

NEW YORK DIVISION, ELECTRIC RAILROADERS' ASSN., INC.

Meeting
Notice

The regular monthly meeting of the New York Div., ERA will be held 8 pm, EDT, Friday, May 15, 1959 at the 4th Floor YMCA Auditorium, Penn Station, New York. Doors open 7 pm. (Use elevator at 8th Ave. entrance.)

ENTERTAINMENT

Two 16 mm sound movies in color by Japanese National Railways (on Electric Locomotives) and by British Railways.

JAMAICA LINE TO TRY "SKIP-STOP" SERVICE

The NYCTA has announced that it plans to inaugurate on June 15, a "Skip-Stop" service on the BMT Jamaica Ave. El in morning rush-hours. The announcement hinted that Broadway-B'klyn. Local service from Crescent St. and Canarsie will be eliminated or at least reduced and the trains running from 168 St. in Jamaica, 12 more trains than now between 7:06 and 8:24 am when the skip-stop will be in effect. NYCTA has not indicated how the trains will be identified, if at all, since the skip-stop won't operate in the pm. The list below shows which service will serve the station, using numbers quite unofficially:

| | |
|-----------------------|----------------------|
| 168 Street-All trains | Forest Parkway #15 |
| 160 Street #14 | Elderts Lane -All |
| Sutphin Blvd.-All | Cypress Hills #14 |
| Queens Blvd. #14 | Crescent Street #15 |
| Metropolitan Av. #14 | Norwood Avenue #14 |
| 121 Street #15 | Cleveland Street #15 |
| 111 Street #15 | Van Siclen Ave. #14 |
| 102 Street #14 | Alabama Avenue #14 |
| Woodhaven Blvd. #15 | Eastern Parkway-All |

ROCKAWAY LINE TO LOSE NIGHT AGENTS

NYCTA plans to eliminate station agents, starting June 22, from 9 pm to 5 am on all stations of the Rockaway line except Broad Channel, Rockaway Park and Far Rockaway.

Fares are also paid to conductors on the Dyre Ave. shuttle at night.

On the BMT Myrtle Ave. El, fares are also collected on trains at nights and on Sundays at all stations except Bridge-Jay, Broadway-Myrtle, Wyckoff Ave. and Metropolitan Ave. The conductor operates doors & collects the fares in the rear of the train, while another trainman collects fares in the front. Hand registers have replaced the coin boxes. Doors between cars are not locked contrary to the practice on all other BMT lines.

IRT BROOKLYN BRIDGE STATION REBUILDING

After many years of talking and planning NYCTA has awarded a contract to rebuilt the IRT Brooklyn Bridge station to the Cayuga Foundation Corp. which has the contract for the Chrystie St. connection to the Bmt Essex St. station. The station will be moved north and Worth St. closed. A new mezzanine and a better passageway to the BMT Chambers St station is promised, unlike the extension of the IRT East Side 14 St. when transfer to the BMT Bway. subway was made less convenient. The Southbound Brooklyn Bridge platform is now too short to accommodate a full local train so that only half the cars open doors thereby delaying local service both ways. This is part of a \$115,000,000 East Side El modernization which will include a new signal system; extension of northbound platforms at Canal St., Spring St., Bleecker St. & Astor Pl. conversion of 59 Street to an express station (see below); and rebuilt track. Also included in the plan are 650 new cars and some completed projects as the 14 St. station "improvement" and fluorescent lighting.

NIGHT CHANGES ON IRT LEX. (NEXT MARCH)

Construction to convert the IRT Lexington Ave. 59 St. station to an express stop is set to begin March 1960 with express service to cease at 9 pm each evening. (At present due to various maintenance projects at night and on Sunday, expresses often operate non-stop on local tracks.) Lexington-Palham Day train will operate to South Ferry at night and the Lexington-Jerome trains will operate local and run to New Lots Ave. in Brooklyn as the new dawn owl service. Lexington-White Plains Exp. will not operate after 9 pm and 7 Avenue Exp. will operate from 241 St.-White Plains Rd. to Flatbush Ave. (as present owl service)

(Continued top of Page 2, Column 1)

LEX. NIGHT CHANGES (Continued)

NYCTA says this will permit workers on the exp. tracks to dig out for the new platforms. The exp. res. tracks are so deep, that mezzanine will be built above them, yet below the BMT 60 St. tracks which are below the IRT local tracks. 2 escalators will be installed between the mezzanine & the IRT local platform and 2 from the exp. to the local platforms. The \$6,000,000 project is expected to be completed in early 1963.

