

New York Division

Electric Railroaders Association, Inc.

A SUMMARY OF SERVICES ON THE IND DIVISION, NYCTA (As of July 1, 1959)

By Alex Friedlander, Arthur Lonto and Henry Raudenbush

Notes: Standard Prewar IND cars (Types R-1 thru R-9, numbers 100-1802) are used on all IND services except the "A". Postwar cars (R-10's, 1803-1852 & 3000-3349) are used on the "A" and occasionally on the "AA". All cars are 60ft long. Markers: the light over the motorman's cab is given first.

Headways: Base (Mon-Sat, daytimes) 8 min; Sunday 10 min; Rush hours 4 min;

Night: 20 min. Exceptions: Parts of "A" and "D", "GG" and Rockaway; Saturday AM Rush headway is 6 min on "A" and "D".

A - WASHINGTON HEIGHTS - 8th AVE. EXPRESS

A1 Fulton St. Local - Non-rush hrs. Cars: weekdays 10, 8-6 evenings, Sat-Sun, Owl 4. Markers: Red-Red.

Wash. Hts.-207th Street, and all stops to 168th St., then 145th St. and express stops via 7th Avenue to Chambers St., then Broadway-Nassau, High, Jay, and Hoyt-Schermerhorn Sts., and all stops via Fulton St. Line to Lefferts Blvd. (Ave.) Runs when A-2 not in operation.

A2 Fulton St. Express - Rush hours. Cars: 10 Markers: White-Red

As above to Hoyt-Schermerhorn Sts., then Nostrand Ave., Utica Ave., Broadway-East New York, Euclid Ave., and all stops to Lefferts Blvd. (Ave.) Runs during following hours (Monday-Friday):

Southbound trains leave 207th St.-7:03-8:40 AM, & 3:56-5:24 P.M.
Northbound trains leave Lefferts-7:;7-8:38 A.M., & 4:01-5:30 P.M.

Exception: "A" trains leaving Euclid 7:54, 8:06, 8:;4, and 8:22 A.M. run local to Hoyt-Schermerhorn (As A1).

Note: During hours listed below, a portion of the trains of both A1 & A2 services operate only between 207th Street & Euclid Avenue:

Non-Rush hrs. (A1 Local) Alternate trains to or from Euclid--markers, Red-Yellow
Rush hours (A2 local) Every 3rd train to or from Euclid--markers, Yellow-Red

	Mon-Fri.	Sat.	Sunday
Leave 207th Street:	6:54 AM-11:39 PM	6:11 AM-11:51 PM	6:19 AM-11:51 PM
Leave Euclid Avenue:	6:55 AM-6:05 PM 8:13 PM-1:02 AM	7:09 AM-1:02 AM	(Sun) 7:22 AM-1:02 AM

AA WASHINGTON HEIGHTS - 8th AVENUE LOCAL
Non-rush hours Cars: 3-6 Markers: Red-Green

168th Street (Wash. Hts.) and all stops via 8th Avenue to Hudson Terminal (Chambers Street). (Hours of operation on next page)

AA (Continued) Hours of service: (Mon - Fri),

Leave 168th St: 9:07 AM - 3:38 PM; 5:53 PM - 6:59 AM
Leave Hudson Terminal: 9:45 AM - 4:17 PM; 6:32 PM - 7:35 AM

All day - Saturday and Sunday.

BB WASHINGTON HEIGHTS - 6th AVENUE LOCAL

Rush hours Cars:8 Markers: Yellow-Green

Washington Heights-168th Street and all stops to 59th Street; then 7th Ave. (53rd St.), 47-50th St.(6th Ave.) 42nd St., & 34th Street.

Leave 168th Street: 7:04 - 9:20 AM; 3:42 - 6:04 PM
Leave 34th St.-6th Ave.:7:32½ - 9:39½ AM; 4:10½ - 6:35½ PM

CC BRONX CONCOURSE - 8th AVENUE LOCAL

Rush hours Cars: 8-10 Markers: White-White

200th St.-Bedford Park Blvd,(Bronx) and all stops via Concourse line to 145th Street, then all stops via 8th Avenue Line to Chambers St.-Hudson Tml.

