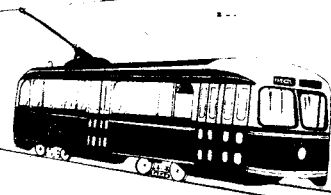
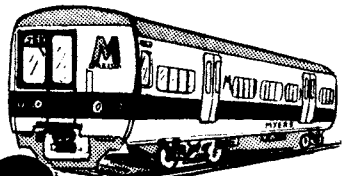


NEW YORK DIVISION

BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

GPO Box 1892 New York, N.Y. 10001

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APRIL 1970

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SUMMARY OF CAR ASSIGNMENTS ON BMT & IND

Prior to the R-42's, approximately 9 trains of R-1/9's were used on the "D" in rush hours, a few sporadically at other times. After the R-42's were in service, the number of R-1/9 trains on the rush hours "D" was reduced to 5, until Oct. 6, when they were ordered off the "D". Around Dec. 4, they began to reappear and gradually increased until by February, the "D" had more R-1/9's than at any time since Chrystie St. and their use here continues with 15 to 25 trains in rush hours, 9 to 12 on some weekends, and at least 6 trains in owl service having been seen. Since March 9, however, they are not used in A/AA/B service.

Eastern Div. R-9's were first seen on the "QJ" (Brighton-Jamaica) late in Sept., and in regular daily rush-hour service (2 trains) since Oct. 20. Around late Jan. or early Feb., their number started to increase, with 4 to 6 trains in rush-hours, 3 trains middays, and 2 trains weekends (Broad St-Jamaica) having been reported. Car 1575 has been here several times, and on Jan. 15, IND car 769 was in a "QJ" train, several days later on the "LL"; believed the first time a car assigned to the IND ran on the Eastern Div.

During January & February, R-10's (at least 2 trains) were again on the "CC", occasionally on the "B" and "HH" Rockaway Shuttles. They are presently restricted to "A" service and not mixed in trains with R-42's due to slower acting air operated doors of the R-10's.

By around Jan. 15, all R-16's had been transferred to the Queens IND for EE & GG service. A few still have the old signs. Before that, they were seen mixed with R-27's, R-32's and R-42's, all together on the "RR" (4th Ave. Local), and with R-11's in place of R-42's on the "RJ" (4th Ave.-Nassau). As far as is known, they are never mixed with other cars on the EE or GG. R-16's were used on Culver & Franklin Shuttles and often mixed with R-27's. R-27's are now the regular Culver cars. R-11's are the regular Franklin cars assisted with R-32's, R-27's and since April 13, R-42's, either type alone or mixed with R-11's.

Up through Feb., R-27's and R-32's were operated practically as a single fleet of cars, continually turning up on each other's lines. Even on the "D", R-27's began to appear during Feb., both in solid trains and mixed with R-32's. R-32's and R-42's were indiscriminately mixed on various lines, especially on the "D". At present, each type is kept separate except on the Queens IND and the Franklin SS. In late Jan., 2 R-11's, mixed with R-27's and/or R-32's were seen on "N" & "B".

R-38's mixed with R-32/42's were on the "QJ" Jan 2, and the same day, 2 solid R-42 trains and a mixed R-16/R-42 train were on the "KK". R-42's were also seen on the "M" (even the "SS") after January 27.

Two R-40 (slant end) cars often turned up on the "B" (West End) and "AA" (Wash Hts-8 Ave) in Jan with R-32/38/42's, often all in one train. A train of slant R-40's was on the "A" Jan 1, and through Feb. often with R-38's and or R-40M's. R-38's, 40's and 40M's are supposed to be operated in 10-car numerical groups if possible.

-MORE NEWS ON PAGE 2 & BACK PAGE*

HUGH DUNNE'S NYCTS QUIZ: Answers to Feb. 1970: 55. 145 St & Broadway. 56. South Ferry, 14 St-Lexington Ave, & Times Square (Shuttle). 57. BMT Manhattan Bridge (5.6%). QUESTIONS: 58. How many tracks are there at the Atlantic Ave. Station of the BMT Canarsie Line? 59. The IRT Willet Point Station has how many platforms? 60. At West 4th St. IND there is a very complicated maze of switches connecting both levels. Which pair of tracks do not connect with each other or any other tracks?

