

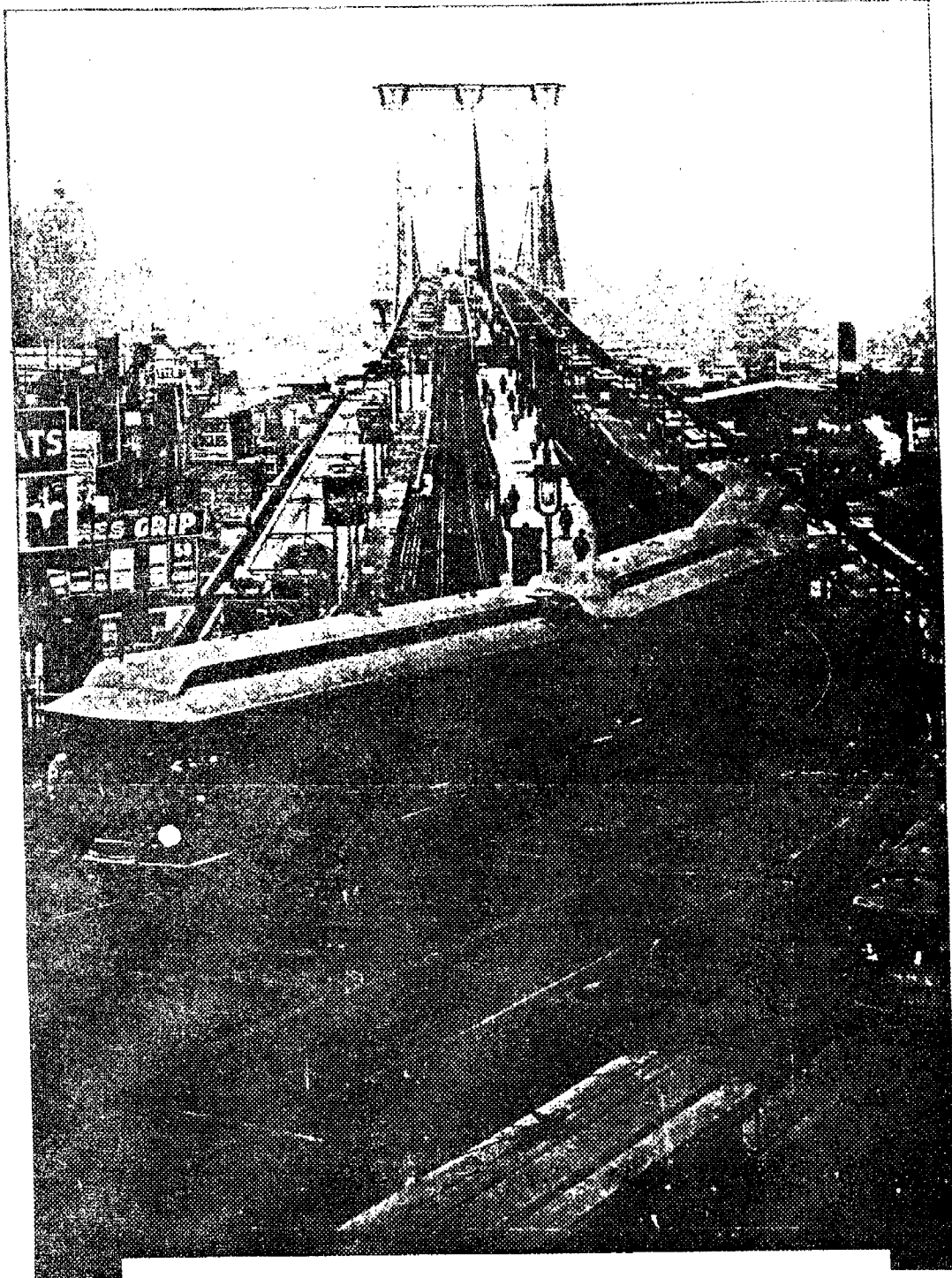


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ALL POINTS IN BROOKLYN

CONEY ISLAND

From BROOKLYN BRIDGE: West-End trains, Culver trains, Brighton trains, Union Street surface cars, Court Street surface cars, Third Avenue surface cars, Vanderbilt Avenue surface cars. **From WILLIAMSBURG BRIDGE:** Reid Avenue surface cars.

