

NEW YORK DIVISION BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION

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FINAL PART (6) - BROOKLYN TROLLEY COMPANIES

2 PERSONS KILLED IN QUEENS IND WRECK

Two persons were killed and about 77 injured on May 20 in the AM rush when an empty Brooklyn-bound "GG" train crashed into another "GG" crowded with passengers, that was switching from the express track south (west) of Roosevelt Ave. The 5th car of the latter train (6304) was cut almost in half from the impact and most of one side torn off. This car was cut up on the spot in clearing the wreckage. The empty train left Forest Hills at 7:13 AM, developed brake trouble in the first 2 cars, these were "cut out" and passengers discharged from the train at Woodhaven Blvd. The motorman operated from the third car with the conductor signalling with a flashlight from the front.

In the meantime, following "GG" and "EE" trains were delayed and the ill fated train left Forest Hills at 7:33 AM on the express track and was switching to the local track south (west) of Roosevelt when the empty train struck it. The home signal tripper could not stop the empty train because the brakes were cut out on the first 2 cars. The disabled train consisted of cars (South) \$501(R-40M-heavily damaged)-4500, 4043-2, 3992-3, 4548-9(North). The rerouted train (R-16) had cars (South) 6344-6492-6318-6469(back in service within a week)-6304(cut-up)-6468(moderately damaged)-6315-6355(North). It should be noted that these are the first passenger fatalities due to a collision on the subway system under city operation and the first ever on the IND. Most observers put most blame on the motorman but it seems the car inspector, conductor and motorman-instructor were also criticized although the Grand Jury indicted nobody after its investigation. The TA was blamed for using 2-car units, poor maintenance and for permitting this motorman with a poor record to operate trains. It seems to your editor that single unit cars with a window opposite the cab (railfan window) like the R-1/9's had before 1940 might have prevented this tragedy.

For the rest of the day, "E" and "F" offered spotty service between 179 St and Forest Hills and Queens Palaza and their south terminals. Later, they operated via the local track to Jamaica and we believe some Manhattan-bound trains operated on the Jamaica-bound express track. "EE" trains operated to Astoria and "GG" trains from Brooklyn terminated at Court Sq., later at Northern Blvd. Later, Manhattan and Brooklyn bound "E", "F" and "GG" trains operated on the Manhattan-bound express track. "KK" trains operated beyond the rush-hour and all IRT Flushing trains were local (Since 74 St-Roosevelt Ave) is a local stop). Normal service was restored the following morning.

RETILING OF STATIONS AND PLATFORM EXTENSIONS

Refacing with brick slab tile of 16 (17) outside platform stations on the BMT Broadway and 4 Ave. Lines as part of platform extension work is nearly completed but is nearly at a standstill and no stations have received the new station name signs. (One wonders if the covering of station names is part of the same scheme that eliminated route names and front destination and illuminated side destination signs from most

BROOKLYN TROLLEY COMPANIES by Edward B. Watson and Bernard Linder
Part 6

BROOKLYN CITY RAILROAD CONTINUED

LUTHERAN LINE - Sept 3, 1881--Oct 1, 1906 and Feb 22, 1915--May 6, 1917
Originally a steam dummy line, electrified Aug 3, 1895 Depot: Ridgewood
Palmetto St & St Nicholas Ave via Palmetto St and Private Right-of-Way
to Metropolitan Ave. Myrtle Ave El trains replaced the trolleys. (See
June 1968 BULLETIN Pages 3-5, P and Q.)

MEEKER AVENUE - 1861--July 23, 1933 Line #39(1910); #18(1930)
(Electrified May 25, 1894) Meeker and Graham Ave via Meeker Ave to
Penny Bridge (Newtown Creek) at Calvary Cemetery. July 1, 1924 extended
via Graham Ave to Metropolitan Ave. Combined with Marcy Ave Line (Nassau
Electric RR) to form Meeker-Marcy Line. Depot: Crosstown.

MEEKER-MARCY LINE - July 24, 1933--April 17, 1939 Depot: Crosstown
From Newtown Creek (Penny Bridge) via Meeker Ave, Graham Ave, Metropol-
itan Ave, Marcy Ave, South 4 St, Havermeyer St, Broadway to Williams-
burg Bridge Plaza. Return via Havermeyer St and same route.