CAR ASSIGNMENTS (Effective March 9) (Including spares)

A- 399 R-10's, 54 R-42's; AA/B 274 R-32's, 58 R-42's; CC 245 R-1/9's
 D 155 R-1/9's, 166 R-32's, 112 R-42's; F- 276 R-1/9's, 224 R-40's
 E/HH 148 R-1/9's, 200 R-38's, 122 R-40's, 26 R-42's
 EE 106 R-1/9's, 104 R-16's; GG 30 R-1/9's, 95 R-16's, 54 R-40's
 KK 130 R-1/9's; LL 123 R-1/9's, 36 R-42's M 80 R-1/9's
 N 160 R-32's, 34 R-42's; QB/QJ 30 R-1/9's, 246 R-27/30's, 36 R-42's
 RR/RJ 300 R-27/30's, 44 R-42's; Culver 4 R-27/30's; Franklin 10 R-11's

The R-1/9's as of March 9 are assigned as follows:

100-839 (approx. 400 cars) Bronx CC/D; 840-1439 (560 cars) Queens E, F
 1440-1802 (363 cars) BMT Eastern Div. KK, LL, M, QJ EE, GG

All R-42's are now in service, though delivery of the last 20 cars (as well as earlier cars damaged in shipment) was delayed for several months. Until March, it was common to see R-42's running on wrong lines with blank or "S" signs. It is still seen occasionally.

Assignment of R-40's, R-40M's and R-42's by signs as of March 9:

4150-4501	E/F	4584-4695	A/AA/B	4852-4887	QB/QJ
4502-4549	EE/GG/N	4696-4807	CC/D	4888-4923	KK/LL/M
4550-4583	EE/GG/N	4808-4851	RR	4924-4949	E/F

These are present, renumbering of R-40's being completed March 15 and R-10's by February 15. (See February BULLETIN for details.)

Cars are supposed to be used only on lines to which they are assigned. This is followed fairly carefully except on Queens IND where only R-16's are kept in solid trains and used only on EE and GG. The "QB" uses R-27's and R-32's but in separate trains; with an occasional R-42 train. R-42's (1 or 2 trains) are regularly used on "M" (Myrtle). R-1/9's are not supposed to be used outside of rush-hours (excepting on the Eastern Div. "LL" and "M") but this is generally disregarded and they are often seen in non-rush-hours on "D", "E", "EE", "F" & "QJ".

R-44 NUMBERING: NEW PAINT SCHEME; CLEAN-UP CAMPAIGN

According to latest word, R-44's will be numbered 0100-0539. R-43 was the contract for 6 diesel locomotives, already in service. R-45 is the contract number for 2 cranes soon to be ordered.

NYCTA has embarked on an intensive car washing program. In addition, many cars are receiving a new paint scheme: silver and blue outside with "M" Transit seal behind motorman's side window. Approx. 15 R-10's had been painted in this manner, with the usual blue and gray interior. Since mid-March, 20 more R-10's have been painted in this manner outside but with a new interior paint scheme: light green walls with light gray doors and below the window sill level. Ceilings are white and interior lettering is stencilled in yellow, numbers similar to old IRT numbers. On the IRT, at least 80 R-17's (all as of May 1) have been so painted along with a few R-12/14's and R-15's, and have been seen on all main IRT Lines. Previously, all R-12/14's, 15's and all but 48 R-17's had been painted bright red outside, and many of these 48 are now silver and blue. R-21 7140 was badly damaged recently. Cars CB-10 thru 10 have been renumbered back to 9530-9 in early April. Cars 9524-9557 (red R-36's) are now used in Broadway and Lenox Ave. service.

Maximum length trains are now used at all hours on all BMT-IND ("B" Division) lines except Rockaway and Myrtle Ave. Shuttles.

BROOKLYN TROLLEY COMPANIES (5) by Edward B. Watson and Bernard Linder

BROOKLYN CITY RAILROAD CO.

The first street railroad in Brooklyn, the Brooklyn City Railroad co. was incorporated on Dec. 17, 1853 for 25 years and on Oct. 12, 1866, extended an additional 100 years. The old KENDALL & HOSTED, WITTY BROTHERS, AND CONSELYEA'S stage coach lines became the nucleus of the of the Brooklyn City Railroad Company. The company's first horse-car line, the Myrtle Ave. Line, started operating on July 3, 1854.

The company took over the Brooklyn City and Ridgewood Railroad Co. in 1867. It kept expanding and by 1890, it was by far the largest street railway in Brooklyn, if not the United States.