Leave 200th Street : 6:50 - 8:48 AM; 3:28 - 5:36 PM
Leave Hudson Terminal:7:40 - 9:38 AM; 4:21 - 6:26 PM

D BRONX CONCOURSE - 6th AVENUE EXPRESS

D1 Concourse Local - Non-rush hours Cars: Daytime 10; Nights 8; Sat.& Sun. 6-8; Owl 4. Markers: Green-Yellow.

205th Street(Bronx) all stops via Concourse line to 145th Street, then 125th Street, 59th Street, 7th Avenue(53rd St.), 47-50th Streets(6th Ave.), and all stops via 6th Avenue & Houston Street line through Broadway-Lafayette, York, Jay and Bergen Streets, and all stops to Stillwell Avenue, Coney Island.

D2 Concourse Express - Rush hours Cars:10 Markers: Green-Green

AM Rush: Trains leaving 205th Street and passing Bedford Park Blvd.-200th St. between 6:54 and 8:53 AM make 205th St., 200th St., Kingsbridge Road, Fordham Road, Tremont Avenue, and 145th Street, continuing as D1 above.

PM Rush: Trains passing Church Avenue, northbound, between 4:04 and 6:04 PM run as D1 above to 145th Street, then Tremont Avenue, Fordham Road, Kingsbridge Road, 200th Street, and 205th Street.

NOTE: During hours listed below, a portion of the trains of both D1 & D2 services operate only between 205th Street & Church Avenue:

Non-rush hours (D2 Local) Alternate trains to or from Church Avenue-- Markers:Yellow-White

Rush hours (D2 Exp.) Alternate trains to or from Church Avenue-- Markers:White-Yellow

Leave 205th Street: 6:43 AM - 6:05 PM
Leave Church Avenue: 6:51 AM - 9:40 AM; and 10:52 AM - 5:58 PM

Extra Trips: On Saturdays, trains run as above D1 between 205th St. and Kings Highway at following times: (Markers:Green-Yellow)

Leave 205th St.-7:19, 7:37; 8:07, 8:31 AM; Leave Kings Highway-3:32, 3:56; 4:26;4:50PM

D3 Concourse Express - Euclid Avenue Rush hours Cars: 10 Markers: Green-White

205th Street, Bronx, and stops as express D2 above, to Jay Street, Brooklyn, then Hoyt-Schermerhorn Sts., Nostrand, Utica, Broadway-East N.Y., and Euclid Avenue.

Leave 205th St.: 7:23; 7:39; 7:55; 8:07 AM; also 8:53 AM from 200th St. - Bedford Park Blvd.

Leave Euclid Ave: 3:08; 3:32; 3:47; 4:02 and 4:52 P.M.

E QUEENS - 8th AVENUE EXPRESS

E1 8th Avenue Local Non-rush hours Cars: 4-8 Markers: White-Red

179th Street-Jamaica, and all stops to 71st-Continental Avenue (Forest Hills), then Roosevelt Avenue, Queens Plaza, 23rd-Ely Ave., Lexington Ave., 5th, 7th, Avenues, 50th St.-8th Avenue, and all stops via 8th Avenue Line to Hudson Terminal (Chambers St.) Runs when E2 service is not in operation.

E2 8th Avenue Express - Euclid and Rockaway Cars: 8-10 Markers: As noted

As above (E1) to 50th St-8th Avenue; then 42nd, 34th, 14th, West 4th, Canal and Chambers Streets, and all stops via Jay St. to Euclid Avenue.