EL CARS SCRAPPED, OTHER EQUIPMENT NOTES

The end of February was the end for 11 BMT convertible el cars: 1304, 1318, 1320, 1332, 1333, 1350, 1352, 1354, 1364, 1383 and 1396. In addition Budd-built BMT 7029 was sold for scrap and IRT cars 5449 and 4538, damaged when they hit a bumper near Utica Ave. earlier this year, were scrapped. Q-Type work car 1640, in fire Dec. '58 was scrapped. Ex-SIRT 501 has been painted light red and is now used to store paper replacing 998 which has been scrapped. The following damaged subway cars were scrapped in 1958: IND 1082 and 1092; R-16 6494 and IRT R-17's 6673 and 6786.

On the brighter side, two convertible el cars, 1313 & 1395 were awarded to the Trolley Museum of New York and 1365 to the Museum of Transport near St. Louis, Missouri.

NYCTA CUTS BMT SERVICE AGAIN

It may not be news when NYCTA cuts service but most BULLETIN readers will want to know the gruesome details. The BMT Culver Line will be a shuttle at all hours with long leadways (16 min. midday, 12 min. rush and 40 min. owl) under latest plans. The rush-hour Culver Exp. will be eliminated without replacement and 4 Ave. Nassau Specials may also cease. West End service will be changed and will only operate as a shuttle between Coney Island and 36 Street after 8 pm. The present owl service (Local to Chambers St. from Coney via Tunnel both ways) will operate weekdays from 6 am to 8 pm. The regular West End Exp. to 57 St. will run rush-hours on weekdays and on Sat. & Sun. The Brighton Exp. will operate only to 57 St. midday on weekdays. On Saturday the Brighton Local will be replaced with the Franklin Ave. Local to Coney Island.

Other NYCTA Notes

Plans are ready to ask for bids on 200 new subway cars for the BMT-IND. NYCTA is considering scrapping the 25 multis (#'s 7004-7028) built in the mid-30's by Pullman and St. Louis Car Co. These articulated lightweights are equal to 75 standard IND-BMT R-types.

GG LOCAL & 4 Queens IND destinations (179 St., 34-6 Ave., Smith-9 St., & Church Ave.) have been added to sign rolls on some of the higher BMT 2000's as TA considers shifting these cars to the IND "GG" Line.

The escalator between the IND Queens and IRT Flushing lines in Jackson Hts. was put into operation on April 20.

Apparently the only grade crossing on the NYCTA rapid transit system will remain for indefinite time. Automatic crossing gates are to replace the present ones at the E. 105 St. BMT station in Canarsie.

New subway-type third rail will be installed on most of the IRT Jerome Ave. line.

BMT is preparing to install a more gradual crossover for northbound Brighton Locals south of the Prospect Park station. The corresponding crossover for southbound locals completed last November, allows locals to go much faster than previously (now 30 MPH).

The right-of-way of the N.Y., Westchester, & Boston Ry. in Scarsdale will be used for a limited access highway. June and July 1957 ERA HEADLIGHTS carried articles on the NYW&B.

Special work is to be installed at the south end of the BMT Whitehall-South Ferry sta. to eliminate reversing moves when wrong rail service is in operation in the tunnel.

IRT car #4660 has a plastic edition of the new NYCTA map with space for advertising.

Budd-built R-11 #8010, modified to m-u with R-10's, was thusly returned to service on the BMT Eway-Jamaica line on May 7, 1959.

Truck cranes used in mass el tie replacement are stored at East NY bus shop. The job from Alabama Av. to Crescent St. (BMT Jamaica line el) is 70% complete. The old ties have dating nails - 1935.

Some of the Speno rail grinder flat cars have been delivered to NYCTA.

Following abandonment of the N.Y. Central ferries from Weehawken to 42 St. and Cortlandt St. on March 24, passenger traffic on West Shore trains dropped 85%, the New York Central said in applying for permission to drop all West Shore passenger trains.

Electric service (trackless) on the St. Johns Place surface line in Brooklyn ended the morning of March 25, 1959.

Third rail on the BMT Brighton line has been covered from Coney Island to Avenue T, excluding the two lay-up tracks between Brighton Beach and Ocean Parkway.

TA removed third rail on unused ramp (A-1) & (A-2) tracks between Ocean Pky. & W. 8 St.

