

## BULLETIN

## BMT BRIGHTON LINE TO LOSE EXPRESSES; INSTITUTE SKIP-STOP

In a surprise move; NYCTA is planning to institute a new BMT schedule late this month with all Brighton trains running on local tracks between Kings Highway and Prospect Park. Trains designated "Brighton Exp." will stop at Avenue J and Parkside Ave. as well as all present express stations while trains designated as "Bway-Brighton Lcl." will bypass Avenue J and Parkside Ave. but stop at all other stations. Express running time will be increased by 2 minutes while local running time remains the same. The plan is termed "temporary" but readers will remember the "temporary" elimination of night express service on the IRT Lexington Ave. Subway. The excuse for reduction of this four-track heavily-travelled line to two tracks is the difficulty in extending the platforms of the Newkirk Ave. station. The local tracks will curve onto the express tracks (no switches) before Newkirk Ave. and back to the local tracks after the station. It is probable that if there are few complaints, TA will decide to simply extend the platforms over the local tracks at the north end of Newkirk station. Until the late 1950's, the Brighton Express operated Monday thru Saturday from about 6 am to 8 pm. In addition, the Franklin Exp. operated daily in July and August and on Sunday from Easter thru Mardi Gras (the week school opened). The Franklin Exp. ceased in the mid-1950's and hours of the Brighton Exp. were whittled away until now it operates approximately rush-hours only. Monday thru Friday, the Brighton Exp. operates mid-day as a local in Brooklyn and this will continue, at least for the time being. The "Skip-Stop" service will operate:

Brighton Local	Lv. Coney Isl.	5:52 - 8:57 am & 3:11 - 6:49 pm
	Lv. Astoria	6:25 - 8:26 am & 2:19 - 6:21 pm

Brighton "Exp."	Lv. Brighton Bch.	6:00 - 9:10 am & 3:21 - 6:57 pm
	Lv. 57th Street	6:53 - 9:00 am & 2:42 - 6:49 pm

The new BMT schedules will have Saturday West End Exp. trains terminating at 57th St. with Brighton Locals on an 8-minute headway. On weekdays, one Brighton Local will leave Coney Island 6:48 am and operate via IND tracks to Forest Hills, return via 4th Ave.

## IRT WHITE PLAINS ROAD LINE NOW ALL R-TYPES, ONE CONDUCTOR

On July 8th, a new IRT schedule became effective with:

- 1.) One conductor on 10-car Lexington-White Plains Rd. Expresses,
- 2.) All SMEE or R-Type cars on the Lexington-White Plains,
- 3.) Faster running at all hours on the 7th Ave. Exp. and White Plains lines above 149th St.-G.C. These lines (as well as Lexington Exp. south of 149th St.) had previously speeded-up schedules nights and weekends. For instance the old running time for the 7th Ave. Exp. from E. 180th St. to Flatbush Ave. was 76 min. (mid-day) to 79½ (rush-hour) and the new is 67 min. (mid-day) to 72 min. (rush-hour). This leaves the Lexington-Jerome Exp. as the only line with two conductors and the only regular line with old cars (excluding Third Ave. and Bowling Green shuttles), although car shortages have caused old trains to be used on the 7th Ave. Exp. in rush-hours. In order to equip fully Lexington-White Plains with new cars, some were transferred from Lex-Jerome

(Continued on Page Two)

IRT White Plains Rd. now all R-Types (Continued from Page 1) and cars 6650-6719 were transferred from Lex-Pelham which has returned to eight-car trains for the summer. There are now only 531 old cars on the IRT (287 L-V Motors, 126 L-V trailers, 109 Steinways and 9 Flivvers) including some laid-up on the Jerome Ave. El for emergency use. The Flivvers are used only in work service but are not considered work cars since they have not been renumbered. Ex-passenger cars renumbered in the 20,000's for work service are not included in the 531 total, nor are cars officially listed as scrapped.

In the evening rush-hour now, nearly all 7th Ave.-Bronx Exp. trains now run to Dyre Ave. In the pm post-rush-hour period, Lex.-White Plains Exp. trains now operate to E. 241st St. half-an-hour longer.

#### IRT ATLANTIC TO NEVINS WORK PROGRESSES

In mid-July, the balance of the new track went into service, so now Manhattan-bound 7th Ave. Expresses use the new track all the way from Atlantic Ave. to Nevins Street.

#### OTHER IRT NOTES

The earliest date for completion of all platform extensions for the 7th Ave. Expresses is October 1964, and for the Broadway Local is April 1965. As a result, there will be surplus of IRT SMEE cars when all are delivered until platform extensions permit all 10-car trains.