Southbound trains leave 179th St: 6:54 - 8:27 AM and 3:47 - 5:15 PM

Northbound trains leave Euclid Ave: 7:18 - 8:48 AM and 4:05 - 5:38 PM

Certain of these trains operate through over the Rockaway line during rush hours as listed below, changing crews in both directions at Euclid Ave:

	Rockaway Park	Far Rockaway
Northbound Trains:	Lv.	Lv.
AM Rush -	7:04, 7:22*, 7:56* 8:16	6:48, 6:54, 7:16, 7:32*, 7:44*, 8:00
PM Rush -	3:43, 4:31, 4:43, 5:07	4:11, 4:31, 4:53
* - These trains make express stops only between Euclid Ave. and Hoyt-Schermerhorn Sts.		
Southbound Trains	(Times shown are departure from Euclid Ave.)	
AM Rush -	8:21, 8:46, 9:15, 9:31, 9:42	8:35
PM Rush	5:14, 5:30, 5:54, 6:20	5:02, 5:22, 5:38, 5:46, 6:02, 6:10, 6:30

NOTE: Base service on the Rockaway Line is shown on page 4.

F QUEENS - 6th AVENUE EXPRESS

F1 Express Parsons Blvd - Queens Plaza - Midday: Cars: 8 Markers: Red-White

179th Street, Jamaica, 169th St, Parsons Blvd, Union Turnpike, 71st-Continental Ave, Roosevelt Ave, Queens Plaza, 23rd-Ely Ave, Lexington Av, Fifth Ave, 47-50th Sts (6th Ave) and all stops via 6th Ave and Houston St. to Broadway-Lafayette St.

Southbound trains leave 179th St 9:08 AM - 3:39 PM & 7:58 - 8:53 PM

Northbound trains leave B'way-Lafayette 9:30 AM - 4:20 PM & 6:42 - 9:27 PM

- F2** Express 179th Street - Queens Plaza - Rush hours Cars: 10 Markers: Red-White
179th Street-Jamaica, Parsons Blvd, Union Turnpike, 71st-Continental Ave.,
Roosevelt Ave, Queens Plaza, 23-Ely Ave., Lexington Ave, Fifth Ave, 47-50th
Sts. (6th Ave) and all stops to Broadway-Lafayette.
Southbound Trains leave 179th St - 6:48-9:07 AM & 3:40-7:53 PM
Northbound Trains leave B'way Lafayette - 6:20-9:29 AM & 4:29-6:41 PM
Northbound Trains also leave 34th St (6 Ave) - 5:50 - 6:14 AM
- F3** Express Parsons Blvd - Queens Plaza Weekday Evenings Cars: 8
Markers: Red-Red
Runs as F-1 above but only from 179th St to 34th Street-6th Ave.
Southbound trains leave 179th St 9:03 - 9:53 PM. No northbound service.
- F4** Express 71st-Continental Ave - Queens Plaza Nights & weekends
Cars 3-8 Markers: Red-Red
179th St.-Jamaica, and all stops to 71st-Continental Ave., then Roosevelt Ave.
Queens Plaza, and all stops to 34th Street-6th Avenue.
Southbound trains leave 179th St 10:01 PM - 5:35 AM
Northbound trains leave 34th St. 9:44 PM - 5:37 AM
- GG** BROOKLYN-QUEENS CROSSTOWN (LOCAL)
All hours; Cars: 4 Base service, 8 Rush, 3 weekends. Markers: Yellow-Red.
Headways: Mid-weekday 12 min; Rush 5 min; Saturday 8 min; Sunday 10 min;
Nights (owl) 20 min.
71st-Continental Ave. and all stops to Queens Plaza, Court Sq, and all stops
via Crosstown line, then Hoyt-Schermerhorn, Bergen, Carroll & Smith-9th Sts.
- F5** Continental Ave - Hudson Terminal Express Rush hours
71st-Continental Ave, Roosevelt Ave, Queens Plaza, 23-Ely, Lexington & 5th
Aves., 47-50th, 42nd, 34th, 23rd, 14th, West 4th, Spring, Canal & Chambers
Streets. Trains leave 71st-Continental Ave 8:06 and 8:21 AM.
- ROCKAWAY LINE** No letter officially assigned, although trains are usually
marked "E", since the same cars are also used on E2 service.
Base service Euclid-Rockaway Cars: 4
- RP** Euclid Ave and all stops via Rockaway Blvd, Aqueduct, Holland to
Rockaway Park. Markers: Green-Yellow.
- FR** Euclid Ave. and all stops via Rockaway Blvd, Aqueduct, and Gaston Ave
(Beach 67th Street) to Mott Avenue, Far Rockaway. Markers: White-White
- RR** Rockaway Round Robin (During night hours) Cars: 4 Markers: Red-Red
Euclid Ave and all stops to Rockaway Park as RP above; then reverse and make
all stops through Holland (Beach 90th St), Gaston Ave (Beach 67th St) to
Mott Avenue, Far Rockaway; then reverse again and return to Euclid Ave as
FR above.

