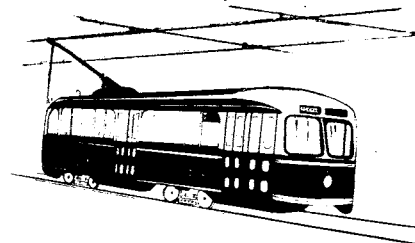
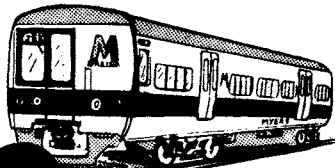


NEW YORK DIVISION

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ELECTRIC RAILROADERS' ASSOCIATION

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***** BROOKLYN RAPID TRANSIT SERVICE 1908-1948, PART 1 *****

BIG "M" TAKES OVER NEW HAVEN SERVICE, SEEKS PENN STATION

On Jan 1, New York's MTA together with the Connecticut Transportation Authority took over control of New Haven's commuter service. Penn Central continues to operate it under contract and the two authorities determine service and absorb the deficits.

It was revealed in December that the big "M" is negotiating with the P-C to gain control of Penn Station and Long Island RR tracks leading to it. Several recent disruptions of LIRR service occurred on tracks now controlled by P-C and "Met" hopes to improve these facilities. When big "M" takes over the Hudson and Harlem divisions in the Spring, it will have full operating control of Grand Central Terminal.

When the new East Side Terminal of LIRR under Third Ave at 48 St is built, it will have 4 tracks and 2 platforms on each of 2 levels, like the West 4 St subway station but the mezzanine on the top level.

The 63 St Tunnel is the only construction started for the new LIRR and subway lines but test borings are being made on all lines. PLATFORM EXTENSIONS STARTED ON WEST END; PROGRESS ON BWAY & 4 AVE

By Jan 1, platform extension work had been started on several BMT West End Line stations. At Bay 50 St, the track from the ramp north of the station is being moved further north and regular crossovers are replacing the slip switches there. At Coney Island, Tracks 7 & 8 (G & H) are being extended past the bumpers toward the tower, though platforms will be extended in both directions.

With the exception of Prince St northbound and some of the island platform stations, none of the newly tiled stations or platforms extended have permanent station signs. Besides this, platform extensions were essentially completed at all stations from 95 St-4 Ave to 45 St and Lawrence and Court St. Almost finished are Pacific St, Cortlandt St, Canal St (Tunnel), Prince St, 8 St, Union Square, 23 St, 34 St, 42 St, 57 St and Fifth Ave. These stations lack finishing touches such as paint or removal of debris. 25 St, Prospect Ave and 9 St-4 Ave and 49 St-7 Ave lack lights and tile but are structurally complete. Whitehall St has lights but lacks final platform cement and paint. At Canal St (Bridge) new recessed stairways at the west (north) end are almost complete as is the east end of the northbound platform but much is to be done on the southbound platform (east end). Lexington Ave is to get a new entrance at 3 Ave and no work is in evidence here (at the subway level) but it appears work has started on a short extension at the west (south) end. The 36 St platforms cannot be started until the moving of switches is completed. Union St, Rector St, City Hall and 28 St are well underway but concrete structure is incomplete in all of them. See Feb 1969 BULLETIN for Broadway platform expansion details and June 1970 BULLETIN for tile colors.

STATION SIGNS, LIGHTS, MYRTLE 'L' DEMOLITION, NEW SWITCHES

New enamel signs in lower case letters with a black band on the top, with the station name has been placed in each colored niche on the northbound platform of Prince St station.

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NEWS (Cont'd) Fluorescent lights were lit at the following IND stations West 4 St (remaining portions) December 16, Bway-Lafayette by Dec 23, 34 St-6 Ave by Jan 9, 23 St-6 Ave by Jan 16 and 14 St-6 Ave by Jan 29. Now all IND stations in Manhattan except 155 St-8 Ave have fluorescent lights as well as Hoyt, Jay, High and York St in downtown Brooklyn.

By January 7, demolition of the Myrtle Ave El west of Broadway was essentially completed except for pillar stumps and the framework of the bridge across Flatbush Ave Extension.