On October 30-31, 1890, the company merged the following companies into the Brooklyn City Railroad system:

- 1-Brooklyn Crosstown Railroad Company;
- 2-Bushwick Railroad Company
- 3-Calvary Cemetery, Greenpoint and Brooklyn Railroad Company
- 4-Grand St. and Newtown Railroad Company
- 5-Greenpoint and Lorimer St. Railroad Company
- 6-New Williamsburg and Flatbush Railroad Company
- 7-South Brooklyn Street Railroad Company.

Prior to the merger of the above companies, the Brooklyn Crosstown Railroad Co. merged the Nassau Railroad Company and the Greenpoint and Williamsburg Railroad Company.

A group of wealthy bankers decided that the traction field was becoming very profitable. They incorporated the Brooklyn Heights Railroad Company on April 1, 1887 and built the Montague St. Cable Line in 1890-1. On Feb. 14, 1893, the Brooklyn City Railroad Company, which included all the companies merged in 1890, was leased to the Brooklyn Heights Railroad Company for 999 years.

The lease arrangement remained unchanged until 1919. The B.R.T. was formed in 1896, went into receivership in 1919 and remained in receivership until the B.M.T. took its place in May 1923. By order dated October 16, 1919, the Receiver of the Brooklyn Heights Railroad Company was ordered not to adopt the B.C.R.R. lease of Feb. 14, 1893, but was ordered to cease operation of the lines at midnight October 19, 1919. At that time, the property, lines and franchises were returned to the Brooklyn City Railroad Company which proceeded to operate independently. This separation continued for almost ten years. On May 11, 1929, the Brooklyn City Railroad Company and the other BMT trolley subsidiaries asked for permission to merge and consolidate their capital stock, franchises and property under a new corporation called the Brooklyn and Queens Transit Corp. The merger became effective on July 1, 1929. The B. & Q.T. Corp. managed the Brooklyn surface lines for the B.M.T. until June 1, 1940 New York City bought out the B.M.T. property.

AVENUE C - May 1894--July 22, 1930 Line #1(1910); #39(1930)
(Electrified 1898) Coney Island Ave & Ave C via Ave C (later Cortelyou Rd.) and Flatbush Ave to Tilden Ave.(Vernon Ave.) at old carbarn. Oct. 19, 1919, line cut back to Flatbush Ave & Cortelyou Rd. Depot: Flatbush

BELT LINE - Nov 4, 1901--Oct 25, 1910 Line #2 Depot: Ridgewood
Broadway Ferry or Greenpoint Ferry via Kent Ave, Greenpoint Ave, Manhattan Ave, Driggs Ave, Lorimer St, Broadway, Gates Ave to Wyckoff Ave, Ridgewood. By 1906 shortened: Broadway Ferry via Kent Ave, Grand St, Graham Ave, Broadway, Gates Ave to Ridgewood.

BERGEN BEACH SHUTTLE - Oct 19, 1919--Aug 6, 1930 Line #40(1930)
Bergen Beach (Ave X & E 76 St) via East 76 St(Bergen Ave), Ave U, Island Ave(now Veterans Ave) and Ave N to East 49 St. Depot: Flatbush

BUSHWICK AVE. - June 1, 1868--Sept. 1, 1947 Line #3(1910); #50(1930)
(Electrified 12/11/93) Wyckoff Ave via Myrtle Ave, Bushwick Ave, Meserole St, South 4 St, Bridge Plaza, Williamsburg Bridge to Delancey St. Extended via Myrtle Ave to Tesla Pl.(72 St) April 26, 1917.

Oct 19, 1919-cut back to Myrtle & Wyckoff Ave. 1921-cut back to So. 4 & Roebling St. 1934-rerouted to Williamsburg Bridge Plaza via Bushwick, Johnson Ave, Broadway. Return via Havermeyer St, So. 4 St, Meserole, Bushwick, etc. Aug. 1, 1935- extended via Myrtle Ave, Cypress Ave to Cypress Hills taking over Cypress Hills Cemetery Line. May 1, 1946-cut back to Wyckoff Ave, Ridgewood, Cypress Hills Cemetery Line resumed separate operation. Depots: Ridgewood to 1917; Fresh Pond. Last car 8500

CALVARY CEMETERY - Aug 2, 1885--Jan 25, 1930 Line #10(1910)(Electrified Aug 6, 1894) Greenpoint Ferry via Greenpoint Ave to Calvary Cemetery. Depot: Crosstown

COURT STREET - Aug 8, 1854--April 3, 1938 Line #12(1910); #29 (1930)
(Electrified Dec 26, 1892) Bush St via Hamilton Ave, Court St, Fulton St, Brooklyn Bridge to Park Row. Jan 10, 1937-cut back to Fulton and Sands St. Looped at Hamilton Ave, W 9 St & Court St. April 3, 1938 cut back to Court & Joralemon St and combined with Myrtle Ave Line to become Myrtle-Court Line. Depot: 58 St.