All the red R-33 cars (8806-9305) have been delivered and the first World's Fair SMEE (R-33 9306-9345, Single Units) (R-36 9346-9735, Pairs) are expected soon, unless St. Louis delivers the red R-36 (9736-9769) before any of the blue and white picture window World's Fair SMEE.

Four of the package brake cars will soon receive standard brakes.

Twelve IRT R-Types were submerged almost to floor level when heavy rains flooded the Flatbush Ave. Terminal about July 21st. Platform extensions now under construction on the Nostrand Ave. Line allowed large amounts of water to enter the subway during heavy rains.

#### THIRD AVE. & MYRTLE AVE. ELS AGAIN THREATENED

With NYCTA again having financial troubles and the city increasing payments to keep the 15¢ fare, TA is again considering the possibility of eliminating the IRT Third Ave. El and the BMT Myrtle Ave. El. Our information is that no decisions have been made as yet.

#### NEW GENERAL MANAGER

Walter L. Schlager has been named NYCTA General Manager, replacing retiring Col. Edmunds. Schlager had been head of Maintenance-of-Way.

#### SIXTH AVE. SUBWAY WORK RESUMES

A new contract has been signed and work is resuming on the Sixth Ave. express tracks (W. 4th to 34th St.), suspended since January.

#### BMT SERVICE AND CAR NOTES

The BMT schedules effective June 17th included the improved Sunday service for the summer for lines serving Coney Island. It also meant more 8-car trains for rush-hour service on the RR-Bway-4th Ave. Local. Minor changes were made on the Bway-Jamaica and 14th St.-Canarsie.

Summer Sundays see D-Types (6000's) on the West End Shuttle and often a B-Type on the Brighton Local (leaving C.I. about 6 pm).

B-Type 2437, burned near Myrtle Ave. on the 14th St.-Canarsie Line April 16th, is back in service with interior repainted Patterson Green.

A-Type 2709 is the only rebuilt without headlights.

R-16's on the Franklin Shuttle are there for smoother acceleration tests by G-E rather than automation, according to a later report.

R-16's are used on one or two afternoon 14th St.-Canarsie trains and one morning and one afternoon trip on the Bway-Myrtle-Chambers Exp.

## NEW HAVEN RR BUYS VIRGINIAN ELECTRIC LOCOS

New Haven RR has recently purchased 12 rectifier electric engines, unused since the Virginian RR ended electric freight service as a result of its merger with Norfolk & Western. Geared for low speed freight service, New Haven is expected to resume electric freight operation on the LIRR Bay Ridge Branch after replacement of wires removed at several spots due to construction over the tracks. One locomotive will be used for spare parts. June 1963 HEADLIGHTS includes details of these engines as well as a brief description of all the electric operations of the New York, New Haven & Hartford RR.

## 2 DIE, 3 NEW CARS SMASHED IN HUDSON TUBES-PENN RR-PATH ACCIDENT

Early on July 24, a Newark-bound Hudson Tubes (PATH) train on the Pennsylvania RR section near Harrison, hit a diesel switcher protruding onto tracks used by PATH-PRR joint service trains. Two died, 28 were injured (2 critically), and three of the new gray cars (all Pennsy) had their sides ripped off. At least two are beyond repair. Several investigations were begun. The accident occurred at 1 am and normal service resumed about 6 am, in time for the morning rush-hour.

## NYCTA RECEIVES VACUUM CLEANER CARS

Three-unit vacuum cleaner train 20500-A-B-C were delivered July 17th and will first be used on the IRT. It will be pulled by World's Fair cars 20501-ex-5660 and 20502-ex-5689, which have been modified for slow (series) operation, painted yellow (with black roof).

## BUDD AWARDED CONTRACTS FOR 600 BMT-IND STAINLESS STEEL CARS

The City and NYCTA have awarded contracts R-32 and R-32-A for 600 BMT-IND stainless steel cars to the Budd Company. They will be numbered 3350-3949 and delivery is to start late next summer. It is expected R-11 cars 3010-9 will be rebuilt for \$450,000; contract R-34.

