second largest trolley company in the B.R.T. system.

The Nassau Electric Railroad was merged and consolidated in the Brooklyn and Queens Transit Corporation on July 1, 1929, which was part of the Brooklyn-Manhattan Transit System, which in turn was bought out by New York City on June 1, 1940.

BERGEN STREET - 1885--July 20, 1947 Line #2 (Last car #8318)
 Liberty and Sheridan Ave. (Woodhaven) via Liberty Ave., East New York Ave., St. Johns Place, Buffalo Ave., Bergen St., Boerum Pl., Adams St., Sands St. Brooklyn Bridge to Park Row. Some cars operated via regular route through Bergen St. to 5th Ave. then 5th Ave., Atlantic Ave. to Flatbush Ave. & subway loop. April 6, 1930 downtown route changed to Boerum Pl., Atlantic Ave., Court St., Fulton St. and Brooklyn Bridge to Park Row, some cars turned back at Fulton & Sands St. loop. In 1932 line was cut back from Park Row and cars looped at Fulton & Sands St. or Fulton Ferry. Starting June 10, 1936, extra service was operated from Sheridan Ave. via Liberty Ave., Rockaway Ave., Fulton St. to Hopkinson Ave., the terminal of the Independent Fulton St. Subway which had opened on April 9, 1936. This service was discontinued Feb. 12, 1937. On Feb. 2, 1939 Fulton Ferry service ended and cars used Fulton & Sands St. loop until Oct. 12, 1941 when cars were rerouted via Court Street, Washington St. to the new loop at Tillary St. On Nov. 1, 1943, service to Tillary St. and to Flatbush Ave. & Atlantic Ave. loop was discontinued. Cars were rerouted via Smith St., Sackett St., Ferry Place to Hamilton Ave. (return via Union St. to Smith St.). On Dec. 1, 1945 the line was abandoned between Smith & Sackett St. and Hamilton Ave. and was rerouted via Utica Ave. instead of Buffalo Ave between St. Johns Place and Bergen St. Rail service ended July 20, 1947. Depots: Bergen St. & Albany Ave. 1885-1934; East New York 1934-1947

CHURCH AVENUE - July 28, 1895--Oct. 31, 1956 Line #11(1910); #8(1930); #35 (1949) (Last car #1039) Depots: Canarsie until 1951, then Ninth Ave. Rockaway Ave. & Hegeman Ave. via Hegeman Ave., Private Right of Way to East 98 St. & Church Ave., Church Ave, 13 Ave., 39 St., 2 Ave. Private Right of Way to 39 St. Ferry. Service was suspended on Aug. 29, 1920,

because of the Brooklyn trolley strike. Service was resumed on Apr. 26, 1921. In 1928, Private Right of Way from Hegeman Ave. to E. 98 St. was abandoned and cars were routed via Hegeman Ave. and E. 98 St. to Church Ave. May 31, 1949. Took over Gravesend-Church Line as a branch line to McDonald Ave. and Cortelyou Rd. (16 Ave.) Loop. Feb. 11, 1951. Line transferred to Ninth Ave. Depot and thereafter served by PCC cars only. Last trolley line in Brooklyn, morning of Oct. 31, 1956.

EIGHTH AVE. LINE - Dec. 1, 1916--May 15, 1949 Line #30, (Last car 8255) It was the last new line for which tracks were laid in Brooklyn. 39 St. Ferry via Private Right of Way, 2 Ave., 39 St., 8 Ave. to Bay Ridge Ave. (69 St.) Oct. 21, 1934, some trips were extended to 14 Ave. & 86 St. via Bay Ridge Ave., 13 Ave., & 86 St. to 14 Ave. This extension was discontinued in 1942. Depots: 58 St. 1916-1947; 9 Ave. 1947-49.

86 STREET LINE - June 1, 1896--Aug. 12, 1948 Line #73 (1910); #31 (1930) Last car #8369. Line was called 65 St.-86 St. Line in 1910. Bath Ave. & Bay 19 St. via Bath Ave., 14 Ave., 86 St., 5 Ave., Bay Ridge Ave., 3 Ave. to ramp at 67 St. & El structure to 65 St. Oct. 29, 1920 became 86 St. Shuttle Line and operated from Bay 19 St. via Bath Ave., 14 Ave., 86 St. to 5 Ave. & 86 St. 1926-Line extended via Bath Ave., Private Right of Way and Stillwell Ave. to Surf Ave., Coney Island. 1927-Line extended to 5 Ave. & 38 St.- summer only. 1928 extended to 5 Ave & 38 St. at all times. Nov. 1934 became 86 ST. LINE and extended to Atlantic Ave. & Flatbush Ave. Loop (Long Island RR Station) via 5 Ave. & Atlantic Ave. May 1936 cut back and rerouted via 5 Ave., Bay Ridge Ave. & 3 Ave. to 65 St. Feb. 1, 1937 - cut back from Coney Island to 25 Ave. loop north of Harway Ave. (Ulmer Park). Service to Coney Island in summer only and rerouted via 25 Ave, Harway Ave. & Stillwell Ave. 1945 - Extended to Coney Island at all times. 1947- terminated at new loop at 3 Ave. & 63 St. Depots: 58 St. until 1947, then 9 Ave.