CONEY ISLAND FAST EXPRESS TRAINS

22 MINUTES FROM BROOKLYN BRIDGE TO CONEY ISLAND

The World's Most Famous Amusement Resort

Scenic Railways, Miniature Railways, Trained Animal Shows, Lagoons, Aerial Swings, Dazzling Ball Rooms, Electric Aqua Spectacles, Circuses.

\$10,000,000 INVESTED IN AMUSEMENTS

The Electric City by the Sea

BRIGHTON BEACH

From BROOKLYN BRIDGE: Brighton elevated trains; Brighton Beach surface cars also reach Prospect Park.

Brighton Beach Race Track and Sheepshead Bay Race Track. **From WILLIAMSBURG BRIDGE:** Nostrand Avenue surface cars.

Pawnee Bill's Wild West Show, Music Hall.

Brighton Pike, Brighton Race Track

TAKE BROOKLYN RAPID TRANSIT COMPANY'S CARS

Brighton Beach Hotel 45 MINUTES FROM NEW YORK CITY

Open For the Season Early in June

On beach: most popular section. Elegant modern hotel, day throughout. Finest surf bathing. Fine large rooms, private baths, elevator, etc. 4,000 feet sun parlors and porches. Orchestra; porch dinners; ocean breeze. Superior table and service. **Free Concerts Afternoon and Evening.**

On the cover: View showing traffic conditions on the Brooklyn Bridge from Brooklyn terminus in 1906. From the Third Rail.

Page two: Advertisement for Coney Island and the Brighton Beach Hotel. From the Third Rail, February, 1906

The Third Rail was a publication of the Brooklyn Rapid Transit-Employees Benefit Association. It first published in January, 1906 and it sold for ten cents. It was later succeeded by the B.R.T. Monthly. (Later the B.M.T. Monthly)

Photos: Collection Paul Matus

NYCTA QUEENS SUBWAY PLANS

On Friday, February 15, 1963, the New York City Transit Authority announced its plan for additional subways in Queens -- the plan designed "to make everyone happy." The plan includes four projects:

1. A new subway tunnel to Queens from 76th Street, Manhattan;
2. An extension of this route along Northern Boulevard and Horace Harding (Long Island Expressway) to Springfield Blvd.;
3. An extension of the Fulton St. subway along Linden Blvd. and Merrick Blvd. to Springfield Blvd.; and
4. A connection between the IND Queens subway and the Rockaway Line at Rego Park.

Key project in the plan is the new East River trunk line tunnel. Connecting with both the BMT 7th Ave. and IND 6th Ave. lines near 59th St., it would pass under Central Park, East 76th St., the East River and 34th Ave., Queens, to Steinway St. The Central Park section would contain provision for the heretofore proposed Central Park subway to the Bronx. At Steinway St. and Broadway, the new line would connect with the local tracks of the IND. Switchback facilities would be built under Steinway St. in order to turn back GG trains from Brooklyn. Presumably the RR service would continue as at present.

Of the possible stations on this route, only two have been announced. One would be a transfer station under Central Park near 70th St. which would enable passengers to transfer between BMT and IND 6th Ave. trains and Queens and Bronx trains. Access to the park would also be provided. The other station would be at 76th St. and Lexington Ave. where there would be a transfer to the 77th St. station of the IRT Lexington Ave. line. No mention has been made of it, but there could also be a station under Welfare Island.

This first phase is estimated to cost \$139.6 million and could be ready by 1970. It is 4.5 miles in length. Some 90 new cars are provided for in this estimate.

Concurrently with the construction of the 76th St. tunnel, if funds can be made available, the TA recommends the construction of Route A, which would be a two-track continuation of the tunnel route along 34th Ave., Northern Blvd., Main St., Flushing, Kissena Blvd. and along one of the service roads of the Long Island Expressway to Springfield Blvd. In order to achieve fast operation with only two tracks, stations would be spaced about one mile apart, about twice the usual spacing of local stations on present lines. Stations, however, have not been located or at least not yet announced, except that one would be at Main St., Flushing adjacent to the IRT and LIRR stations.