## ANOTHER PROPOSED IRT CAR ASSIGNMENT

The latest plan for assignment of IRT cars May 1964, after all on order are delivered would have single and double units on all lines and some red cars on all main North-South lines as follows:

BROADWAY LOCAL: all R-12/14's and 15's; 120 R-33's; 34 R-36's (504)  
 LEX PELHAM LINE: 163 R-22's; all R-26/28's; 136 R-33's (509)  
 LEX-WHITE PLAINS RD: all R-21's; 200 R-29's (total cars 450)  
 7TH AVE. EXP. (Includes Lenox, E. 180th, Dyre & 42nd St. Shuttle):  
 all R-17's; 107 R-22's; 140 R-33's (total cars 645)  
 LEX-JEROME EXP.: 180 R-22's; 36 R-29's; 104 R-33's (total cars 320)  
 FLUSHING LINE: 40 R-33's; 390 R-36's (total 430) (Grand Total 2850)

**CORRECTION:** The picture on the cover of the April BULLETIN was from the THIRD RAIL, 1906, as stated. However, it was taken in 1898, the year surface trolleys first rolled across the Brooklyn Bridge. The trains were cable cars of the New York and Brooklyn Bridge RR.

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Edited by Arthur J. Lonto, Comm. Chairman

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THE BMT LINES UNDER FLATBUSH AVE. & ST. FELIX ST.  
(Construction Route #12, Secs. 1, 1A, 1B, & 2A)

The original predecessor of Construction Route #12 was first proposed by William Barclay Parsons in 1903, as a 4 and 3 track subway under Flatbush Ave., Eastern Parkway, and Pitkin Ave. It ran from the east end of Contract II construction at Atlantic Ave. as a 4 track line to the Grand Army Plaza, thence as a 3 track line under Eastern Parkway and Pitkin Ave. to East New York Ave., with a branch (2 track) under Flatbush Ave. leaving the main line at Grand Army Plaza and going under Flatbush Ave. as far as Church Ave. (then East Broadway). There was also a 2 track underground loop at the Plaza. (See Diagram #1).

On March 24, 1904, the New York City Board of Rapid Transit Railroad Commissioners adopted the "Prospect Park Extension", a route based in part on Parson's route of 1903. (The practice of assigning route numbers had not yet begun). The "Prospect Park Extension" included that part of Parson's route from Contract II to and under the Grand Army Plaza and the 2 track branch under Flatbush Ave. (but going only as far as Ocean Ave.). However this branch was extended under Ocean Ave. to the B.R.T.'s Brighton Beach Line (Brooklyn & Brighton Beach Railroad). This line is now the Brighton Line of the B.M.T. Division of the N. Y. City Transit System. The "Prospect Park Extension" met the Brighton Line at Parkside Ave. It also included a large underground yard alongside the line under Ocean Ave. and part of Flatbush Ave., under Prospect Park. The underground loop at the Plaza was also retained. (See Diagram #2).

The "Prospect Park Extension" was approved by the New York City Board of Aldermen on March 31, 1904 and by the mayor on August 22, 1904. Property owners' consents were obtained by May 25, 1906. However, this line used park property and the Parks Commissioners would not give their approval. Failing to get this approval, the route was revoked on March 3, 1911 in favor of the Modified Construction Route #12 (See below).

Almost concurrently with the "Prospect Park Extension", the Board of Rapid Transit Railroad Commissioners adopted another route, Construction Route #12, on June 1, 1905. This route was known as the "Eastern Parkway Route" and was approved by the N. Y. City Board of Estimate and Apportionment on July 14, 1905 and by the mayor on July 28, 1905.

Construction Route #12 was a 2 track subway connecting to Contract II by 2 single track tunnels under Pacific and Dean Sts., then running under Flatbush Ave., the Grand Army Plaza, Eastern Parkway, Pitkin Ave. and Georgia Ave. to East New York, where it was to connect with a subway to be built under Broadway (Construction Route # 9H) and another subway to be built under Jamaica Ave. (Construction Route #13). It also contained a 2 track connection under the Grand Army Plaza to the "Prospect Park Extension," and a 2 track connection from the east and west southwards into the B.R.T.'s Brighton Beach Line (this part is now the Franklin Ave. Shuttle of the B.M.T. Division) and a 2 track connection from the east and west northwards into a proposed line under Bedford Ave. (Construction Route #9kl). There was also a branch south of the main line which ran under Grafton St., Hunterfly Rd. (no longer in existence) and Blake Ave. to Georgia Ave.

where the line swung to the north and proceeded to Pitkin Ave. where it rejoined the main line (also heading north). (See Diagram #3).

A modified Construction Route #12 was approved concurrently with the revocation of the original Construction Route #12 and the "Prospect Park Extension", on March 3, 1911. This modified route was approved by the Board of Estimate on May 25, 1911 and by the mayor on April 8, 1912. Property owners' consents were obtained in 1912. Actual construction, begun later, was based on this route.