CROSTOWN - Dec 1867--Jan 28, 1951 Line #8(1910); #15(1930); #61(1949)
(Electrified Feb 5, 1894) Vernon Ave & 50 Ave(Long Island City) via Vernon Ave Bridge, Manhattan Ave, Bedford Ave(Driggs Ave in opposite direction), Broadway, Kent Ave, Washington Ave, Park Ave, Navy Street (Ashland Pl in opposite direction) Willoughby St, Joralemon St, Court St, Atlantic Ave, Columbia St, Woodhull St, Richards St to Van Dyke St (Erie Basin). Many cars operated to or from Box & Commercial St only. About 1910-1917 certain cars PM rush hours only ran from Long Island City to Delancey VIA S.4 & Hav'mey'r. June 4, 1917-route terminated at 4 St(now 50 AV)LI City at all times. 1938-cut back to Box St & Manhattan Ave. Aug 17, 1941 rerouted via Kent Ave, South 8 St, Wythe Ave, Franklin Ave, Flushing Ave, Vanderbilt Ave, Myrtle Ave, Navy St etc. Oct 20, 1949-rerouted via Myrtle Ave, Adams St, Joralemon in place of Navy St (Ashland Pl) and Willoughby St. Depot:Crosstown.Last car #6172

CROSTOWN-PARK ROW -See Erie Basin Line

CYPRESS HILLS CEMETERY LINE - May 30, 1878--July 31, 1935 and May 1, 1946--Sept. 1, 1947 Line #7(1910); #51(1930) Last car #8407
Wyckoff Ave via Myrtle Ave, Cypress Ave. to Cypress Hills Cemetery. Aug 1, 1935 became part of Bushwick Ave Line until May 1, 1946.

ERIE BASIN - April 6, 1930--Mar. 4, 1944 Line #28 Originally called Crosstown-Park Row. July 15, 1936 renamed Erie Basin Line. Van Dyke St via Richards St, Woodhull St, Columbia St, Atlantic Ave, Court St, Fulton St, Brooklyn Bridge to Park Row. Jan 18, 1937-PCC cars began operating. Oct 12, 1941 rerouted via Washington St instead of Fulton St. Depot: 58 St (1930-1937); 9 Ave (1937-1944)

FLATBUSH AVENUE - July 1, 1860--March 4, 1951 Line #19(1907); #41(1930)
(Electrified March 13, 1893) East 49 St via Ave N, Flatbush Ave, Fulton St, Brooklyn Bridge to Park Row. 1916-1929 Certain cars in rush hours extended to Mill Basin via Ave N, Ralph Ave, Mill Ave & Strickland Av. Until Oct 19, 1919, certain cars terminated at Nostrand Ave while some others ran through to Bergen Beach. After that, most cars terminated at Nostrand and others at Ave N and East 49 St.

Flatbush Ave-Continued- Oct 15, 1925-Extended on Ave N from East 49 St to Ralph Ave and a new branch started, operating from downtown and on Flatbush Ave to Ave U. Nov 3, 1926 rerouted via Livingston St in rush hours and in 1930 all cars routed thru Livingston, Court, Fulton St to Park Row. 1929 extended to East 68 St and Aug 6, 1930 extended to loop at East 71 St & Island Ave. Jan 10, 1937 cut back to Court St, Joralemon (Boro Hall) Boerum Pl to Livingston St. Aug 24, 1947 extended via Court St and Washington St to Tillary St. Depot: Flatbush Last car 6129

FLATBUSH AVE SHUTTLE - March 23, 1917--Oct 15, 1925

Flatbush Ave & Ave U via Flatbush Ave to Ave N. Oct 19, 1919 extended to Flatbush & Nostrand Ave. 1920-1924 rerouted and ran from Ave U & Flatbush via Flatbush & Ave N to East 49 St. 1924-)ct 15,1925 again operated from Ave U & Flatbush Ave to Flatbush & Nostrand Ave.