MYRTLE AVENUE - July 3, 1854--April 3, 1938 Line #37(1910); #54(1930)
First horse car line in Brooklyn. Electrified Aug. 21, 1893.
Myrtle & Wyckoff Ave via Myrtle Ave, Fulton St, Brooklyn Bridge to Park
Row. April 26, 1917-extended to Myrtle Ave & Tesla Place (72 St).
Oct 19, 1919- cut back to Wyckoff Ave. 1922-cut back to Boro Hall in
non-rush-hours. April 23, 1928-extended to Weirfield St & Cypress Ave.
April 6, 1930-looped at Boro Hall via Jay St, Willoughby, Adams St to
Myrtle Ave. April 3, 1938- combined with Court St to form Myrtle-Court
Line. Depot: Ridgewood to May 4, 1917, then Fresh Pond.

MYRTLE-COURT April 3, 1938--July 17, 1949 Line #54 Last car #8345
Wyckoff Ave & Madison St via Wyckoff Ave, Myrtle Ave, Jay St (Adams St
in opposite direction), Willoughby St, Joralemon St, Court St, Hamilton
Ave, West 9 St to Court St and return. Feb 1944-via Navy St instead of
Jay St and Ashland Place northbound in place of Adams St. July 27, 1944
via Adams St in both directions instead of Navy St and Ashland Place.
Depot: Fresh Pond

NASSAU AVENUE - Apr. 17, 1894--Oct 28, 1945 / Depot: Crosstown
Line #46(1910); #19(1930)
(Electrified 1894) Manhattan & Nassau Ave via Nassau Ave, Varick Ave,
Meeker Ave to Newtown Creek (Penny Bridge). Aug 1, 1945-cut back to
Meeker Ave and Varick Ave. Oct 28, 1945-became part of Lorimer St Line

NOSTRAND AVE - Jan 5, 1871--April 1, 1951 Line #43(1910); #44(1930)
(Electrified May 10, 1894) Flatbush & Nostrand Ave via Nostrand Ave,
Lee Ave, Roebling St, Williamsburg Bridge to Delancey St. In Summers
to Sept 1919, certain cars operated to Bergen Beach via Flatbush Ave,
Ave N, Island Ave & E 76 St. 1922-certain cars to Broadway Ferry in
rush-hours. Dec 1, 1923- cut back to Williamsburg Bridge Plaza. Feb 15,
1931-extended to Delancey St. Oct 28, 1945-extended to Ave U & Nostrand
Ave. Dec 5, 1948- cut back to Williamsburg Bridge Plaza. The last car
over the Williamsburg Bridge was Nostrand Ave (#6054). Depot: Flatbush

NOSTRAND SHUTTLE Dec 4, 1909--Oct 28, 1945 Line #43(1930)
Flatbush Ave & Nostrand via Nostrand Ave to Kings Highway. Apr 15, 1917-
extended to Ave U; Oct 18, 1919 cut back to Kings Highway; Oct 31, 1924-
extended to Ave Q (Quentin Road); April 16, 1927-extended to Ave U;
May 29, 1936-looped via Flatbush Ave, PRW south of Ave H to Nostrand
Ave. Oct 28, 1945-became part of Nostrand Ave Line. Depot: Flatbush

NOSTRAND-CULVER April 29, 1906--Sept 1, 1919 Line #44(1910) (Summer only) Coney Island (Culver Depot) via Private Right-of-Way, Gravesend (McDonald Ave, Church Ave, Flatbush Ave, Malbone ST (Empire Blvd), Nostrand Ave, Lee Ave, Division Ave, Driggs Ave, South 8 St, Roebling St, Williamsburg Bridge to Delancey St. Depot: Flatbush

NOSTRAND-PROSPECT PARK 1906--Sept 1, 1919 Line #45 (Summer season only) Lincoln Road on loop over Brighton Beach Line via Flatbush Ave, Malbone St (Empire Blvd), Nostrand Ave, Lee Ave, Division Ave, Driggs, S. 8 St, Roebling St, Williamsburg Bridge to Delancey St. Sept 1916-terminated at Flatbush Ave & Malbone St. Depot: Halsey St.