Upon the completion of Route A, 76th St. service would be split, 15 trains-per-hour operating over the present Queens Blvd. local tracks and the other 15 over the Northern Blvd.-Long Island Xpy. route.

Route A would be 10.3 miles in length and cost \$219.4 million to build and equip.

Route A passes through territory now served by the IRT Flushing line and the LIRR Port Washington line. It would afford considerable relief to the IRT line. The TA report mentions that nothing in this program precludes extending the Flushing line further along the LIRR in the future.

Route B would pass through outer Brooklyn and southeastern Queens. Two alternative plans were suggested. One would be a two track subway extension, starting at the existing bulkheads in the IND Fulton St. subway at Pitkin and Grant Aves. and extending along Pitkin Ave., Linden Blvd. and Merrick Blvd. to Springfield Blvd. in the Laurelton Section in Queens. This latter part of the proposed route is sandwiched in between two branches of the LIRR.

NYCTA QUEENS SUBWAY PLANS (Continued)

This version of Route B would be 6.6 miles in length and cost \$116 million. A less expensive alternative was also suggested. This would be a 4.5 mile extension of the Liberty Ave. elevated from Lefferts Blvd., ramping into a subway, swinging south to Linden Blvd., at or near Van Wyck, then along Linden and Merrick Blvds. to Springfield Blvd. Although costing only \$80.8 million, the TA does not recommend this route because it is longer and more indirect, requires more curves, and the stations on the existing el are close together and therefore is not capable of fast operation.

Route C calls for the rehabilitation of the Rockaway line north from Liberty Ave. to Rego Park and connecting it with the IND subway east of the 63rd Drive station. When the IND was built, provision for such a connection was included in the construction. Route C would be 3.8 miles in length and cost \$39.9 million. Rockaway service would continue to Manhattan vis the IND local tracks and the new 76th Street tunnel.

None of these proposed routes is new. Each, in one form or another, has been previously proposed. As early as 1937, while the 6th Avenue subway was still under construction (it opened Dec. 15, 1940), the old Board of Transportation proposed Project T-19, an extension of the 6th Ave. subway from 53rd St. under Central Park and 72nd St. to a junction with the IND local tracks at Steinway St. and Broadway -- almost identical to the present proposal. At other times, it was proposed to extend the BMT from 7th Ave. and 59th St. across 72nd St. to Queens and then along Northern Blvd., 98th St., Corona Ave. and Horace Harding Blvd. to Marathon Parkway (Project T-45). The present plan uses 76th St. instead of 72nd St., 34th Ave. instead of Broadway, Queens, Main St. and Kissena Blvd. instead of 98th St. and Corona Avenue, and terminate at Springfield Blvd. instead of Marathon Pky.

The 76th St. tunnel plan dates back to about 1950 when the plans for the Second Avenue subway were modified to include a Queens branch. Under that plan, the 6th Ave. Subway was to be extended north to 57th St., across 57th St. to a junction with the Second Ave. subway. The Queens line was to branch from 2nd Ave. at 76th St. and follow 34th Ave., Queens, to a junction with the LIRR to provide service to Rockaway and possibly Bayside. Later, when the Second Ave. plan, for all practical purposes, was dropped, the Queens line still remained in TA's plans. The Sixth Ave. line was to be extended across 57th St. to Second Ave., up Second Ave. to 76th St. and across the river to 34th Ave. as above. Last year the TA announced plans for a Central Park subway, connecting with both the IND 6th Ave. and BMT Broadway lines, and extending under Central Park and Madison Ave. to the Bronx where connections would be made with the Pelham and Concourse lines. This plan made Queens unhappy. The present plan is a modification of the Central Park plan to provide for a branch to Queens.