New crossovers for Culver "F" trains at Coney Island terminal went into service around Dec 12 and are closer to West 8 Street. In late Dec and early January, due to extensive track changes being made south of 86 St-Sea Beach Station at Coney Island Yard, caused southbound Sea Bch "N" trains to operate into the yard, reverse onto the southbound express track at 86 St and then regular route to Coney Island.

Funds have been asked to construct a 12 foot high wall along the Canarsie Line from New Lots to Livonia Ave to thwart rock throwers.

SCHEDULE CHANGES

On Dec 17, "CC" rush-hour headway was changed to 5 minutes because of car shortages. Now only 180 cars are required. Several other rush hour cuts were made on the "D", "QJ", "B", "N" and "RR" with the Sea Beach now requiring 21 trains, the West End, 36 in AM and 34 in PM. The "RR" (4 Ave) has 1 less Astoria AM and 2 less PM trains but 1 more Chambers St ("RJ") train in both AM and PM. 39 trains are needed in AM. The new schedules (except the "CC") were effective January 24.

IND COLLISION AT 59 ST-COLUMBUS CIRCLE, OTHER MISHAPS

Two passengers were slightly injured on Jan 7 about 3 AM, when a northbound "A" train switching from the local to the express track ran into a northbound "D" leaving 59 St on the express track. Motormen of both trains claimed they had a green signal. It was thought that the towerman first gave the green to the "D", then changed it to the "A". The first car (3283) was derailed and slightly damaged but back in service within the month. The "D" cars were scratched but soon back in service. "A" train had cars (North) 3283, 3206, 2956, 3164, 3154, 3331, 3081, 3289, 3191, 3099. "D" cars (North) 4741-0, 4698-9, 4745-4, 4799-8, 4802-3.

On Dec 18, a work train with a diesel and World's Fair work motors hit the bumper south of 125 St on the IRT Lexington Ave Line badly damaging cars 5679 and 5686. Another work train became uncoupled near the same place about 7 AM on Jan 5, blocking the southbound exp track.

Late Sunday night, Dec 20, a southbound Lex-Jerome Exp derailed near Bedford Park, causing suspension of service north of 149 St-GC.

Another southbound Lex-Jerome Exp derailed at Borough Hall on Dec 29, disrupting service completely until the PM rush-hour and then some.

Trouble on the Manhattan Bridge and on 6 Ave in the evening rush-hour on Nov 14, forced rerouting of southbound "D" and "F" trains via 8 Ave exp tracks, southbound "B" via 8 Ave local tracks and all 3 via Culver Line to Coney Island, for about 2 hours.

On Jan 29, a switch failure at Lenox Ave & 142 St disrupted IRT service in the AM rush.

CAR NOTES

As of Jan 20, approx 90 Eastern Div R-9's had been painted, along with 120 Westinghouse R-10's, 110 R-12/14's, 60 R-15's and 170 R-27/30's. Some of the Third Ave R-12's are being painted and many of the repainted cars are receiving mottled gray linoleum floors.

BROOKLYN RAPID TRANSIT

by BERNARD LINDER

A HISTORY OF BRT/BMT RAPID TRANSIT SERVICE 1908-1949

The June, August, October and December 1966 BULLETIN's contained a history of BMT subway and el services from 1924 until 1966. The 1966 series of articles gave a partial record of the service changes between 1924 and 1949 and a complete record of schedule changes between 1949 and 1966. The following series of articles will present a history of important changes of service which occurred in the decades between 1908 and 1948, including many schedule changes which have been discovered after the 1966 series of articles was published.

The Brooklyn Rapid Transit Company's network of elevated lines which ran in 1908 was vastly different from today's transit network.

The Brooklyn Bridge was the sole link between Brooklyn and Manhattan by the BRT and most elevated lines crossed the bridge to the terminal at Park Row.

FULTON STREET trains starting at Park Row, crossed the Brooklyn Bridge, operated on a private right-of-way west of Washington Street, and then turned into Fulton Street near Tillary Street. Trains ran on Fulton Street to East New York, then Van Sinderen Ave, Pitkin Avenue, Euclid Ave and Liberty Ave to City Line (Grant Ave). Some trains started at Fulton St at Fulton Ferry and joined the Park Row trains at Tillary.