A SUMMARY OF SERVICES ON THE BMT DIVISION, NYCTA As of April 15, 1959

Compiled by Alex Friedlander, Arthur Lonto, and Henry Raudenbush

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Symbols, Abbreviations and notes:

1. Car types and train lengths: Equipment normally used in each service is denoted by a number, which indicates the number of cars in a train, and a letter indicating their type, as follows:

| Symbol | BMT Type | Series | Length | |
|--------|-------------|------------|--------|--|
| B | A, B, BX | 2000, 4000 | 67' | Standard single car; some combined in sets (B, BX) |
| D | D | 6000 | 137' | 3-Section articulated car |
| MS | Multi-Sect. | 7000 | 179' | 5-Section articulated car |
| Q | Q | 1600 | 150' | Set of 3 cars (note 3Q means one 3-car set) |
| R16 | R-16 | 6300 | 60' | Single car (recent design) |
| SI | | 2900 | 67' | Single car (Ex-Staten Island R.T.) |

2. Markers: Light on motorman's side is given first.

3. Lines and Locations:

- Broadway (M) - Broadway-Manhattan line, Whitehall St - Canal St - 57th Street.
- Broadway-Bklyn - Broadway-Brooklyn elevated line, Canal St to Eastern Parkway
- Montague St Tunnel - From DeKalb Ave, through Lawrence and Court Sts, and under river divides in Manhattan, with connections to Broad St and Whitehall St.
- Manhattan Br. (NS) - Tracks on north side of bridge, from DeKalb Ave to Canal St.
- Manhattan Br. (SS) - Tracks on south side of bridge, from DeKalb Ave to Chambers St.
- 60th St Tunnel - 57th Street, through 5th and Lexington Aves, under river; divides in Queens with connections to IND Queens Plaza underground sta., and IRT-BMT Queensboro Plaza elevated station.
- DeKalb Ave may be bypassed on through tracks running from Pacific St to the Manhattan Bridge (NS and SS)

* * * * *

1. BRIGHTON BEACH LINE

1A. Forest Hills Local - Weekdays Cars: 6B Base, 6-8B Rush
 Markers: Red-Red to Forest Hills; White-White to Coney Island
 Stillwell Ave., Coney Island, and all stops via DeKalb Ave, Lawrence St, Montague St. Tunnel, Whitehall St, Broadway (M) line, 60th St Tunnel, and IND Queens line to 71st-Continental Ave., Forest Hills.

Lv. Stillwell Ave: 5:43 AM - 6:39 PM Lv. Forest Hills: 6:25 AM - 8:03 PM

EXTRA TRAINS:

Forest Hills to Whitehall St, arriving Whitehall at 9:06, 10:35 and 11:59 AM
 Leave Stillwell Ave for Canal St 6:47 - 7:29 PM. Note: these trains lay up at Canal St. overnight, and cars are used for morning trips:
 Leave Canal St. for Forest Hills, 6:08, 6:15 & 6:23 AM; also 5:03 PM.

1B. Chambers Street Local - Saturdays Cars: 6B Markers: Red-Red to Chambers St; White-White to Coney Island

Stillwell Ave, Coney Island and all stops via DeKalb Ave, Lawrence St, Montague St Tunnel, Broad, Fulton and Chambers Streets. Return via same route.

Lv. Stillwell Ave: 6:00AM - 7:56PM Lv. Chambers St: 6:58AM - 8:45PM

1C. Bridge - Astoria Local-Express - Saturdays Cars 6-8B, 3-4D Markers: Green-Red

Brighton Beach, and express stops to Prospect Pk, then all stops via DeKalb, Manhattan Br., (NS), Canal, B'way (M) Line, and 60th St Tunnel to Ditmars Blvd.

Lv. Brighton Beach: 6:00 AM - 7:51PM Lv. Ditmars Blvd: 6:46AM - 8:22 PM

EXTRA TRIP: Lv. 57th St 6:52 AM to Brighton Beach

(1- Brighton Beach Line, Cont'd)

10. Bridge - 57th Street Local - Nights & Sundays Cars: 3-6B Markers: Green-Red
Stillwell Ave, Coney Island and all stops via DeKalb Ave, Manhattan Br. (NS)
Canal Street, and Broadway (M) Line to 57th Street, Manhattan.

| | Lv. Stillwell Ave | Lv. 57th Street |
|-----------------------|-------------------|-----------------|
| First Train - | 7:40 PM | 8:41 PM |
| Last Train (Mon-Fri) | 5:34 AM | 6:44 AM |
| Last Train (Saturday) | 5:50 AM | 6:39 AM |

This service runs all day on Sunday

11. Astoria Express - Weekdays Cars: 6B or 3D Base, -8B or 4D Rush
Markers: Green-Red

Brighton Beach and express stops to Prospect Park, then 7th Ave, Atlantic, DeKalb, and via Manhattan Bridge (NS), Canal St and Express stops to Times Sq or 57th Street; then all stops via 60th St Tunnel to Ditmars Blvd, Astoria.

Lv. Brighton Beach: 6:00 AM - 7:46 PM Lv. Ditmars Blvd: 6:38 AM - 8:15 PM

EXTRA TRAIN: Leaves 57th Street 6:46 AM for Brighton Beach.