PUTNAM AVE & HALSEY ST - 1874--Sept 21, 1941 (Last car #6034) and Nov 29, 1942--Feb 5, 1950 (Last car #8258) Line #48(1910); Line #26(1930) (Electrified July 17, 1893) From Wyckoff Ave via Halsey St, Nostrand Ave, Putnam Ave, Fulton St, Brooklyn Bridge to Park Row. April 6, 1930-Boro Hall cars looped via Fulton, Adams, Myrtle to Fulton St. Park Row cars via Adams, Myrtle, Washington to the Brooklyn Bridge. 1933-extended via Wyckoff Ave, Weirfield St, Cypress Ave, Myrtle Ave and looped via St Nicholas Ave, Palmetto St to Myrtle Ave (Ridgewood). 1936-1937 Putnam Ave cars returned from Ridgewood via Gates Ave route and Gates Ave cars returned from Ridgewood via Putnam Ave route. Jan 10, 1937- no more Park Row cars. June 16, 1941- rerouted via Fulton St, Lafayette Ave, Flatbush Ave, Livingston St, Court St, Fulton St to Furman St. (to permit removal of the downtown part of the Fulton St El). Sept 21, 1941-buses substituted for trolleys. Nov 29, 1942 (a bright although rainy day) trolley car operation resumed! routed via Fulton, Lafayette, Flatbush, Livingston St, Court St, Washington St to Tillary St Loop. Depots: Halsey St to 1929; East New York to 1933; then Fresh Pond.

RICHMOND HILL - May 27, 1892--April 26, 1950 Line #50(1910); #55(1930) (Originally a steam dummy line, electrified May 28, 1895) Last car #828 Wyckoff Ave (Ridgewood) via Myrtle Avenue to Jamaica Ave.

April 26, 1917-rerouted to run from Fresh Pond Station via Fresh Pond Road and Myrtle Ave to Jamaica Ave. Oct 19, 1919-reverted to former route from Wyckoff Ave via Myrtle Ave to Jamaica Ave. Depots: Ridgewood until 1917, then Fresh Pond.

SIXTEENTH AVE LINE - 1905--May 30, 1932 Line #74(1910); #13(1930) 58 St via 16 Ave, P.R.W., Gravesend (McDonald) Ave, 20 St to Prospect Park West. About 1910-extended via Prospect Park West, Vanderbilt Ave, Vanderbilt Ave, Atlantic Ave, Flatbush Ave, Fulton St to Court St (Boro Hall) and returning via Court St, Livingston St to Flatbush Ave, etc. April 7, 1913-extended to 63 St and 16 Ave. Oct 19, 1919-cut back and ran only between 63 St and Gravesend (McDonald) Ave. Oct 1, 1929-extended via Gravesend and Church Ave to Utica Ave. May 30, 1932-Section from Gravesend Ave & 16 Ave to 63 St abandoned and remainder became the Gravesend-Church Line. May 31, 1949-merged with Church Ave Line. Depots: Ninth Ave to 1929, then Canarsie.

65 ST-BAY RIDGE AVE LINE - May 22, 1891--Nov 20, 1938 & June 1, 1941--May 15, 1949 Line #70(1910); #34(1930) (Electrified May 22, 1891 as the 2nd Brooklyn line electrified) Last car #8189. Depots: 58 St to Sept '47, then 9 Ave. From Ulmer Park (foot of 25 Ave) via 25 Ave, 86 St, 13 Ave, Bay Ridge Ave (69 St), 3 Ave to 67 St, then ramp to elevated 65 St Sta. Oct 19, 1919-ramp abandoned and terminated on surface at 65 St & 3 Ave. 1930- certain cars operated via 8 Ave to 53 St (from Ulmer Park). Nov 20, 1938-merged into Hamilton Ave Line to become Hamilton Ave-Bay Ridge Line and cut back to loop at 25 Ave and Harway Ave. June 1, 1941-line resumed former separate operation but extended to new loop at 63 St and 3 Ave. Oct 30, 1945-cut-back to 25 Ave & 86 St.