FLATBUSH-PROSPECT PARK - 1906--Sept 4, 1916 Line #20(1910) Operated in Summer and racing season only. Prospect Park-Malbone St(Empire Blvd) Loop via Flatbush Ave, Fulton St to Boro Hall, return via Court St, Livingston to Flatbush Ave. Depot: Flatbush

FLUSHING AVENUE - 1889--Nov 21, 1948 Line #22(1910); #57(1930)

(Electrified to Broadway-Oct 1, 1893; Aug 6, 1894 to Metropolitan Ave; April 1, 1896 to Grand Ave)(Originally a branch of the Flushing and Graham Ave Line) Park Row via Brooklyn Bridge, Sands St, Hudson (Navy St in opposite direction), Nassau, Flushing Ave, Grand Ave to Brown Place(Maspeth Depot) Up to 1925 cars ran to North Beach in the Summer (via Grand St Line) and to 1919 cars ran to Northern Blvd. (Jackson Ave) in rush hours. In 1939 some cars ran to the World's Fair in Flushing. May 24, 1944 eastbound cars rerouted via Cadman Plaza at Bridge to High St to Jay St to Sands St. Depot: Maspeth(1910-1937); Fresh Pond(1937-1948) Last car #8408.

FLUSHING-KNICKERBOCKER - Jan 30, 1899--Oct 18, 1919 Line #24(1910) Park Row via Brooklyn Bridge, Sands St, Hudson Ave, Nassau St(return via Navy St), Flushing Ave, Knickerbocker Ave, Myrtle Ave to Wyckoff Ave-Ridgewood. 1904-cut back to Irving & Flushing Ave. 1915-extended to Flushing Ave & Metropolitan Ave. May 4, 1917-returned to original route to Ridgewood and extended via Palmetto St and Private-Right-of-Way to Fresh Pond Rd. Depot: Ridgewood -- Maspeth

FLUSHING-RIDGEWOOD - June 20, 1896--July 17, 1949 Line #23(1910); #58(1930) Originally called Flushing Line or Fresh Pond Line to 1901. Flushing at 41 Rd & Main St via Main St, 41 Ave., Lawrence St, Rodman St, Horace Harding Blvd(See below), Corona Ave, Broadway, Grand Ave, Flushing Ave, 61 St & Fresh Pond Road to Myrtle Ave El Station. Horace Harding Blvd. did not exist in 1910. The line operated partly on PRW and Strong's Causeway. During 1939-40, HH Blvd was called World's Fair Blvd and it is now called Long Island Expressway. Oct 19, 1919, extended to Ridgewood via PRW & Palmetto St to Wyckoff Ave. Starting in 1939, looped at Ridgewood via St Nicholas Ave, Myrtle Ave, Palmetto. Nov 1938 direction of loop in Flushing reversed, via Lawrence, 41 Ave, Main St, 41 Rd, Lawrence. Depot: Maspeth to 1937, then Fresh Pond. Last car #8345(41 Rd orig.Prospect; Main - Jaeger Av; 41 Av - Bradford)

FULTON STREET - July 6, 1854--Aug 10, 1941 Line #18(1910); #25(1930) Electrified June 7, 1893) Park Row via Brooklyn Bridge, Fulton Street, Crescent St to Jamaica Ave. Certain cars operated to and from Fulton Ferry to April 6, 1930. Oct 19, 1919, cut back to Fulton St & Alabama Ave(East New York). 1921-1930 operated to Park Row only in rush hours. April 6, 1930-rerouted via Adams St, Myrtle Ave to Fulton--no service to Park Row. Jan 10, 1937-restored to Park Row. June 18, 1941-rerouted via Lafayette Ave, Flatbush, Livingston, Court, Fulton to Bklyn Bridge (to Park Row in rush hours only). Last car #6153. Depot: East N.Y.

FURMAN STREET - May 31, 1912--April 23, 1915 (Revival of former Furman St. Line 1860--1899) Furman St & Fulton St via Furman St. to Atlantic Ave. Depot: Ninth Ave.