15 STREET LINE - July 1888--Nov. 8, 1941 Line #25 (1910); #64 (1930) 9 Ave. & 20 St. via 9 Ave. (Prospect Park West), 15 St., Hamilton Ave. to Hamilton Ferry. During summer months service was extended via Gravesend (McDonald) Ave. to Culver Terminal, Coney Island. This service was discontinued Aug. 28, 1920, resumed July 1, 1930 and discontinued permanently Sept. 15, 1932. In 1930 cars ceased running to Hamilton Ferry and line rerouted 15 St., Hamilton Ave. and Richards St. to Van Dyke St. (Erie Basin). Jan. 1941 due to bridge reconstruction, cars were rerouted via 15 St., 3 Ave., 9 St., Hamilton Ave. etc. Depot: 9 Ave.

FIFTH AVENUE - Feb. 1861--Feb. 20, 1949 Line #13 (1910); Line #32 (1930) Fort Hamilton (101 St.) via 4 Ave., 5 Ave., Atlantic Ave. to South Ferry (Furman St.) or to Fulton Ferry via Atlantic Ave., Boerum Place, Adams St., Front St., and Fulton St. to Ferry. From 1910 to 1944, some cars terminated at Flatbush and Atlantic Aves. 1938-On return trip from South Ferry, cars used Flatbush Ave. from Atlantic to 5 Ave. In 1941, due to 5 Ave. Elevated structure removal, cars were temporarily rerouted via 5 Ave., 39 St. 3 Ave. to Atlantic Ave. Shuttle cars served part of 5 Ave. Depots: 23 St.; 58 St.; 9 Ave. (1947-1949)

FIFTH AVE. SHUTTLE - 1921--1926 Boerum Place & Atlantic Ave. via Boerum Place, Adams St., Front St., Fulton St. to Fulton Ferry. Return via Water St., Washington St., Concord St. to Adams St., etc.

FLATBUSH - 7 AVE. - Oct. 21, 1906--May 20, 1922 Line #21 9 Ave. & 20 St. via 20 St., 7 Ave., Flatbush Ave., 5 Ave., Atlantic Ave., Flatbush Ave., Livingston St. to Court St., Joralemon St., Fulton St., Boerum Place, to Livingston St. May 20, 1922 the Flatbush-7 Ave. Line was merged with the Seventh Ave. Line. Depot: Ninth Ave.

HAMBURG AVENUE - See Wilson Avenue Line

GREENWOOD-SUBWAY LINE - 1911--1913 Depot: 9 Ave. (Weekdays only)
Ft. Hamilton Ave. (Pky) & Gravesend (McDonald) Ave. via Gravesend Ave.,
9 Ave. (Prospect Park West), Flatbush Ave. to Atlantic Ave. Loop.

HICKS ST. - 1887--Jan. 30, 1920 Line #9

Hamilton Ferry via Hamilton Ave., Hicks St., Atlantic Ave. to Boerum Pl. In 1910, extended to Boro Hall via Boerum Pl. and loop via Fulton St., Court St. To Atlantic Ave. It was also rerouted and extended at the other end Hamilton Ave. via Richards St. to Elizabeth (VanDyke) St. In 1916 the line was extended to Navy St. & Willoughby via Court St., Joralemon St., Willoughby St. and loop via Navy, Myrtle Ave. and Ashland Place. Oct. 19, 1919 line was cut back and operated only on Hicks St. from Hamilton Ave. to Atlantic Ave. Depot: 9 Ave.