65 ST-FT HAMILTON LINE - Nov 23, 1903--June 24, 1934 Line #71(1910); #35(1930) From Ft. Hamilton (101 St & 4 Ave) via 4 Ave, 99 St, Third Ave to 67 St and ramp to 5 Ave EL station (65 St & 3 Ave). Oct 19, 1919-ramp and trolley section of EL structure abandoned-terminated on street at 65 St & 3 Ave. Oct 19, 1919 to 1934-some cars extended in rush-hours via 65 St, Second Ave and Private-Right-of-Way to 39 St Ferry. 1919-1921-some cars operated to Hamilton Ferry via 65 St, 2 Ave, 29 St, 3 Ave, Hamilton Ave. First line to use Birney cars 2/24/18. Depot: 58 St

THIRD AVENUE - 1868--March 1, 1942 Line #61(1910); #37(1930) (Electrified Nov 7, 1892) Last car #8277 Depot: 58 St. From 65 St via 3 Ave, Flatbush Ave, Livingston St, Court St, Joralemon St, Boerum Place to Livingston St (Boro Hall). 1915-1919-some cars extended to Ft Hamilton in rush-hours. Oct 19, 1919- rerouted via Flatbush to Fulton St, Court St, Joralemon back to Fulton and all cars terminated at 65 St & 3 Ave. April 6, 1930-cut back to Gold St (Albee Square) at Fulton St & DeKalb. 1934-extended to Boro Hall via original route (Livingston St). June 24, 1934-extended via 3 Ave, 99 St, 4 Ave to Ft Hamilton at 101 St. June 24, 1934-1941-certain rush-hour cars operated from Ft Hamilton via 4 Ave, 99 St, 3 Ave, 65 St, 2 Ave, P.R.W. to 39 St Ferry. Jan 10, 1937-extended via Livingston St, Court St, Fulton St to Furman St (Fulton Fy). 1941-during removal of EL on 3 Ave (37 St to 65 St) cars operated via 39 St, 5 Ave to Ft Hamilton. Oct 12, 1941-terminal changed from Furman St to Tillary St via Washington St.

39 ST FERRY-FT HAMILTON - Nov 1, 1899--Oct 19, 1919 Depot: 58 St #68 39 St Ferry via Private-Right-of-Way, 2 Ave, 65 St, 3 Ave, 99 St, 4 Av, to Ft Hamilton (101 St). Note that this service continued in rush-hours as part of the 65 St-Ft Hamilton Line and then as part of 3 Ave Line.

TOMPKINS AVE - July 13, 1876--Aug 24, 1947 Line #59(1910); #7(1930) (Electrified May 21, 1894) Last car #8063 From Carroll St & Kingston Ave via Kingston Ave, Fulton St, Tompkins Ave, Harrison Ave, Division Ave, Roebling St, Williamsburg Bridge to Delancey St. 1910-1912 (Summer only) some cars extended to loop at Lincoln Road & Flatbush Ave over Brighton Beach Line via St Johns Place, Nostrand Ave, Malbone St (Empire Blvd) Flatbush Ave. Jan 15, 1914-extended via Kingston Ave and Malbone St (Empire Blvd) to Flatbush Ave (terminal alongside Prospect Park). Dec 1, 1923-cut back to S 8 St & Roebling St. Feb 15, 1931-extended to Delancey St. Depots: Bergen St to 6/1/26; Flatbush to 7/1/29; Bergen to 1933; East New York to 10/5/41; Flatbush to 8/24/47.

TOMPKINS-CULVER - April 29, 1901--Aug 29, 1920 Line #60(1910) (Summer only) Greenpoint Ferry via Greenpoint Ave, Manhattan Ave, Driggs Ave, Lorimer St, Harrison Ave, Tompkins Ave, Fulton St, Kingston Ave, Bergen St, Rogers Ave, Church Ave, Gravesend Ave (now McDonald Ave) and P.R.W. to Coney Island (Culver Depot). Strike of Aug 29, 1920 hastened the abandonment. Depots: Crosstown and Bergen.

25 ST SHUTTLE - 1898--Oct 18, 1919 Depot: 58 St 17 St & 3 Ave via Third Ave and 25 St to 25 St & 5 Ave.

UNION AVENUE - Aug 2, 1885--Dec 1, 1945 Line #62(1910); #56(1930) (Electrified Aug 6, 1894) From Wyckoff Ave (Ridgewood) via Myrtle Ave, Knickerbocker Ave, Flushing Ave, Throop Ave, Broadway, Union Avenue, Driggs Ave, Manhattan Ave, Greenpoint Ave to Greenpoint Ferry. May 4, 1917-extended via Myrtle Ave to Tesla Place (72 St). Oct 19, 1919-cut back to Ridgewood and looped via Myrtle, St. Nicholas Ave and Palmetto St to Myrtle Ave. April 23, 1928-extended to Weirfield St & Cypress Ave. March 15, 1932-rerouted via Lorimer St instead of Union Ave due to INdependent Subway construction. Aug 1, 1935-cut back to Driggs Ave, Manhattan Ave, Bedford Ave to Lorimer. Depots: Ridgewood to 1917, Fresh