The Fulton St. extension has also long been in the long-range plan. The present extension to Euclid Ave. was started before World War II, but finished after the war. When the extension (from Rockaway Ave. to Grant Ave., the last station being at Euclid Ave.) was started, it was planned to continue the subway along Pitkin Ave. to 106th St. (Project T-15) but the war intervened and the project died. As a final stage, the line was to be extended from 106th St. to 229th St. (Project T-42). The present plan is similar, except that it is to be all two track construction and instead of going to 229th St. & Linden Blvd. the new version swings down Merrick Blvd. as far as Springfield Blvd.

(See June 1960 BULLETIN for 1940 subway proposals of the Board of Trans.

WORLD'S FAIR SMEE CARS

A third type of World's Fair cars, we might call the World's Fair SMEE is being planned by NYCTA for the IRT Flushing Line to the 1964-5 New York World's Fair. Twenty-five years ago in preparation for the 1939-40 World's Fair, the BMT converted open-platform el cars (1200 & 1400 series) by closing in platforms and adding sliding doors, etc. and painted them blue with orange trim and silver roof. They were re-numbered in the 1600's and known as World's Fair type. Later they were called Queens-Type or Q-Type and are now used on the Myrtle Ave. El, the last wooden rapid transit cars in use. At the same time, the IRT, in bankruptcy, purchased fifty cars from St. Louis Car Co. for the increased Flushing Line service. Numbered 5653-5702, these were the only cars purchased for the IRT between 1925 and 1948 and the last purchased before the city took over. Because of a modified roof design, and doors set away from the ends of the cars (lacking a vestibule), they appear quite different from other IRT cars and are still known as World's Fair cars. They are now used on the Third Ave. El.

All the post-war cars are known by their R-number or as SMEE cars. Since the planned World's Fair SMEE will consist of 40 R-33 cars and 38⁸⁰ of the R-36 order, these cars will probably also be called World's Fair cars. They will be blue on the outside with a white area around the windows. The present two and three separate windows will be joined with a long one-piece lower sash and separate upper sashes. The upper sash will be hinged to open inward. In order to keep them looking nice the car washer from the Bergen St. Trackless Trolley Depot will be installed in Corona shops. They will be numbered as follows:

R-33 9306-9345 - Single units; R-36 9346-9735 - Married Pairs.

All are to be used on the Flushing Line with present cars assigned to the Broadway Local. The balance of the R-33 (8806-9305) order and the R-36 (9736-9769) will be the red married pairs.

PROPOSED IRT CAR REASSIGNMENTS

In about a year, NYCTA expects to have new car deliveries completed and old cars will be out of passenger service on the IRT except for the Third Ave. El and possibly the Bowling Green shuttle. If present plans are carried out, cars will be assigned in numerical order almost to lines in numerical order, as follows:

1-Broadway Local	5703-5999, 6200-6252, 6500-6663	R-12/14, 15, 17
2 & 3- 7th Ave. Exp.	6664-6899, 7050-7450	234 R-17, R-21, 151 R-22
6-Lexington-Pelham	7451-7959	299 R-22, all R-26, R-28
4-Lexington-Jerome	8570-8879	all R-29, 74 R-33
5-Lex-White Plains	8880-9305, 9730(?) - 9769	426 R-33, 24 or 40 R-36
7- Flushing	9306-9345, 9346-9729(?)	40 R-33, 384 or 400R-36

These assignments imply increased service for Broadway Locals and the Lexington-Pelham Line.

IRT cars 5717 (R-12) and 6234 (R-15) have been modified for the main IRT lines and made clearance tests on March 21st. Before that, however, they were in passenger service on Lex-Pelham (March 18th) and Lex-Jerome (Mar. 19th) and Lex-White Plains. Afterwards they were put on the Broadway Local. Because of outside door controls, #5717 has been operated on the end of the train on the Broadway Lcl. Car 5883 was also modified but returned to the Flushing Line.

World's Fair car 5689 will become 20502 as part of the Vacuum Cleaner train. The other motor, 20501, is ex-5660.

R-Type or SMEE are now seen in mid-day and rush-hour weekday service on the Lexington-White Plains Exp. and NYCTA may reduce the number of new trains on Lex-Jerome to shift more new cars to White Plains Line.