HOYT & SACKETT STREETS LINE - 1865--Oct. 21, 1934 Line #3 (1930)

This line had been merged into Marcy Ave. Line from 1907 to Oct. 15, 1910. On Oct. 15, 1910 it started operation from Bergen St. Depot (Albany Ave.) via Bergen St., Hoyt St., Sackett St., Ferry Pl. to Hamilton Fy. In 1931, became SACKETT ST. LINE (#77) and was rerouted via Smith St. instead of Hoyt St. Westbound cars ran via Sackett St. and Ferry Place to Ham. Ferry and eastbound cars returned via Union St. to Smith St. The line was combined with the Summer Ave. Line Oct. 21, 1934, becoming Summer-Sackett Line (#3). See Oct. BULLETIN, Page 7. (Incidentally the Summer Ave. Line was #55 (in 1910) and #6 in 1930, (#3 in 1943). Depot: Bergen St.

MARCY AVENUE - 1897--Oct. 14, 1910 Line #40 (1910) Depot: Bergen St.
Nov. 2, 1922--July 23, 1933 #4 (1930)

Broadway Ferry via Broadway, Marcy Ave., Fulton St., Nostrand Avenue, Bergen St., Hoyt St., Sackett St. to Hamilton Ferry. The line was discontinued Oct. 14, 1910 and the portion west of Nostrand Ave. and Bergen St. was replaced by a revival of the Hoyt-Sackett Line and the service north of Nostrand & Bergen was furnished by the Ocean Avenue Line to Broadway Ferry. When service was resumed on Nov. 2, 1922, cars operated from Fulton St. via Marcy Ave., Broadway to Broadway Ferry. Due to construction of the INDEPENDENT Crosstown Subway, the Marcy Ave. Line was rerouted on March 16, 1931 as follows: from Fulton St. via Tompkins Ave., Harrison Ave., Division Ave., Roebling St., South 5 St., Havermeier St., South 4 St., Marcy Ave., Metropolitan Ave. to Newtown Creek. Marcy Ave. Line was combined with the Meeker Ave. (Brooklyn City RR) line on July 24, 1933 to become the Meeker-Marcy Line and the part between Fulton St. and Broadway was abandoned. From July 1, 1924 to March 16, 1931, cars operated from Fulton St. via Marcy Ave., and Metropolitan Ave. to Lorimer St. and Metropolitan Ave.

NEW LOTS AVE. - June 10, 1911--June 29, 1941 Line #9 Depot: Canarsie
Rockaway & Hegeman Aves. via Hegeman Ave. & New Lots Ave. to Berriman St.

OCEAN AVENUE - July 28, 1895--April 29, 1951 Line #47 (1910); #49 (1930)
Sheepshead Bay (Emmons Ave.) via Ocean Ave., Farragut Rd., Rogers Ave., Bergen St., Nostrand Ave., Fulton St., Marcy Ave., Broadway to Broadway Ferry. During the winter months, cars operated only between Sheepshead Bay and Bergen St. & Rogers Ave. Starting Oct. 19, 1919, the line terminated at Bergen & Rogers Ave. at all times. Service was discontinued Aug. 30, 1920 to Nov. 1, 1920 due to the Brooklyn trolley strike. Service was resumed between Ave. W and Farragut Rd. & Flatbush Avenue. On June 25, 1921, the line resumed its former route between Sheepshead Bay and Bergen & Rogers. Summer 1938- some cars extended to Coney Isl. via Emmons Ave., Neptune Ave., West 8 St. and Surf Ave. Depots: Flatbush to 1927; Franklin Ave. 1927-1931; Bergen 1931-34; Canarsie 1934-1951

Ocean Ave. Last car #8303.

PARK AVENUE - Dec. 21, 1885--July 23, 1933 Line #49(1910);#23 (1930)
Cooper St. via Central Ave., Jefferson St., Bushwick Ave., Beaver St.
Park St., Park Avenue, Navy St., Concord St., Washington St. & Brooklyn
Bridge to Park Row. Service was discontinued on Aug. 29, 1920 because
of the Brooklyn trolley strike. Operation resumed Nov. 2, 1922 with the
line being cut back to the Brooklyn end of the bridge and no service on
Saturdays, Sundays or holidays. The line was rerouted on Nov. 16, 1928,
and operated from Cooper St. & Central Ave. via Cooper Ave., Wilson Av.,
DeKalb Ave., Central Ave. and regular route to Brooklyn Bridge. A new
line, Wilson Ave.-Brooklyn Bridge began July 24, 1933 and provided
substitute service. Depots: East New York to 1928; DeKalb 1928-1933.