GATES-PROSPECT PARK LINE - June 13, 1903--Oct 18, 1919 Line #27(1910) Summer Season Only - From Wyckoff Ave via Myrtle Ave, Gates Ave, Nostrand Ave, Malbone St(Empire Blvd), Flatbush Ave to Lincoln Road via loop over Brighton Beach Line cut. Sept. 1916 terminal changed to Flatbush Ave. Depot: Ridgewood to 1917, then Fresh Pond.

GRAHAM AVENUE - July 1, 1955--Dec 21, 1948 Line #29(1910); #16(1930) (Originally called Flushing Ave(1855-1867); Flushing & Graham Aves(1867-1896) From Greenpoint Ferry via Greenpoint Ave, Manhattan Ave, Driggs Ave, Graham Ave, Flushing Ave, Navy St (Hudson Ave & Nassau St in opposite direction), Sands St, Brooklyn Bridge to Park Row. In 1920 service discontinued to Greenpoint Ferry and rerouted and extended to Long Island City via Manhattan Ave and Vernon Ave Bridge to 50 Ave. Jan 10, 1937 cut back to Adams, High, Washington St loop. July 7, 1940 extended again to Park Row. May 24, 1944 eastbound cars rerouted via Cadman Plaza, High St, Jay St to Sands St. Electrified Oct 1, 1893. Crosst'n Depot

GRAND STREET - Oct 15, 1860--Dec 11, 1949 Line #28(1910); #59(1930) (Electrified May 21, 1894) From North Beach on Bowery Bay via Private-Right-of-Way, 94 St, Jackson Mill Rd, PRW, 97 St, Jackson Mill Rd(PRW), Junction Blvd, Corona Ave, Broadway, Grand Ave, Grand St, Marcy Ave, South 4 St, Bridge Plaza, Williamsburg Bridge to Delancey St, also service to Broadway Ferry and Grand St Ferry via Grand St & Kent Ave. Oct 19, 1919 Broadway Ferry Branch taken over by Grand St Shuttle. Dec 1, 1923 cut back to S 4 St & Roebing St. 1927-North Beach terminus cut back to north of Grand Central Pky. April 7, 1929-cut back to Corona Ave & Junction Blvd.*Dec 31, 1935-extended to North Beach.(1934 extended to Roosevelt Ave & Junction Blvd.) Feb 1938-North Beach terminus cut back to bridge over Grand Central Pky. 1939-Queens bound now via Broadway, Driggs Ave, Grand St, Metropolitan Ave, Stewart Ave, Grand St and regular route. Feb 6, 1946-cut back to Maspeth Depot except rush-hours and Junction Blvd. Line resumed operation. June 1946-Williamsburg terminus extended to Broadway & Kent Ave via Grand St, Bedford Ave, (Driggs Ave in opposite direction) & Broadway.*Apr 7, 1929 Wmsburg terminus extended to Broadway via Bedford Ave & returned via Broadway, Driggs Ave, South 4 St. July 15, 1949-all cars terminated at Grand Ave & Brown Place (Maspeth Depot) Depots: Maspeth to 1937, then Fresh Pond to 11/29/42, then Crosstown. Last Car #8317.

GRAND ST SHUTTLE - Oct 19, 1919--July 10, 1933 Line #60(1930) From Marcy Ave & Grand St via Grand St, Kent Ave to Bway Fy. Depot:ENY

GREENE & GATES AVE - Oct 1, 1866--Oct 5, 1941 Line #26(1910);#52(1930) (Electrified June 23, 1893) From Myrtle Ave & Wyckoff Ave(Ridgewood) via Myrtle Ave, Gates Ave, Franklin Ave, Greene Ave, Fulton St, Eklyn Bridge to Park Row. May 4, 1917-extended to Fresh Pond Rd via Palmetto St & PRW. Oct 19, 1919-cut back to Myrtle & Wyckoff Ave. April 6, 1930-to Boro Hall via Fulton, Adams St, Myrtle Ave to Fulton St. In 1936 and to Jan 10, 1937, cars returned from Ridgewood via Wyckoff, Halsey St, Nostrand Ave, Putnam Ave, Fulton St (Putnam Ave route). Jan 10, 1937-Park Row cars abandoned, some cars in rush-hours operated via Fulton, Lafayette Ave, Flatbush Ave to Fulton St. June 18, 1941-rerouted via Fulton St, Lafayette Ave, Flatbush Ave, Livingston St, Court St, Fulton St to Furman St. Depot: Ridgewood to May 4, 1917, then Fresh Pond. Last car #6047. In 1942 during World War II, NYCTS began preparations to restore the trolleys but service never resumed, thanks to LaGuardia(?)