BRIGHTON LINE trains started at Park Row and used the Fulton Street tracks as far east as Franklin Ave. Then they followed the route of the present Brighton-Franklin Shuttle and Brighton Line to the Culver Terminal at West 5 Street (sometimes called West Brighton).

MYRTLE AVE trains started at Park Row, crossed the Brooklyn Bridge, ran on private right-of-way west of Washington St, private right-of-way north of Tillary St ("Bridge cut"), Adams St and Myrtle Ave to Wyckoff Ave. Trains then descended a ramp and then operated on the surface on the route of the present line to Metropolitan Ave.

LEXINGTON AVE trains which started at Park Row used the Myrtle Ave "L's" tracks, then ran on Grand Ave and Lexington Ave and switched to the Broadway "L's" tracks west of Gates Ave. Most trains ran to Cypress Hills (via Broadway, Fulton St and Crescent St.)

BROADWAY "L" trains started at Broadway and Kent Ave (Broadway Ferry) and operated via Broadway, Fulton St and Crescent St to Jamaica Ave (Cypress Hills).

CANARSIE LINE trains followed Broadway "L" trains to Manhattan Junction (Eastern Parkway), then followed the present Canarsie Line and the former Canarsie tracks to the Canarsie Shore.

FIFTH AVENUE trains which also started at Park Row used the Myrtle Ave "L" tracks as far east as Hudson Ave and then ran on Hudson Ave, Flatbush Ave, 5 Ave, 38 St and 3 Ave to 65 St.

CULVER LINE trains started at Park Row, followed the 5 Ave "L" trains to 36 St, and operated through the present 36 St Yard to 9 Ave. Trains then ran on the surface through the present South Brooklyn private right-of-way, Gravesend (McDonald) Ave, and private right-of-way to the Culver terminal at West 5 Street.

WEST END LINE trains also started at Park Row and followed the Culver Line to Ninth Ave. Trains then ran on the surface via New Utrecht Ave to 17 Ave, private right-of-way, Bay 19 St, Bath Ave to Bay 35 St, private right-of-way to West End Terminal near Surf and Stillwell Ave.

SEA BEACH LINE trains originated at Park Row and followed the same route as West End trains to 62 St and New Utrecht Ave, then they operated on the surface over the route of the present Sea Beach Line to the West End Terminal. Shuttles operated on the surface over the route of the present Sea Beach Line between 62 St & New Utrecht Ave and 65 St & Third Ave.

All cars had shoes and trolley poles. Third rails supplied power to the trains when they operated on the el structure and trolley wire furnished power for surface operation.

The following is a list of stations which are shown on the 1912 track plan:

FULTON ST LINE	MYRTLE AVE LINE	LEXINGTON AVE LINE
Park Row	Park Row	Same as Myrtle Ave Line
Sands St	Sands Street	to Washington Ave, then
-or-	City Hall (Adams St)	Grand Ave (Park Row
Fulton Ferry	Bridge Street	bound only)
Kings County Term	Navy Street	DeKalb Avenue
-then-	Vanderbilt Ave	Greene Avenue
Myrtle Ave & Court St	Washington Ave	Franklin Avenue
Boerum Place	Grand Avenue	Nostrand Avenue
Elm Pl & Duffield St	Franklin Ave	Tompkins Avenue
Flatbush Avenue	Nostrand Ave	Sumner Avenue
Cumberland St *	Tompkins Ave	Reid Avenue
Vanderbilt Ave	Sumner Ave	Gates Avenue and same
Grand Avenue	Broadway	stops as Broadway "L"
Franklin Ave	Evergreen Ave	to Cypress Hills
Nostrand Ave	Central Ave	
Tompkins & Brooklyn Ave	Knickerbocker Ave	BROADWAY "L" LINE
Sumner & Albany Ave	Wyckoff Ave	Kent Ave (Bway Ferry)
Utica Avenue	Covert Ave	Driggs Ave
Ralph Avenue	Forest Ave	Marcy Ave
Saratoga Ave	Fresh Pond Road	Hewes St
Rockaway Ave	Metropolitan Ave	Lorimer St
Manhattan Jct		Flushing Ave
Atlantic Ave	BRIGHTON LINE same	Park Ave
Eastern Pky	as Fulton St Line to	Myrtle Ave
Pennsylvania Ave	Franklin Ave -then	Kosciusko St
Van Sicklen Ave	Dean Street	Gates Avenue
Linwood Street	Park Place	Halsey St
Montauk Avenue	Consumers Park	Chauncey St
Chestnut Street	Prospect Park	Manhattan Jct
Crescent Street	Woodruff Ave	Alabama Ave
Grant Ave (City Line)	Church Ave	Van Sicklen Ave
	Beverly Road	Cleveland St
	Ave C	Norwood Ave
CANARSIE LINE same as	Newkirk Ave	Crescent St
Bway "L" to Man. Jct	Ave H	Cypress Hills
Atlantic Ave	Ave J	
Sutter Ave ← Eastern Pky	Elm Ave	SEA BEACH LINE same as
Livonia Ave	Kings Highway	5 Ave & West End to 62
New Lots Rd	Ave U	St & New Utrecht Ave
East 105 St	Neck Rd	18 Ave
Rockaway Pky	Sheepshead Bay	22 Ave
Flatlands Ave	Brighton Beach	Ave P
Ave L	Ocean Pky	Ave U
Canarsie	Culver Terminal	West End Term

FIFTH AVE LINE	CULVER LINE	WEST END LINE
Park Row	Same as 5 Ave Line	Same as 5 Ave Line to
Sands St	to 36 Street then	36 Street then
City Hall (Adams St)		9 Avenue (39 St)
Bridge St	9 Avenue	
Fulton St	Ft Hamilton Pky	44 Street
Flatbush Ave	13 Avenue	49 Street
St Marks Ave	Ditmas Ave	54 Street
Union St	Kensington	58 Street
3 Street	18 Ave	62 Street
9 Street	Ave I (Parkville)	69 Street
16 Street	22 Ave	74 Street
20 Street	Ave N	79 Street
25 Street	Ave P	84 Street
36 Street	Kings Highway	Bath Beach
40 St (3 Ave)	Gravesend	Bay 25 Street
46 Street	Ave W	22 Avenue
52 Street	Van Siclen	Bay 35 Street
58 Street	Culver Terminal	25 Ave-Ulmer Park
65 Street	(West Brighton or Coney Island)	West End Terminal (Coney Island)

The elevated lines were originally all two track lines, but the BRT ran the following express services in the rush hours:

Brighton trains ran non-stop from Kings Highway to Newkirk Ave, then to Church Ave. Trains made all local stops to Franklin Ave, then stopping at Grand Ave, Flatbush Ave, then all stops to Park Row.

West End trains ran express between 36 St and Flatbush Ave.

Myrtle Ave trains ran express (non-stop) from Park Row to Vanderbilt Avenue.

Fulton St trains ran non-stop from East New York to Nostrand Ave, then stopped at Franklin Ave and Flatbush Ave. Then trains made all stops to their terminals.

Broadway trains ran express from Gates Ave or Kosciusko St to Delancey St after extension of "L" service over the Williamsburg Bridge.

The company was able to economize by coupling trains of several different lines at 36 Street. West End and Culver trains were coupled during midnight hours. Sea Beach trains were coupled to 5 Ave trains from 12:21 AM to 5:54 AM; to Culver trains from 8 PM to 12:21 AM and to West End trains at other times.