12. Nassau St. Loop Express - AM Rush Cars: 6B Markers: Red-Yellow

Brighton Beach and all stops to Kings Highway, then express stops to Prospect Park; 7th, Atlantic, DeKalb, and via Manhattan Bridge (SS) to Chambers, Fulton, and Broad Streets. These trains run empty to DeKalb Ave via Tunnel, then as Brighton Exp. (AE) to Brighton Beach.

Lv. Brighton Beach: 7:49, 8:05, 8:17 and 8:28 AM

13. Nassau St. Loop Express - PM Rush Cars: 6B Markers: Red-Yellow

Chambers Street, Fulton and Broad Sts, and via Montague St Tunnel and all stops to Prospect Park, then Express stops to Kings Highway, and all stops to Coney Island. These trains run empty from East New York Yard via the B'way-Bklyn line to Chambers St.

Lv. Chambers Street: 5:05 5:15 5:22 PM

2 - FOURTH AVENUE LINE

2A. Local - all hours Cars: 6B Base, 6-7B Rush, 3B Owl Markers: Green-Green

95th Street, Fort Hamilton, and all stops via DeKalb, Lawrence St, Montague St, Tunnel, Whitehall St, Broadway (M) Line, 60th St. Tunnel, to Ditmars Blvd, Astoria.

2B. Nassau St. Loop "Culver" Express (AM RUSH) Cars: 6-7B Markers: White-White

95th Street, Fort Hamilton, and all stops to 59th St-4th Ave; then 36th St, Pacific St, and via Manhattan Br. (SS) to Chambers, Fulton, and Broad Streets. These trains are marked "Culver Express" and continue on from Broad St. as such.

Lv. 95th Street - 7:55, 8:06, 8:18, and 8:30 AM

2C. Nassau St. Loop Local (PM Rush) Cars: 6B Markers: White-White

Broad Street, Fulton and Chambers Sts, then via Manhattan Bridge (SS), DeKalb, Pacific St., and all stops to 95th Street.

Lv. Broad Street: 5:06, 5:15, and 5:23 PM

3 - WEST END LINE

2A. Bridge - 57th Street Express - Days Cars: 6B Base, -8B Rush
Markers: Green-White

Stillwell Ave, Coney Island and all stops to 36th Street and 4th Ave, Bklyn. then Pacific Street, DeKalb Ave, and via Manhattan Bridge (NS), Canal St, and express stops on Broadway (M) Line to 57th Street. Note: these trains do not stop at DeKalb Ave. during rush hours.

Lv. Stillwell Ave: 4:48 AM - 11:53 PM Lv. 57th Street: 5:43 - 12:48 AM

3B. Chambers Street Local - Nights Cars: 3B Markers: White-Yellow

Stillwell Ave, Coney Island, and all stops via 36th St-4th Ave, DeKalb Ave, Lawrence St, Montague St. Tunnel, Broad and Fulton Sts. to Chambers Street. Return via same route.

Lv. Stillwell Ave: 12:11 PM - 4:31 AM Lv. Chambers St: 1:12 - 5:31 AM

3C. Nassau St. Loop Local - AM Rush & PM Rush Cars: 6B or 3D Markers: White-Yellow

Bay Parkway or 62nd Street, Brooklyn, and all stops to DeKalb Ave, then via Lawrence St, Montague St. Tunnel, Broad, Fulton and Chambers Sts; return via Manhattan Bridge (SS) to DeKalb Ave, then all stops to 62nd Street of Bay Parkway.

AM Service: Lv. Bay Pkwy 6:46 - 7:55 and 8:14 AM Lv. Chambers St: 6:56 - 8:27
Lv. 62 St: 8:15 and 8:28 - 8:48 AM (see note)

Note: Trains leaving Chambers St at 7:26, 7:34 and 8:27 AM run empty from there to DeKalb Ave, then make all stops to 95th St, Fort Hamilton, as a 4th Ave Local.

PM: Lv. 36th St-4th Ave: 4:07-5:34 PM Lv Chambers to 62 St: 4:33 - 4:56 PM
(see note) Lv Chambers to B.Pkwy: 5:04 - 5:58 PM

Note: PM trains are placed in service at 36th St & 4th Ave.

4 - SEA BEACH LINE

Express - All times Cars: 3D Base, 4D Rush, 2D Owl Markers: White-Red

Stillwell Ave, Coney Island and all stops to 59th Street and 4th Ave Bklyn; then 36th St, Pacific St, and via Manhattan Br. (NS) to Canal St, and Broadway (M) Line express stops to 57th Street, Manhattan. Also stops at DeKalb Ave during nights.

5 - CULVER LINE

5A. Chambers St - Tunnel Local - Weekdays, non-rush hours 3 Cars: 3B, 5B
Markers: Green-Yellow

Ditmas Ave, Culver Line, and all stops via DeKalb Ave, Lawrence St, Montague St. Tunnel, Broad, Fulton and Chambers Streets. Return via same route.