GREENPOINT - Oct 1, 1854--Oct 27, 1945 Line #30(1910); #17(1930) (Electrified Sept 2, 1893) From Commercial & Franklin St via Franklin St, Kent Ave, Flushing Ave, Washington Ave, Myrtle Ave, Vanderbilt Ave, 9 Ave(Prospect Park West) to 9 Ave & 20 St. Oct 19, 1919 from Manhattan Ave & Commercial St via Commercial St, Franklin St, Kent Ave, Classon Ave, Myrtle Ave, Washington St, Johnson St, Fulton St to Myrtle Ave. Dec 1919 became second line to use Birney cars. 1922-cut back to Myrtle and Classon Ave but continued to run to Boro Hall in rush hours. June 11, 1933-Sunday & Holiday operation permanently discontinued and line rerouted via Commercial, Franklin St, Kent Ave, South 8 St, Wythe Ave, Flushing Ave, Washington Ave, Myrtle Ave, Jay St, Willoughby St, Adams St to Myrtle Ave. July 14, 1941- rerouted via Vanderbilt Ave instead of Washington Ave. Aug 17, 1942-south terminal cut back to South 8 St & Kent Ave. Depot: Crosstown

HAMILTON AVE - May 1855--Nov 20, 1938 and June 1, 1941--March 29, 1942 (Electrified June 1, 1892) Line #31(1910); #33(1930) Depot: 58 St Hamilton Ferry (Hamilton Ave & Ferry Place) via Hamilton Ave and Third Ave to 67 St. Rush-hours extended to Ft Hamilton via 3 Ave. 1917-1938 cut back to 3 Ave & 65 St at all times. Nov 21, 1938 merged with 65 St-Bay Ridge Ave Line to form Hamilton Ave-Bay Ridge Line. June 1, 1941 line reverted to former line and route. Dec 1941 due to reconstruction of Hamilton Ave Bridge over Gowanus Canal, line was rerouted via 3 Ave and 9 St to Hamilton Ave.

HAMILTON AVE-BAY RIDGE - Nov 21, 1938--June 1, 1941 Depot: 58 St Hamilton Ferry via Hamilton Ave, Third Ave, Bay Ridge Ave, 13 Ave, 86 St, 25 Ave to Ulmer Park Loop, north of Harway Ave. Second fare point: southbound- 65 St; northbound- 39 St.

HOLY CROSS CEMETERY LINE - Sept 1883--April 1, 1951 Line #32(1910); #42(1930) Last car #8459 (Electrified 1895) Nostrand & Tilden Ave via Tilden Ave to Canarsie Ave (Holy Cross Cemetery Gate) Depot: Flatbush Called Tilden Ave. Shuttle in 1910.

HUNTER'S POINT SHUTTLE - 1888--June 3, 1917 Depot: Crosstown Manhattan Ave & Box St via Manhattan Ave, Vernon Ave Bridge, Vernon Ave to Vernon Ave & 50 Ave(then called 4 St)Long Island City. This was the last horse car line in Brooklyn (1888-1900).

JUNCTION BLVD - April 7, 1929--Dec 31, 1936 and Feb 6, 1946--Aug 25, '49 (Originally Junction Ave Line (1929-1935) From 19 Ave & 93 St, North Beach via private right-of-way, 94 St, Jackson Mill Rd, 97 St, Jackson Mill Rd, Junction Blvd to Corona Ave. When the line resumed Feb 6, 1946, the North Beach terminal was located at Grand Central Pky. Line #61 in 1930; #72 in 1946. Depot: Maspeth(1929-1936); Fresh Pond(1946-1949)