Brooklyn, in 1908, was growing rapidly and the network of two track elevated lines was having difficulty handling the increasing traffic. The City embarked on a large scale subway and elevated construction program which would eventually relieve the serious congestion. The extension of the Broadway "I" over the Williamsburg Bridge to the Delancey St Terminal (Essex St) on Sept. 16, 1908 was the first extension which was placed in service. The line was extended to Chambers St on Aug. 4, 1913 and all four tracks under Centre St were in operation on June 22, 1915. (Centre St Subway History was in Nov 1960 BULLETIN.) Short line AM rush hour service from Gates Ave started on Oct 6, 1913, and trains started operating from Kosciusko St on Oct 14, 1913. The 1913 morning rush hour schedule provided for a 5 minute headway from Canarsie to Chambers St and from Cypress Hills (Crescent St & Jamaica Ave) to Chambers St. Short line service ran on a 4 minute headway from Kosciusko St to the Bowery and on a 10 minute headway from Gates Ave to Broadway Ferry. With the extension of the line to Manhattan, the

traffic to Broadway Ferry dwindled and service on the branch was discontinued on July 3, 1916. When the line was reconstructed, its capacity was increased by adding a third track which was placed in service between Marcy Ave and Myrtle Ave on January 17, 1916 and between Myrtle Ave and Eastern Parkway on December 21, 1916. The Jamaica Line was extended from Cypress Hills (Crescent St & Jamaica Ave) to 111th St on May 28, 1917 and to 168th St on July 3, 1918.

The Canarsie Line was also reconstructed and eastbound trains started using the new structure at Atlantic Ave on Oct 16, 1918. Westbound trains started running on the new structure at Atlantic Ave on Nov 9, 1919. Through service to Canarsie was discontinued on Oct 26, 1917 when elevated trains terminated at Rockaway Parkway and shuttles operated between Rockaway Parkway and the Canarsie Shore. Single el cars with poles were used until replaced by trolleys Oct 18, 1920.

The connection linking the Myrtle Ave "L" with the Broadway "L" was opened on July 29, 1914 and Myrtle-Chambers trains started operating between Metropolitan Ave and Chambers St. On Feb 22, 1915, the structure which is still in service at the present time was placed in service between Fresh Pond Road and Wyckoff Ave and the ramp at Wyckoff Ave was dismantled. The middle track between Bushwick Ave and Wyckoff Ave was tested on January 9, 1919, but was never used for passengers.

Fulton St "L" service was improved by placing a new express track in service between Nostrand Ave and East New York on Dec 27, 1915. The line was extended from Grant Ave to Lefferts Ave on Sept 25, 1915.

* NOTE: A station at Lafayette Ave (Fulton St) is not shown on this plan although it appeared in guides until 1901 and again in later years. See Fulton St El dates in June 1969 BULLETIN, and Eastern Division Abandoned Trackage feature in April, June & August 1968 issues.

-----* CONTINUED IN NEXT ISSUE *-----
NEWS - CAR NOTES (Continued from Page 2)

In early December, the first Bronx R-1/9's started receiving radio aerials, and most of these cars now have them, as well as virtually all Queens and Eastern Division R-1/9's. Installation is also proceeding on the R-32's. It appears that the oldest R-1/9's will be required for service longer than is generally expected if reports received on the R-44's are true. The first cars are slated for delivery in March and future deliveries at the rate of 25 cars per month. Because of the "sophistication" of these cars and the necessary testing of them and qualification of the crews, it's expected to be several months before any appreciable number of the 300 being built by St. Louis Car are in service.

R-32's are once again common on the "QB" and since Jan 25, R-32's seem to have replaced most of the R-1/9's previously seen on the "QJ". In rush-hours, R-1/9's on the "A" and R-10's on the "CC" are seen occasionally. The "D" still has R-1/9's at almost all hours although somewhat fewer than before November 23.

OTHER NYCTS NOTES: NEW JERSEY & PATH TUBES NOTES

A second track is to be built at the IRT Dyre Ave Terminal.

Pelham Bay train markers were changed to Red-Red on Nov 20.

Car heaters were ordered turned off Feb 2 during power shortage.

Newark trolley subway fare went up to 35¢ early in January.

On January 21, the Erie-Lackawanna put its first diesel hauled new "push-pull" train into service on the Erie Main Line. New Jersey is buying 105 cars from Pullman-Standard and 23 locomotives from G-E.

The new PATH cars will also have cross seats (See April 1970 BULLETIN and April 1970 HEADLIGHTS). The new World Trade Center PATH Terminal is slated to open this Summer and for several months, it has been possible to see where new terminal tracks will join the present tubes.