Lv. Ditmas Ave: 5:25 AM - 6:25 AM Lv/ Chambers St: 6:02 AM - 6:46 PM
9:06 AM - 4:17 PM 9:14 AM - 4:13 PM
5:54 PM - 6:54 PM 6:08 PM - 7:30 PM

5B. Nassau St Loop Express - Rush Hours Cars: 6B, 5B Markers: Red-Red

Ditmas Ave, Culver Line, and all stops to 36th St-4th Ave, then Pacific St, and via Manhattan Bridge (SS), Chambers, Fulton & Broad Sts, Montague St Tunnel, Lawrence St, DeKalb Ave, Pacific St, 36th St and all stops to Ditmas Ave.

5B (CULVER LINE - Nassau St. Loop Express - Rush hours - Cont'd)

Lv. Ditmas Ave: 6:37 - 8:29 AM Lv. Chambers St: 7:02 - 9:01 AM
4:30 - 5:42 PM 4:45 - 5:56 PM

5C. Shuttle - Nights and weekends Cars: 2SI or 3B Markers: Green-Yellow
Ditmas Ave, Culver line and all stops to 36th Street and 4th Ave Bklyn.
Lv. Ditmas Ave: 7:06 PM - 5:08 AM Lv. 36th Street: 8:00 PM - 6:07 AM
Also runs all day Saturday and Sunday

Route No. 6 was assigned to Fifth Ave (Bklyn)-Bay Ridge line,
abandoned in 1940.

7 - BRIGHTON-FRANKLIN LINE

7A. Shuttle - Weekdays, Nights, Saturdays, and Sunday morning and evening.
Cars: 3B Markers: Red-Red

All stops from Prospect Park to Franklin Avenue.

Runs at all times when through service is not in operation, see below;

7B. Winter Sunday Through Service Cars: 3B Markers: Green-Green

Brighton Beach and all stops to Franklin Avenue.

Lv. Brighton Beach: 12:30 - 7:31 PM Lv. Franklin Ave: 12:35 PM - 7:36 PM

7C. Summer Sunday Through Service (Approximately Memorial Day to Labor Day)
Cars: 6B Markers: Green-Green

Stillwell Ave, Coney Island and all stops to Franklin Ave.

Lv. Stillwell Ave: 10:26 AM - 8:02 PM Lv. Franklin Ave: 10:25 AM - 8:01 PM

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Eastern Division

10 - MYRTLE - CHAMBERS ST LINE

10A. Local - Weekdays Cars: 1AS, 3 R16, or 3B Markers: Green-Red

Metropolitan Ave, Myrtle Ave Line and all stops via Myrtle and Broadway-
Bklyn lines, Williamsburg Bridge, Essex St, Bowery, Canal St to Chambers St.

Lv. Metropolitan Ave: 6:55 AM - 6:24 PM Lv. Chambers St: 6:26 AM - 6:56 PM

10B. Express - Rush hours Cars: 2KS, 6 R16, or 6B Markers: Green-Red

Same route and stops as Local service above (10A) but operates express in
one direction only between Broadway-Myrtle and Essex St. Stations. Trains in
opposite direction operate as Locals.

AM: Trains leaving Broadway-Myrtle Ave between 6:43 and 9:13 AM run express
from Broadway-Myrtle to Essex Street.

PM: Trains leaving Essex Street between 4:31 and 6:33 PM run express
from Essex Street to Broadway-Myrtle.

11 - MYRTLE AVENUE LINE

Metropolitan Ave and all stops to Bridge-Jay Streets. Cars: 3Q Base, 6Q Rush
Markers: Red-Red

Note: Fares collected on train at all stops except Metropolitan, Wyckoff,
Broadway, and Bridge-Jay during nights and Sundays.

Route No. 12 was assigned to the Lexington Ave (Bklyn) line, abandoned 1950
 Route No. 13 was assigned to the Fulton Street line, abandoned 1940. & 1956.