CHAMBERS STREET STATION, or Sec.#1 of Route #9-0, B.M.T. Division

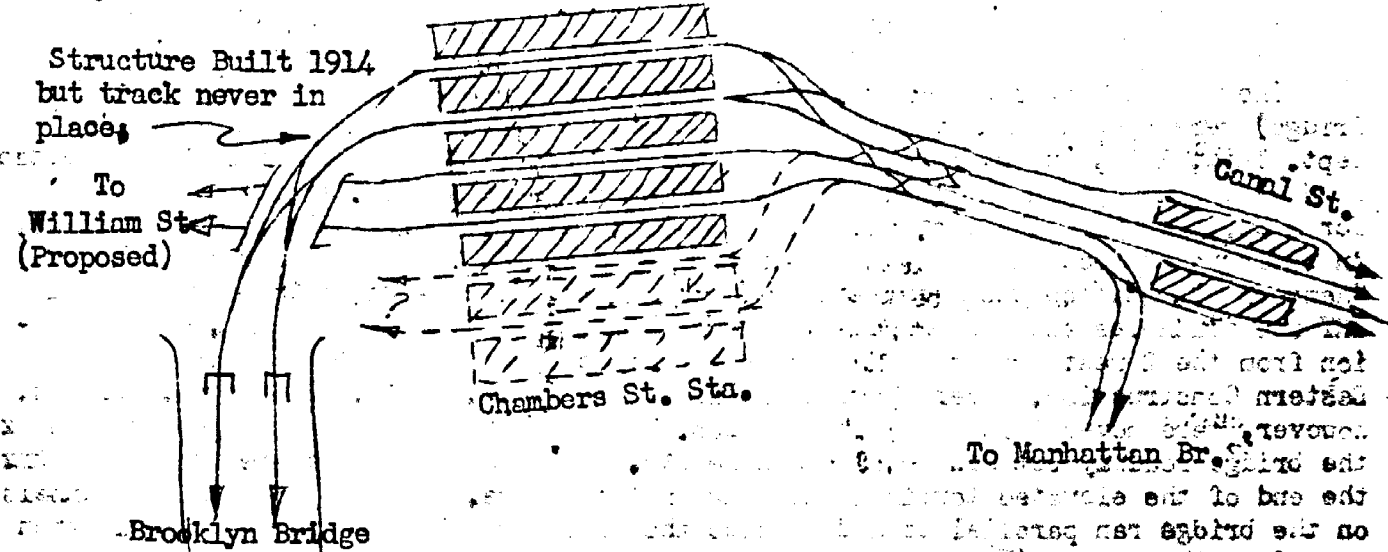
by David E. Rogoff

In the early 1900's, it was decided that rapid transit loops in Brooklyn and Manhattan would be built connecting all the rapid transit lines then operating or planned on the Brooklyn, Williamsburg and Manhattan Bridges. The entire program was known as the "Brooklyn loop lines", or (construction) Route #9. Only the Manhattan loop was ever built (Route #9-0). Sec. 1 of this route was a 4-track subway under Centre St., between Pearl St. and Park Row.

The right-of-way under Centre St. between Reade St. and Park Row was, however, already in use as part of the Interborough Rapid Transit Co.'s "First Subway", built in 1904. Accordingly, the route of this part of Sec. 1 was under what had been private property east of Centre St. The site had been purchased earlier by the city for a proposed new combined approach and elevated terminal for the Brooklyn Bridge. Later, the city dropped this plan in favor of a combined subway terminal and a city office building on the same site. The subway station "Chambers St." was included in the plans for the Manhattan Loop. It was centered on Chambers St., only a short block north of the IRT's Brooklyn Bridge station, centered on the intersection of Centre St. and Park Row.