Union Ave(Continued) Pond to 1934, then Crosstown
 WYCKOFF AVE SHUTTLE - Aug 29, 1912--Oct 18, 1919 / Depots:Ridgewood &
 From Myrtle Ave via Wyckoff Ave to Halsey St. / Fresh Pond(after 1917)
 -End of Brooklyn City RR Lines-

WILLIAMSBURG BRIDGE LOCAL - Oct 11, 1904--Dec 4, 1948 (Last car #8362)
 Bridge Operating Co 1904--1923; City of New York 1923--1931;
 Brooklyn & Queens Transit Corp 1931--1940; NYCTS 1940--1948
 Bridge Plaza via Williamsburg Bridge to Delancey St Terminal
 Dec 1, 1923-line taken over by New York City Dept of Plant & Structures
 Feb 15, 1931-line returned to B.M.T.; Oct 1, 1932-discontinued to 1947
 Aug 24, 1947-line resumed. Depot: East NY to 1931, then Canarsie

WORLD'S FAIR LINE (B&QT) Operated April 30, May 1, 7 & 8, 1938
 From Myrtle Ave & Fulton St(Boro Hall) via Fulton St, Greene Ave,
 Franklin, Gates, Palmetto St, Fresh Pond Rd, Flushing Ave, Grand Ave,
 Broadway, Corona Ave, Horace Harding(World's Fair) Blvd, Rodman St to
 World's Fair Loop. Depot: 9 Ave (PCC cars used).

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 --NEWS--(Continued from Page 2) (including the roof) and was back in
 service by June 13. R-32's 3862 and 3905, also out since 1967, were
 back in service in January.

D-Type 6019 has been painted brown outside, and olive drab inside
 and is being restored as a museum car. It was slightly damaged in April
 when an R-9 hit it in Coney Island Yard, but was repaired by early June.
 Other museum cars are soon to be restored. Several of the museum LowV's
 were recently repainted. Virtually all R-27/30's and most R-16's have
 had radio aerials installed and early in June, R-10's started to receive
 them. R-27's were used on 2 daily trips on the "D" while these cars
 were getting their antennas installed at IND Court St-Boro Hall station.
 R-40's in the 42-, 43- and 4470-9 series have had their number plates
 switched finally and the taped digit removed.

Replacement of end destination signs with colored route letters
 was completed on R-38's in March and is now slowly underway on R-32's.

For several days after the May 20 "GG" collision, a train of R-32's
 was on the "GG" and a separate R-32 unit in an "E" & "F" train for weeks.
 Maximum length trains have been used on IRT Division since the Winter.
 NEWARK DISCUSSES EXTENSION OF SUBWAY, OTHER NOTES

On May 22, the Newark City Planning Division announced plans to
 extend the Newark City Subway an additional 10 miles through 3 spurs:
 1-an extension to the meadowlands east of Penn Station; 2-a spur to
 Weequahic Park and continuing to the airport; 3-a spur west to a bus
 terminal in Irvington. These plans, however, depend upon approval of
 funds from the Federal Government under the Mass Transportation Act.

The giant Penn Central (Railroad) went bankrupt on June 21(Sunday).
 This has not affected the service as yet and New York State and Connec-
 ticut will soon absorb the former New Haven and New York Central com-
 muter service through the big blue "M" and contract with the railroad
 to run it so this service should not suffer.

MTA Chairman Ronan rode the subway in late Winter and ordered
 eventual elimination of all vending machines and stands.

A new Staten Island Rapid Transit Operating Authority has been
 formed as a subsidiary of the big "M" to take over the SIRT.

In the evening rush hour of May 26, heavy rains flooded the BMT
 4 Ave Subway near Union St forcing suspension of service. Sea Beach "N"
 trains operated via the Brighton through Coney Island and Sea Beach to
 59 St or 36 St. For several hours 4 or 5 different lines were running
 down the Brighton Line to Coney Island: "D", "N", "QJ", "RR" and "B"(?).