14 - BROADWAY - BROOKLYN LOCAL (Short Line)

Rockway Parkway, Canarsie ; Atlantic Ave (East New York) or Crescent St. (Jamaica Line) and all stops via Broadway-Brooklyn Line and Williamsburg Br. to Canal Street. Cars: 6B, 6R-16 Markers: As noted in table

| Terminal: | Rockway Pkwy. | Atlantic Ave, | Crescent St. |
|-----------------------|---|------------------------------------|--------------------------|
| Markers: | Yellow - Red | Green - White | White - White |
| AM Rush: To Canal St: | 6:24 - 7:15 | 8:41 - 9:26 | 6:37 - 8:28 |
| From Canal St: | 7:07, 7:26 7:40 | 8:11 - 9:59 | 6:59, 7:18 7:33, 7:48 |
| PM Rush: To Canal St: | 5:27 - 6:18 | 3:50 - 5:16 | 5:21 - 6:12 |
| From Canal St: | 4:52 5:08 5:25 5:42 5:56 6:08 6:17 6:26 | 3:30 - 4:36 6:02 6:36 - 6:53 | 4:44, 5:00 5:16 5:33 |

(Times shown are leaving time at terminal)

EXTRA TRIPS: Leave Canal St. 7:56 AM to 168th Street, Jamaica
 Leave Canal St. 8:04 AM to Metropolitan Ave (Myrtle Ave Line)
 Leave Eastern Parkway 3:05 - 4:30 PM to Canal St.

15 - BROADWAY - JAMAICA

15 All hours Cars: 6 R-16 Base, 8 R-16 Rush, 3 R-16 Owl
 Markers: Green - Green

168th Street, Jamaica and all stops via Eastern Parkway, Broadway-Bklyn Line, Williamsburg Bridge, Essex St., Bowery, Canal St, Chambers St, Fulton St. and Broad St.

Express - Rush hours: Same route and stops as Local service above, but operates express in one direction only between Eastern Pkwy. and Essex St. Stops at B'way-Myrtle. Trains in opposite direction operate as locals.

AM: Trains passing Eastern Pkwy between 6:37 to 9:31 AM run express from there to Essex Street.

PM: Trains passing Essex St. between 3:39 and 6:50 PM run express from there to Eastern Parkway.

EXTRA TRIPS: Lv. 111th St 6:01 and 6:31 AM for Broad Street.
 Lv. Broad Street 8:57, 9:08, 9:19, 9:30 and 9:41 to Eastern Parkway. (Markers White - Green)

16 - FOURTEENTH STREET - CANARSIE LINE

16A All hours Cars: 6B Base, 7B Rush, 6B or 5 R-16 Weekends, 3B or 3 R-16 Owl
 Markers: Red-Red

Rockway Parkway, Canarsie and all stops to 8th Ave. & 14th Street, Manh.

16B Rush hour Short Line Cars: 6B Markers: Green-Green

Myrtle - Wyckoff Aves and all stops to 8th Ave - 14th St, Manhattan
 Lv. Myrtle Ave: 7:47 - 9:07 AM Lv. 8th Ave: 7:26 - 8:59 AM
 4:41 - 5:43 PM 4:22 - 6:11 PM

THE QUEENSBOROUGH BRIDGE - By David Rogoff

The Queensboro Bridge was opened between Manhattan and Queens on March 30, 1909 after almost 8 years of construction. It was the third bridge over the East River, the Brooklyn Bridge having been opened in May 1883 and the Williamsburg Bridge in 1903. It was originally named the Blackwell's Island Bridge but the name was officially changed on Sept. 29, 1906. Blackwell's Island (now called Welfare Island) was then a place of prisons, and the name had an unpleasant connotation.

The bridge was the city's first cantilever span and its first double deck bridge. As originally planned, it was to be used primarily for rail transit and pedestrians with just an offhand gesture to automobile traffic. The upper deck was to have two elevated tracks and eleven-foot sidewalks all inside the main trusses. This plan changed to four elevated tracks inside the main trusses and sidewalks outside the trusses on stringers and overhanging floor beams, in September 1904. It was then found that four elevated tracks would be more than needed for the then little populated suburb of Queens, so that when the bridge was finally built, it had only two elevated tracks at the center of the upper deck and sidewalks inside the trusses. The upper deck structure, however, was designed for four elevated tracks, although only two were ever installed.

The lower deck was designed and built with a 3-lane auto roadway (35½ feet wide) and four trolley tracks. Two trolley tracks were located inside the main trusses and two tracks outside the trusses (on stringers and overhanging floor beams as planned for the upper deck sidewalks). It was assumed that at some future date elevated or subway trains might use the tracks outside the trusses on the lower deck, so provision was made for future strengthening of these tracks by designing the structure so that cover plates could be added to the stringers and cantilever beams.

In 1907, a somewhat similar (though not identical) bridge, the Quebec Bridge, collapsed. Worried by the similarity of its bridge to that of Quebec, the city had several engineering consultants analyze the Queensboro Bridge construction. These reports, issued in late 1908, declared the bridge to be safe as designed, carrying the two elevated and four trolley tracks. They recommended some changes, such as removal of some stringers on the upper deck. However, they skirted the ticklish question of whether the bridge could carry additional transit tracks of any kind, saying that such problems would have to be faced when they occurred and that additional steelwork would be required.