Work on Sec. 1 was begun on Jan. 27th, 1907, by the Bradley Contracting Co. The north part of this section was on the site of the south arm of Collect or Fresh Water Pond, sometimes called "Little Collect Pond." This pond was up to 60 feet deep, and was bordered by a 100-ft. high hill. In 1796, John Fitch made transportation history by operating one of his steamboats on the pond, well before Robert Fulton operated his steamboat "Clermont" on the Hudson River in 1807. The pond was filled in and the hill levelled off between 1803 and 1811. The tunnel contractor in 1907 found that the bed of the filled-in pond was undulating peat, and had considerable difficulty. The ground on the south part of this section was also bad, as it had once been a swamp. In order to build the office building, it was necessary to sink piers over 130 ft. below the street surface. This necessitated suspension of station construction off May 13th, 1908, when Sec. 1 was 70% complete. The foundations were begun on July 11th, 1909, and completed on Sept. 19th, 1910. Station construction was resumed on March 10th, 1911.

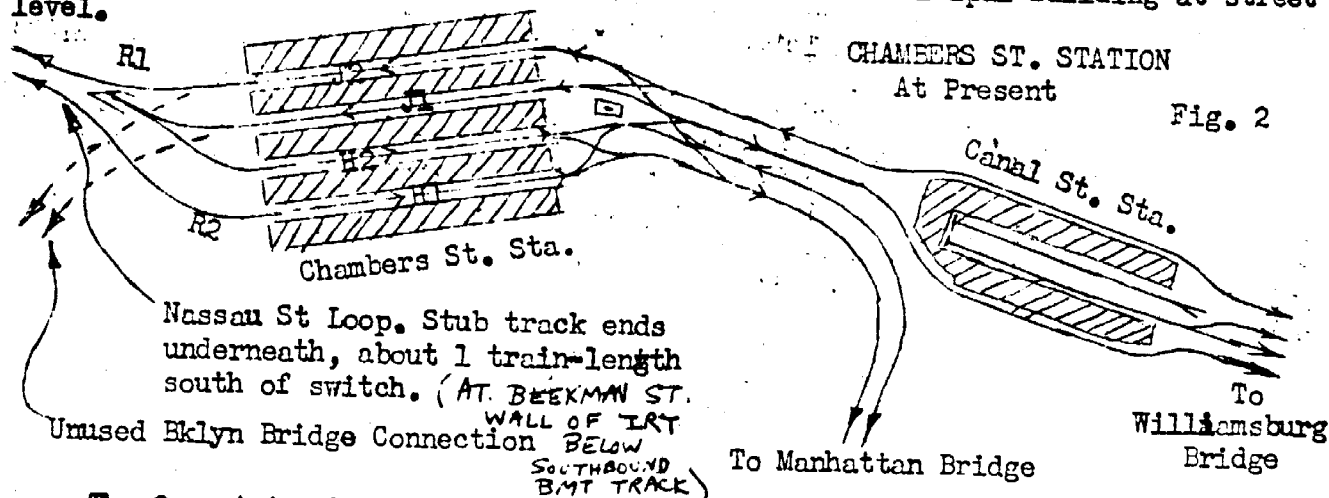
On Jan. 15th, 1909, it was decided to build a 6-track station (with 7 platforms) instead of the 4-track station originally planned. The two extra tracks were to be east of the original station under Park Row. In 1910, however, before station construction was resumed, it was again decided to build a 4-track station, but to leave provision for two extra tracks, if future traffic ever warranted it. This is why the two blind pockets on the east wall of the subway north of Chambers St. station were built.



The site of Chambers St. station also had considerable historic interest. It had been the site of the Tryon Row terminal of the New York and Harlem Railroad in about 1839. This was the first terminal of the line which was to become New York City's first horse-car line, and a direct ancestor of the New York Central Railroad of today. Tryon Row terminal was named after a long-since vanished cross-street near Chambers Street.

The office building above the station became the present Municipal Building. It was designed by the famous team of McKim, Mead and White, who also designed Pennsylvania Station, etc. It was built under supervision of the New York City Dep't. of Bridges (now a part of the N.Y. City Dep't. of Public Works). It is large and tall (580 ft. high, including 34 floors and a tower topped by a statue of "Civic Fame"). The building was opened in 1914.