ROCKAWAY PARKWAY - Oct. 18, 1920--April 29, 1951 Line #12(1930);#9(1942)
Rockaway Pky. line was originally part of Wilson Ave. Line. Starting
Oct. 18, 1920, Rockaway Pky. cars ran during the winter months on Rock-
away Parkway and Rockaway Ave. between Canarsie Shore and Hegeman Ave.
This line ceased operation from 1936 to 1942 and Wilson Ave. cars ran
through to the shore. Rockaway Pky. cars resumed Nov. 23, 1942 and ran
from Rockaway Pky. Station of the 14 St.-Canarsie Line via Rockaway Pky.,
Seaview Ave. and Private Right of Way to Canarsie Shore. The line was
cut back to Rockaway Pky. and Seaview Ave. on April 17, 1949 and was
terminated on April 29, 1951. Depot: Canarsie. Last Car #8344.

ROGERS AVENUE - Jan. 15, 1914--Oct. 16, 1920 Depot: Flatbush
The line was begun because the Transit Commission insisted that the
company give additional service to the area. Farragut Rd. & Flatbush
Ave. via Rogers Ave., Sterling Pl., Washington Ave., Atlantic Ave.,
Flatbush Ave., Fulton St. (Livingston St. in opposite direction) to
Court St. (Boro Hall). In 1917 the line was extended to Ocean Ave. and
Ave. I. Oct. 19, 1919, service on Fulton was discontinued and cars ran
both ways on Livingston St. and looped via Court St., Joralemon, Fulton,
Boerum Place to Livingston St. The outer end was again cut back to
Farragut & Flatbush. Service was discontinued on Aug. 29, 1920, resumed
on Sept. 28, 1920 and discontinued permanently Oct. 16, 1920 because
the line paralleled the IRT Nostrand Ave. Subway which had been opened
a short time previously (Aug. 23, 1920).

SEVENTH AVENUE - April 19, 1883--Feb. 11, 1951 Line #53(1910); #67(1930)
7 Ave. & 20 St. via 7 Ave., Flatbush Ave., 5 Ave., Atlantic Ave., Boerum
Pl., Adams St., Sands St. and Brooklyn Bridge to Park Row. Did not run
on Sundays 1910-Aug. 29, 1920. Service was discontinued Aug. 29, 1920
because of the Brooklyn trolley strike. On May 20, 1922, the Flatbush-
7 Ave. Line was merged into the 7 Ave. Line and operated from 7 Ave. &
20 St. via 7 Ave., Flatbush Ave., Livingston St., Court St., Joralemon
St., Boerum Pl. to Livingston St. Jan. 10, 1937, the line was extended
to Park Row via Court, Fulton and Brooklyn Bridge and PCC car operation
was begun. On Oct. 12, 1941, cars were rerouted via Court St., Washing-
ton St. and Brooklyn Bridge. Cars were rerouted again on March 5, 1944,
via Smith St., Jay St., Sands St. and Brooklyn Bridge. On May 24, 1944,
eastbound cars started to operate on High St. instead of Sands St. be-
tween Washington St. and Jay St. Starting July 27, 1944, cars ran via
Smith, Jay St., Myrtle Ave., Adams St., Sands St. (High St. and Cadman
Plaza in opposite direction) and Brooklyn Bridge to Park Row. All the
trolley car service across the Brooklyn Bridge was discontinued March
6, 1950 and 7 Ave. cars terminated at Cadman Plaza. The last car over
the Brooklyn Bridge was #1074 on 7 Ave. Line. Starting Nov. 1, 1950,
cars terminated at the Myrtle Ave., Adams St., High St. and Jay St.
loop. Depot: Ninth Ave. Last car #1012. CONTINUED NEXT ISSUE

R-16 REPLACEMENT ROLL SIGNS - LOWER DESTINATION

UPPER DESTINATION

INTERIOR (TOP)

Rockaway Park
 Far Rockaway
 Lefferts Blvd
 Euclid Avenue
 Hudson Term
 Smith 9 Street
 Church Avenue
 Second Avenue
 34 St 6 Av
 Rockaway Pky
 Metropolitan Av
 Crescent St
 Eastern Pky
 111 Street
 168 St Jamaica
 Aqueduct
 Prospect Park
 Coney Island
 Brighton Beach
 Kings Highway
 Bay Parkway
 36 Street
 Ninth Avenue
 95 St Bklyn
 Broad Street
 Chambers St
 Whitehall St
 Canal Street
 Eighth Avenue

-BOTTOM-
 R-16 Destination
 and all R-9 signs
 are white on
 black background.
 R-16 Route signs
 are white on
 colored back-
 ground except
 "Special" is in
 black letterg.