To handle trolleys from Queens, an underground trolley station was built at Second Ave., between 59th and 60th Streets. It had 5 loops which eventually were allotted as follows:

- #1 - New York & Queens County Ry - Steinway St. Lines
- #2 - " " " " " - Flushing & College Point lines
- #3 - " " " " " - Corona via Woodside Line
- #4 - Manhattan & Queens Ry - Queens Boulevard to South Jamaica
- #5 - " " " " " - " " " " "

At Queensboro Plaza at the east end of the bridge, there were 3 loops on the surface which eventually were allotted as follows.

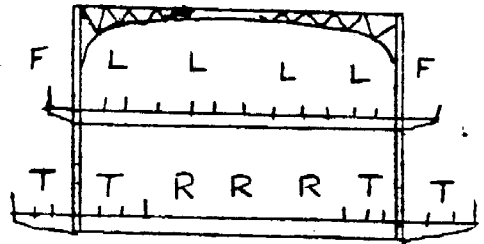
- #1 - Third Ave. Railway System - 42nd Street - Queens Plaza line
- #2 - " " " " " " " " " " "
- #3 - New York & Queens County Ry.

The outer tracks on the lower deck carried conduit and trolley wire, while the inner tracks had only trolley wire.

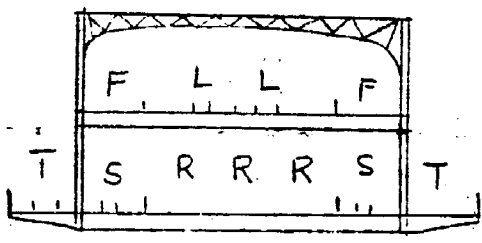
The first test run of a trolley was on Sept. 17, 1909. Official runs began on Sept. 19, 1909, with operation of rented cars by the Department of Bridges. On Oct. 4, 1909, the N.Y.&Q.C. began bridge local service. The South Shore Traction Co. (later the Manhattan & Queens Ry Co) began bridge local service on Nov. 21, 1909, using the same cars the Dept. of Bridges had been operating since Sept. 19. The Dept. of Bridges then ceased operation. The Third Avenue Ry. began operation (via the outer track) on Jan. 24, 1912. The outer tracks were then used by the Third Ave. and by the Manhattan & Queens Ry. The inner tracks were used by the New York & Queens County, but were found to be unnecessary by 1916, at which time they were abandoned. They were removed in 1919, and after 1916, all cars used the outer tracks.

In 1913, New York City was in the midst of expending its subway system. Including were plans for a connection between the proposed BMT Broadway subway in Manhattan and Astoria and Corona in Queens via the Queensboro Bridge. The route of this connection was to be as follows: Begin at 59th St & 7th Ave; split into two separate single track tunnels, one under 59th St and the other under 60th St; thence under these streets to Second Ave. and over the bridge on the lower deck using the inner tracks; thence via a huge six-track elevated, single level union station at Queensboro Plaza to Jackson Ave; thence via Queens streets to Astoria and Corona. A subway station was to be built on each track at Third Ave., in Manhattan. A new underground trolley station was also to be built between these stations, replacing the original underground trolley terminal at Second Ave. The inner tracks on the lower deck were to be moved slightly to allow the 10-foot wide BMT steel subway cars to clear the bridge trusses. In addition, the lower deck was to be reinforced to carry the increased load. All trolleys were to use the outer tracks. Contrary to repeated reports, there is no record to show that the BMT ever planned to use the upper deck for its lines.

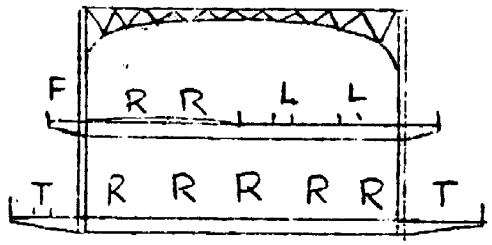
After this plan had been proposed and discussed, the City, the Department of Bridges, and the BMT subway management began to worry if the expenses of partially rebuilding the lower deck would be warranted and whether the reduced space for auto traffic would be adequate. Finally the contractor suggested taking the BMT route off of the bridge and putting it in a tunnel under the river. In addition, the route was changed to put both tracks under 60th Street. This plan was adopted, and the route built, beginning service to Queens Plaza on April 1, 1920.