The 4-track station was built with 5 platforms, one for each side of each train. The 2 outer, and the center platform, were used as exit platforms, the other two platforms as entrances to trains to the Manhattan and Williamsburg Bridges. In effect, Chambers St. Station was two 2-track stations, side-by-side. The station was built with 2 separate mezzanines above the tracks. Each mezzanine opened into entrance and exit stairways in the open concourses or "arcades" under the north and south wings of the Municipal Building. The 2 east tracks were reserved for trains to and from the Manhattan Bridge; the 2 west tracks were reserved for trains to and from the Williamsburg Bridge AND Brooklyn Bridge. The 2 west tracks were higher than the east tracks, to allow for a connection to the Brooklyn Bridge. It was also planned to connect the 2 east tracks with an extension southward under William St. Chambers St., itself, passed under the center of the Municipal Building at street level.



The 2 west tracks of Chambers St. station (with service from the Williamsburg Bridge) were opened on August 4th, 1913. Chambers St. station was completed on Sept. 14th, 1914, but operation on the 2 east tracks (with service from the Manhattan Bridge) did not begin until June 22nd, 1915. Cross-overs had been installed at Worth St., north of the station, prior to 1913, but were completely rebuilt in 1914. An underground foot passageway between the IRT Brooklyn Bridge station and the BRT Chambers St. station was opened on Dec. 31st, 1915. It was built by cutting through IRT duct manholes and vault space under the Municipal Building sidewalk. A connection from the 2 west tracks to the Brooklyn Bridge was built in 1914 by the North Eastern Construction, under the supervision of the N.Y.C. Dep't. of Bridges. Tracks, however, were never laid in the connection. This connection began in open cuts on the bridge roadway between Pearl and Rose Sts. These open cuts became tunnels at the end of the elevated terminal building on the bridge. The 2 open cuts and tunnels on the bridge ran parallel to and outside the existing "L" tracks. The 2 tunnels then curved north and met (with space for a diamond cross-over), and connected with the 2 west tracks at the south end of the station. The grade of most of this connection was 5.2%. The curve had a 195 foot radius.

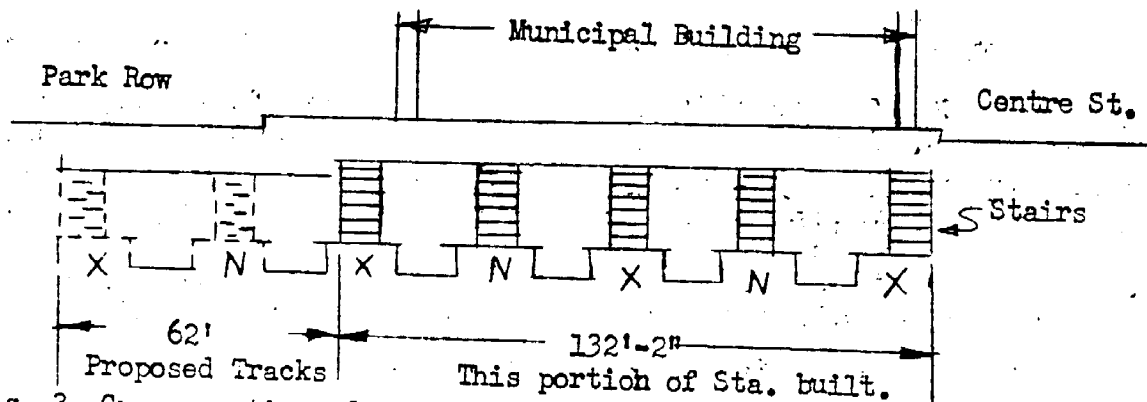


Fig. 3 Cross-section of Chambers St. Station, looking south. The mezzanines are omitted. "X" platforms are for exit; "N" for entrance.