BMT D-TYPES SHIFTED TO WEST END FROM SEA BEACH

On Feb. 13th or 14th, BMT cars 6000-6120 (3-section articulated cars) were shifted to the West End Exp. and are now seldom used on the Sea Beach. The Brighton Exp. continues to use them almost exclusively as it has since May 1959. Until 1959 the Sea Beach used nothing else. Now the D-Types (or Triplex) are also seen on the West End-Nassau Local and the Fourth Ave.-Nassau Exp. (although they carry West End Lcl. signs).

STATEN ISLAND RAPID TRANSIT We learn from "Flashes & Ashes" (publication of New York Chapter, N.R.H.S.) the SIRT cars destroyed in the fire at Clifton Shops April 5, 1962 were cars: 306, 311, 318, 326, 338, 372 and 379. Car 352 was burned but repainted.

The grade crossing elimination work from about Tysens Lane (south of New Dorp to near Amboy Road (south of Bay Terrace Station) is progressing and will probably be ready for ties later this Spring.

CHRISTIE ST. TRACKS, CEILING FANS, PLATFORMS

The Chrystie St. tracks from the Manhattan Bridge to Houston St. IND line will be lettered B-3 and B-4; Express tracks at the Second Ave. station will be changed to B-5 and B-6. The tracks from the Williamsburgh Bridge will be called B-J-1 and B-J-2.

NYCTA is considering installing ceiling fans in the following stations: IRT-Fulton St. (Lex.), Brooklyn Bridge, 125 St.-Lex., Franklin Ave., Times Sq. (Shuttle), 72 St.-Bwy., 96 St.-Bwy., 168 St.-Bwy. and 149 St.-G.C. (W.P.Rd.); IND-Bwy-Nassau and 34 St-6 Ave.; BMT-Times Sq., 34 St.-Bwy., De Kalb Ave., 36 St-4 Ave, 95 St-4 Ave. and Union Sq-14 St. Line. The now BMT Astoria Line will be the next line to have pre-fab concrete platforms installed.

IRT ATLANTIC AVE.-NEVINS ST. TRACK WORK PROGRESSING.

The first section of new track went into service about a month ago. Northbound 7th Ave. trains leaving Atlantic Ave. now go straight for about 150 yards, then crossover to the old track. This work will remove many construction provisions for possible extensions and connections from the IRT Brooklyn Line to the Manhattan Bridge (BMT), 4th Ave. (BMT), Lafayette Ave. (IND), L.I.R.R. and others then proposed.

A southbound IRT Pelham Exp. derailed south of Hunts Point, Jan. 31. Red Birds (R-29 & R-33) cars have been seen on Pelham Line the last two weeks. Until now, Pelham Line and the isolated Flushing Line have had definite cars assigned, while other IRT lines have various R-Types mixed indiscriminately.

SUBWAY TYPE THIRD RAIL SHOES TRIED ON MYRTLE, OTHER NEWS

On March 25th, BMT Q-Type 1611C made a test on the Myrtle Ave. El. with subway type shoes on an IRT shoe beam. (The Q's have IRT trucks from the composites on the A and C units.)

A new BMT schedule went into effect Feb. 17th. The Franklin Ave. through Saturday service was discontinued and now operates as a shuttle between Franklin-Fulton and Prospect Park at all times. The Broadway-Brighton Local Via Bridge Saturday service was improved to a 10-minute headway, but all other BMT lines operate on a 12-minute headway on Sat.

Another change is that the PM Brighton-Nassau Exp. that used to run light from East New York now leaves light from Brighton Beach (4:37pm) or Coney Island and usually consists of R-Types using "Q" signs. The West End Local that formerly started light from Ninth Ave. (5:05pm) now leaves East New York light at 5:15 pm.

BMT 2299 was damaged late March in a money-train accident 14 St-8 Av.

The Publications Committee thanks all who contributed for this issue. **CORRECTION:** MAY 1962 BULLETIN (Page 4) the Murray Hill Tunnel had stations at 38th St. and 40th St., not at 36th St. (Park Ave.)