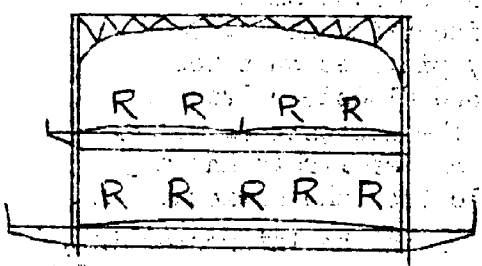
As Planned - 1907 (8 tracks)



1913 Plan - BMT on Lower Deck

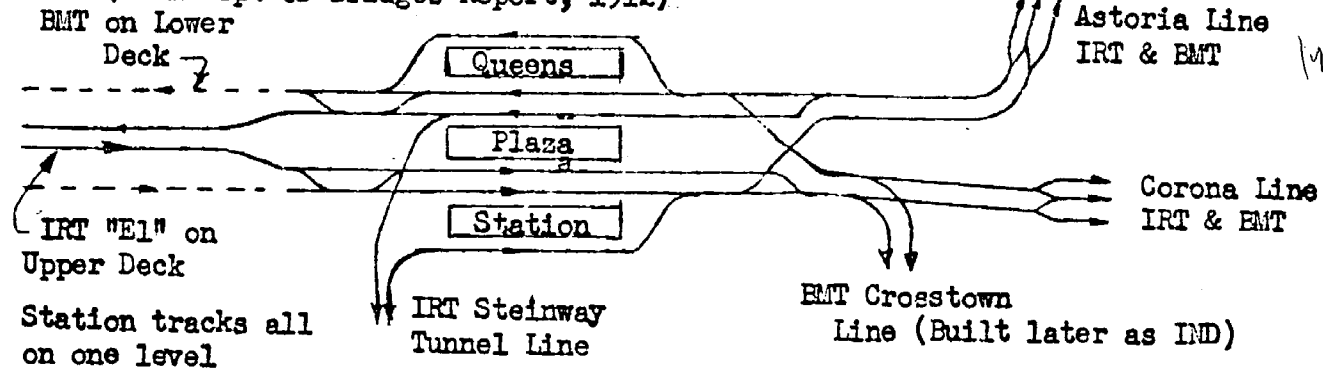


1930-1940 El Tracks Shifted



1959 - No Tracks Progress?????

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The IRT Second Ave. E1 first operated over the Bridge on July 23, 1917, using the center of the upper deck. On Sept. 19, 1927, the north footwalk on the upper deck was removed to permit relocating the E1 tracks to the north side of the upper deck and permit an auto roadway to be built on the south half of the upper deck. The relocated north track was in service Nov. 10, 1929 and the relocated south track on Jan. 5, 1930. The south auto roadway was opened the same day. About that time a small footwalk was built on the south side of the upper deck, outside the trusses. This replaced the two large footwalks removed in the upper deck "improvement".

The Third Avenue Ry trolley service across the bridge ended in April 1919. Manhattan & Queens Ry. trolley service across the the bridge ended in 1937. The IRT Second Ave. E1 service across the bridge ended on Jan. 13, 1942. The New York & Queens County service was transferred to the Steinway Lines in 1921. In 1939, Steinway discontinued all trolley service except the Bridge Local, which was set up as the Queensborough Bridge Ry. Co. This service lasted to be the last trolley in New York State, and ended in April, 1957. At the same time, the footwalk on the upper deck was closed between Welfare Island and Queens. An additional two highway lanes were added on the north side of the upper deck in 1958 (on the site of the former IRT "E1" tracks). At present, Con Edison is building a set of high-voltage lines on the former outside trolley tracks; after these are installed, a single highway lane will be built on each side.

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THE DAILY RIDER - Notes and personal opinions by Henry Raudenbush

Working in downtown Manhattan again, I am commuting via the EMT Jamaica line, which I will have to admit is a favorite. No other line comes so close to the center of town above ground, and the trip over the Williamsburg Bridge every morning is always something to see. Then, too, the trains are not as crowded as on the IND Queens line, and there is the Broadway Jct - Myrtle Ave express run, one of the fastest around. It's a friendly line too; many of the passengers know the crews, and at almost every station, someone has a hello for the motorman.

By contrast, I counted 26 standees in the head car of an E train leaving Lex. Avenue at about 1:00 AM last Wednesday night!

The discontinuance of so many off-hour trains of the Lackawanna makes it hard to get many pictures on a weekend; a three-hour headway now prevails on both Montclair and Gladstone Branches (see news article). Incidentally, with DL&W being so much in the news, etc of us may want more information about it, and the January, 1949 issue of Headlights has a complete story, with track map & roster, etc. This is available from the National ERA for 25¢ (Plug!)

Would anyone be interested in a Bulletin column on Traction Modelling?

Keeping the wheels turning: Talking to a track foreman who rides my morning train, I learn that rail on high-speed curves in the subway may last only 6 months! His crew has been working on placing prefab "panels" of track on the Jamaica line, as has been done elsewhere; but they have done one section, which I think may be something new: Panels of curved track, curved in advance.

Well, this is enough for one issue! The Committee expects to get back to regular monthly issues from now on, having gotten a good start.