An extension southward was finally built in 1931, not on William St. as originally planned, but on Nassau St., one block west. The connection was not made to the 2 east tracks as originally planned, but to the 2 outer tracks. The 2 inner tracks were connected together into a single track turning stub at a lower level south of the station. The unused connection to Brooklyn Bridge was partially destroyed by the construction. Chambers St. station was then operated as a normal 4-track station, rather than 2 two-track stations. Through trains used the outer tracks. Trains from the north going only as far as Chambers St. station used the center tracks and reserved on the turning stub south of the station. Trains from the south going only as far as Chambers St. station used the outer tracks and crossed over and reversed north of the station. The exit platforms were abandoned (but not removed) at an unknown date. The Nassau St. connection was opened on May 30th, 1931.

In 1937 and 1938, a new mezzanine and set of street entrances for Chambers St. station were built by the Cayuga Construction Co., north of the Municipal Building at Reade St. Work was completed on April 8th, 1938. Afterwards the original north mezzanine under the north wing of the Municipal Building was abandoned, and turned over to New York City. The concourse was sealed off, and, together with the mezzanine, it was used as office and storage space for the N.Y.C. dep't. of Finance-Bureau of City Collections (the City Tax Collector.) However, the granite walls of the concourse and the tile walls of the mezzanine were left relatively intact. The stairways from the abandoned mezzanine to the used (entrance) platforms were later completely removed. The stairways to the abandoned (exit) platforms were sealed but not removed.

David E. Rogoff

6/18/59

MILEPOSTS ON BMT : Mileposts similar to those already in use on the IRT and IND have begun to appear on the BMT. Like those on the other Divisions, the BMT's are numbered from the southernmost point on the Division - Coney Island. The numbers increase going north toward Astoria, and through the Nassau St loop to the Eastern Section (to 168th St, Canarsie, Metropolitan Ave).

HTR.

ROCKAWAY SPECIAL discontinued daily operation after July 17. It will run Saturdays, Sundays and Labor Day for the rest of the season.

BMT DERAILMENT on a northbound Fourth Ave. Local at Canal St. on July 28 lasted from 11:15 am to 7 pm with all Manhattan-bound Fourth Ave. and Brighton Locals going over the Manhattan Bridge. NYCTA laid up trains on exp. tracks in Manhattan to prepare for the pm rush. The conductor on the derailed train is the father of an inactive ERA member.

HEADLIGHTS are being installed on the IRT World's Fair cars (5653-5702).

NYCTA GENERAL MANAGER McLernon said that the cause of one of the recent delays in the Steinway Tunnel of the Flushing IRT line was because of the 40 year old cars used on the line. Previously, many railfans thought that the cars used on this line were built in 1948-1950.

NEW THIRD RAIL on the Jerome Ave. IRT has caused interesting reroutings with trains in regular service backing over crossovers. The BMT Brighton is also getting new third rail between Ave. I and Kings Highway.

NEW 8/R SIGNS are being installed on BMT Sea Beach Line stations. IS TA contemplating putting R-equipment on this line?

IRT CARS are supposed to be put on the BMT Culver and Franklin Avenue shuttles and also on the Myrtle-Chambers line. Outside steps and flanges are to be added to the cars as was done to the C-Types (1500's) in order to eliminate the gaps between cars and station platforms.

THE 3 LOWEST SETS of BMT 2300's (2800-8) have been converted to BK's with the middle car becoming a trailer. The latest word says the 2400's, 2500's, 2600's and 2700's will be "modernized" and the lower numbered 2000's replaced by new cars with the 2800's remaining unmolested.

ROCKAWAY LINE STATION AGENTS were restored to all stations on July 23 after a one month trial of collecting fares on trains after 9 pm except at the terminals and Broad Channel. Agents were also restored to the Queens stations of the BMT Myrtle Ave. line.

BMT CULVER TRAINS bound for Ninth Ave. now cross onto the express track after leaving Ft. Hamilton Pky. station. There are no switches. The exp. track southeast of this point is isolated and the third rail removed.

JULY 19 marked the 50 Anniversary of Hudson Terminal and downtown tubes.

HARDWARE AUCTION deadline mentioned in June BULLETIN has been extended to August 21. Bids may be given to the Chairman at the meeting.