LORIMER ST - Aug 5, 1885--Dec 14, 1947 Line #34(1910); #48(1930) (Electrified April 30, 1894) Last car #8356 From Lincoln Rd at loop on Brighton Beach Line via Flatbush Ave, Empire Blvd(Malbone St), Nostrand Ave, Lee Ave, Lorimer St, Bedford Ave, Nassau Ave, Manhattan Ave, Greenpoint Ave to Greenpoint Ferry. Sept 1916-1930-terminated at Flatbush Ave between Empire Blvd and Lincoln Rd. 1920-discontinued service on Greenpoint Ave to Greenpoint Ferry and extended on Manhattan Ave to Box St, except operated owl service to Greenpoint Ferry until 1940. Oct 28, 1945- merged with Franklin Ave and Nassau Ave lines and operated from Park Circle via Parkside Ave, Ocean Ave, Empire Blvd, Franklin Ave, Flushing Ave, Lee Ave, Lorimer St, Driggs Ave, Manhattan Ave, (Bedford Ave & Lorimer St in opposite direction) Nassau Ave, Varick Ave to Meeker Ave. Depots: Bergen St to 1919; Flatbush 1919-1921; Bergen St 1921-1927; Franklin Ave 1927-1931; Crosstown 1931-1947

LIRR METROPOLITAN CARS OPERATED TO BROOKLYN

Following modifications in the Flatbush Ave. Terminal of the Long Island RR, postwar cars started to run here April 13. The Metropolitan made an inaugural trip with big "M" Chairman Ronan on board, April 28. It's now possible to operate all equipment here except the double deckers and that may mean the end for the smaller MP-54's although the longer cars are still restricted to tracks 2 thru 6 in the terminal. Postwar cars are receiving a new exterior paint scheme: light gray with blue stripe at window level

PATH TUBES ORDERS MORE CARS: NEWARK SUBWAY NOTES

PATH has ordered 46 new cars from Hawker-Siddeley Canada, Ltd, builder of newest Toronto subway cars. They will be similar to the PA-1's but with a revised seating arrangements (not all side seats, we hope) and will mean 8 car trains on Newark-Hudson Terminal runs with 7 cars between H.T. and Hoboken after the new Hudson Terminal opens in 1971. Experimental exact change turnstiles were placed in service May 4 at Hudson Terminal and Journal Square along with change making machines.

Public Service raised the (one zone) Newark Subway fare to 30¢ on April 19 and for the first time, the fare is the same on Newark Subway, PATH and NYCTS. However, PSNJ is seeking another nickel hike. Screens were installed above the windshields of the PCC cars for safety.

SECOND AVE & AVE C SUBWAYS APPROVED, OTHER NOTES

On March 19, the Board of Estimate finally approved the proposed subway straight down 2 Ave from 34 St to Broad St. as well as the "cuphandle" loop via 14 St, Ave C and Houston St. (See FEB. BULLETIN) and modifications of proposed Queens subways including replacement of the Jamaica Ave. El east of approximately 127 St.

The new BMT bridge for Sea Beach trains over Coney Island Creek went into service: northbound Feb 15; southbound April 26. This eliminates another grade crossing on NYCTS, leaving only Broadway & Myrtle Ave on the BMT and north of 135 St on the IRT Lenox Ave. Line.

Concrete platforms are being installed on IRT Broadway el stations.

Many subway stations are being partially painted, pillars are to be blue outside and light cream inside. Ceilings above platforms are being painted white. Most remaining Manhattan IND stations are to receive Fluorescent lights. Several months ago, emergency battery lights were installed on IND Washington Heights stations. Waiting rooms were recently opened on both platforms at Sheepshead Bay sta. of Brighton.

In mid-March, TA started to install radio aerials on R-16's and R-27/30's, smaller than those on IRT cars. Eastern Division R-9's are now receiving "SS" stickers on end route signs & "B'WAY-MYRTLE" on side destination signs.

Last December, the Board of Estimate approved purchase of the Staten Island Rapid Transit for \$3,500,000 but no date of takeover has been set as yet.

The "B"-West End service was cut slightly at each end of the rush hour last Nov 28 with 2 AM southbound and 1 AM & 1 PM northbound trips eliminated. Lately, "B" trains stop at DeKalb southbound after 5:43PM. The late PM rush hour southbound "D"-Brighton service was also reduced.

Mercury vapor lights have been installed in LIRR Flatbush Av.Term. Service from the Brooklyn Terminal of LIRR was disrupted March 11, when a manhole cover was thrown on the Atlantic Ave tracks at Woodhaven.

On March 12, a southbound IRT 7 Ave Exp broke a wheel and derailed at the 72 St-Broadway station in the late evening.

On March 24, IND car #580 derailed on the Manhattan Bridge about 5 PM on a "D" train, tying up Brooklyn bound rush hour service.

In New Jersey, Princeton Station has been renamed Princeton University and Princeton Junction is now Princeton (on the Penn. RR).