(BOTTOM) EXTERIOR

Rockaway
 Park
 Far
 Rockaway
 Lefferts
 Boulevard
 Euclid
 Avenue
 Hudson
 Terminal
 Smith
 Ninth St
 Church
 Avenue
 Second
 Avenue
 34 Street
 6 Avenue
 Rockaway
 Parkway
 Metropolitan
 Avenue
 Crescent
 Street
 Eastern
 Parkway
 111 Street
 168 Street
 Jamaica
 Aqueduct
 Prospect
 Park
 Coney
 Island
 Brighton
 Beach
 Kings
 Highway
 Bay
 Parkway
 36
 Street
 Ninth
 Avenue

(CONT'D)
 95 Street
 Brooklyn
 Broad
 Street
 Chambers
 Street
 Whitehall
 Street
 Canal
 Street
 Eighth
 Avenue
 -TOP-

R-9 BMT EASTERN
 DIVISION SIGNS

-Upper Dest.-

SPECIAL

METROPOLITAN AV

EIGHTH AVE.

ROCKAWAY P'KW'Y

ATLANTIC AVE

EASTERN P'KWAY

CRESCENT ST

168 ST JAMAICA

-Lower Dest.-

57TH STREET

CHAMBERS ST

BROAD ST

MYRTLE AVE

BRIGHTON B'C'H

ATLANTIC AVE

ROCKAWAY PKW'Y

168 ST. WASH.H'TS

CONEY ISLAND

KINGS HIGHWAY

EXTERIOR (BOTTOM)

No
 Passengers
 Special
 Euclid
 Avenue
 205 Street
 Bronx
 Bedford Park
 Boulevard
 207 Street
 Manhattan
 168 Street
 Manhattan
 179 Street
 Jamaica
 Continental
 Avenue
 Astoria
 Queens
 Plaza
 57
 Street
 Essex
 Street
 Chambers
 Street
 Franklin
 Avenue
 36
 Street
 Myrtle
 Avenue
 Rockaway
 Parkway
 Metropolitan
 Avenue
 Eastern
 Parkway
 Crescent
 Street
 111 Street
 168 Street
 Jamaica
 -TOP-

SIDE ROUTE EXTERIOR (BOTTOM)		Background Color	R-16 REPLACEMENT ROLL SIGNS	UPPER DESTINATION - INTERIOR (TOP) -
SS	Shuttle	green	- INTERIOR (TOP) - SS Shuttle	No Passengers Special
S	Special	white	S Special	Euclid Av
TT	West End Local	d. blue	TT West End Local	205 St Bronx
RR	Broadway Local	green	RR Bway Local	Bedford Pk Blvd
RR	via Nassau Street	green	RR via Nassau St	207 St Manhattan
QJ	via Nassau Street	black	QJ via Nassau St	168 St Manhattan
QB	Broadway via Bridge	red	QB Bway via Bridge	179 St Jamaica Continental Av <i>M18</i>
N	Broadway Express	buff	N Broadway Exp	Astoria
MM	Sixth Av Local	green	MM 6 Av Local	Queens Plaza
M	Express via Nassau St	l. blue	M Exp via Nassau St	57 Street
LL	Fourteenth Street Line	black	LL 14 Street Line	Essex Street
KK	Sixth Av Local	d. blue	KK 6 Av Local	Chambers St
JJ	Nassau St Local	orange	JJ Nassau St Local	Franklin Av
HH	Rockaway Local	red	HH Rockaway Lcl	36 Street
GG	Bklyn Queens Local	green	GG Bklyn Queens	Myrtle Av
F	via Express Sixth Av	violet	F Exp via 6 Av	Rockaway Pky
EE	Broadway Local	orange	EE Bway Local	Metropolitan Av
E	Express via Eighth Av	l. blue	E Exp via 8 Av	Eastern Pky
D	Sixth Av Express	orange	D 6 Av Express	Crescent St
CC	Eighth Av Local	green	CC 8 Av Local	111 Street
B	via Sixth Avenue	black	B via 6 Avenue	168 St Jamaica (BOTTOM)
AA	Eighth Av Local	violet	AA 8 Av Local	
A	Eighth Av Express (TOP)	d. blue	A 8 Av Express (BOTTOM)	

R-9 BMT EASTERN
DIVISION SIGNS
- Side Route -

- AA 8TH AVENUE LOCAL
- KK AV. OF AMERICAS LOCAL
- LL 14TH STREET LOCAL
- M NASSAU STREET
- MM AV. OF AMERICAS LOCAL
- QJ NASSAU STREET

SIGN LISTS ARE
COURTESY OF
DOUGLAS GROTJAHN.