The Modified Route combined the main features of both the original Construction Route #12 and the "Prospect Park Extension." It eliminated, however, the proposed connections under Eastern Parkway to the Brighton Line and to the proposed Bedford Ave. Line. Instead it connected into the Brighton Line at Malbone St. (now Empire Boulevard). It also had provisions for three extensions. These were Construction Route #29 - Nostrand Ave., Construction Route #28 (later #57) - Utica Ave., and Construction Route #31 - Livonia Ave. The modified route retained those parts of its route under Pitkin Ave. and Georgia and Blake Aves., but these parts of the original route were never built. In fact Construction Route #12 was built only as far as the east side of Buffalo Ave.

Construction Route #12, as actually built, was divided into Secs. 1, 1A, 1B, 2, 2A, and 3 for construction purposes. Included in Sec. 1 was part of Construction Route #46 under St. Felix St. Construction Route #46 had been approved by the N. Y. State Public Service Commission on May 17, 1912, the Board of Estimate on May 31, 1912 and the mayor on June 6, 1912.

The Dual Contracts of 1913 divided Construction Route #12 between the L.R.T. and the I.R.T. Sec. 1 was divided between the I.R.T. and the B.R.T., as was Sec. 1A. Sec. 1B was B.R.T. only, Sec. 2 was I.R.T. only. Sec. 2A was B.R.T. only and Sec. 3 was I.R.T. only. This article will concern itself only with the B. R. T. sections of Construction Route #12, and the joint I.R.T. and B.R.T. sections.

The construction history of the B.R.T. (later B.M.T.) sections was as follows:

Sec. 1 (I. R. T. & B. R. T.) - From the end of Contract II at the intersection of Flatbush Ave. and Atlantic Ave. to 200 feet south of St. Marks Ave. A 6 track subway (with a short 4 track section) under Flatbush Ave. Construction was by cut and fill using steel bents and concrete jack arches. The stations built were Bergen St. (local- I.R.T.- outside platforms). This section was 1,936 feet long.

The sub-contractor was the Cranford Contracting Co. Work began on August 17, 1914 and was finished in 1918.

This section also included an isolated section of 2 track subway under St. Felix St. from Fulton St. to Hanson Pl. which was intended and built for the E.R.T. operation as part of the B.R.T. Brighton Line.

The I. R. T. part of this section was built as 2 parallel 2 track subways, 12 feet apart, from the end of Contract II "south-bound" to a point where the 2 B.R.T. Brighton Line tracks from

Sec. 1B (see below) join Sec. 1 at a point half way between Atlantic Ave. and Pacific St. The 2 B.R.T. tracks pass under the 2 "northbound" tracks of the I.R.T. on a 1,000 ft. radius, rise on a 3% grade, and are in place between the 2 I.R.T. parallel 2 track subways (which in turn have separated to 2 track width) at the east side of 5th Ave. The B.R.T. grade meets the I.R.T. grade half way between St. Marks and 6th Aves. From there to the "southbound" end of Sec. 1, the section is built as a 6 track subway with the 2 B.R.T. tracks in the center of Flatbush Ave. There is an emergency exit from the 2 B.R.T. tracks at Bergen St. station, which passes under both the I.R.T. "northbound" tracks and the "northbound" local platform.

The 2 I.R.T. "northbound" and the 2 I.R.T. "southbound" tracks are on the same level from Contract II "southbound" to near the "North" end of Bergen St. station. There is not, however, any provision in the existing trackage for crossovers.

The isolated section under St. Felix St. was 1,060 feet. It was built entirely by cut and fill using steel bents and concrete jack arches, and contained no stations. It began under Fulton St., at the intersection of Ashland Pl., as a 4 track subway, merged into 2 tracks at the corner of St. Felix St., passed under private property at the corner of Ashland Pl. and Fulton St., and descended by a 3% grade to end at Hanson Pl. Years later the IND subway under Lafayette St. passing above the B.R.T. (now B.M.T.) subway.

Sec. 1A- From Sec. 1 to Grand Army Plaza (then Prospect Park Plaza). A 6 track subway under Flatbush Ave. This section was built as Sec. 1. The 2 center tracks were built for, and are used by the B.M.T. (then B.R.T.), the others were built for, and are used by, the I.R.T. As the B. R. T. cars were wider than those of the I.R.T., different structure widths were provided for each division. The BRT track structure had a 13 foot wide clearance to allow for its then new 10 foot wide subway cars, while the IRT track structure had a 12 foot, 6 inch clearance for its 9 foot wide subway cars. Stations built were 7th Ave. (express- BRT- outside platforms) and Grand Army Plaza- Prospect Park (local- IRT- single island platform). This section was 2,380 feet long.

The sub-contractor was the Cranford Contracting Co. Work began on July 8, 1914 and was finished on Oct. 1, 1917.

There is a diamond crossover space for the BRT, just west of Prospect Pl. together with a tower space for the crossover, east of the crossover at 7th Ave. This unused tower space is the only known place at which the BMT and IRT tracks are visible to each other. This is because the unused and empty tower space is on the roof of the IRT "southbound" express structure. Since the tower was probably never built, an open gap was left in the wall between the IRT and present BMT at the point.

The 2 outside 7th Ave. (BRT) station platforms are immediately above the IRT express tracks. Just "southbound" of this station, the IRT local and express tracks twist so that the IRT local tracks are just above the IRT express tracks beginning at a point just east of Sterling Pl. The single Grand Army Plaza- Prospect Park (IRT) station platform is

directly above both the BRT tracks. At this station, the BRT tracks are still at the center of the street but they then drop down sharply to pass under both the IRT "southbound" local and express tracks at the east side of the Grand Army Plaza, where the BRT tracks connect with Sec. 2A (see below).

At no point under Flatbush Ave. or Grand Army Plaza are adjoining BRT and IRT tracks on the same level or grade. Hence no crossover or interchange between the IRT and BRT (BMT) is possible. The 3 stations under Flatbush Ave. (Begen St., 7th Ave., and Grand Army Plaza- Prospect Park) are completely separate from each other, and even a pedestrian passageway between stations is not provided.

At least part of the excavation on Flatbush Ave., was to a mean or average level below the street, so that there were large vaults or empty spaces beneath the various ascending or descending ramps of the 6 tracks.

Sec. 1B- From Hanson Pl. ("southbound" end of isolated BRT sub-section of Sec. 1) to Atlantic Ave. ("northbound" end of joint IRT-BRT sub-section of Sec. 1). A 2 track subway solely under the Flatbush Ave. Terminal of the Long Island Railroad. This section was built by excavation under a pre-constructed reinforced concrete and steel roof slab constructed by the LIRR to permit operation of LIRR trains while subway construction was under way below. The section contains reinforced concrete, steel bents and some concrete jack arches. Stations built were Atlantic Ave. (express-single island platform). This section was 687 feet long and consisted only of the major part of the Atlantic Ave. station.

The sub-contractor was the Degnon Contracting Co. Work began on Nov. 1, 1916. This station has the dubious distinction of having probably the only abandoned escalator bank at the "south" end of the station. Although pedestrian passageways were built to both the IRT Atlantic Ave. and the BMT Pacific St. stations, no free transfer was ever provided for.

Sec. 2A- From Grand Army Plaza to Malbone St. (now Empire Boulevard). A 2 track subway under Flatbush Ave., connecting the BRT part of Sec. 1A to the BRT Brighton Line. Construction was mostly by rock tunneling ( 2 separate concrete arch tunnels), except for a short section at the "southbound" end. There were no stations built on this section. This section was 4,310 feet long.

The sub-contractor was the Degnon Contracting Co. Work began on Nov. 1, 1916.

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The above article is a partial extract of a much longer history of the Eastern Parkway Line (Construction Route #12), including both IRT and BRT sections, which in turn will be part of the forthcoming IRT history to be published by Electric Railroads, George Horn, Editor.

D. Rogoff May 31, 1963

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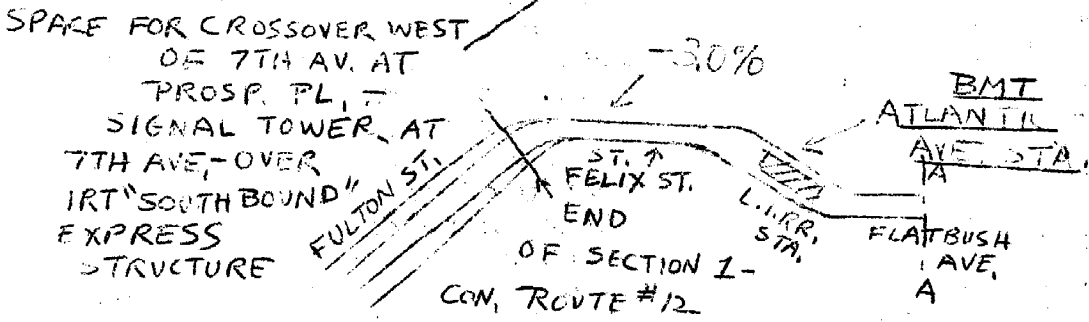
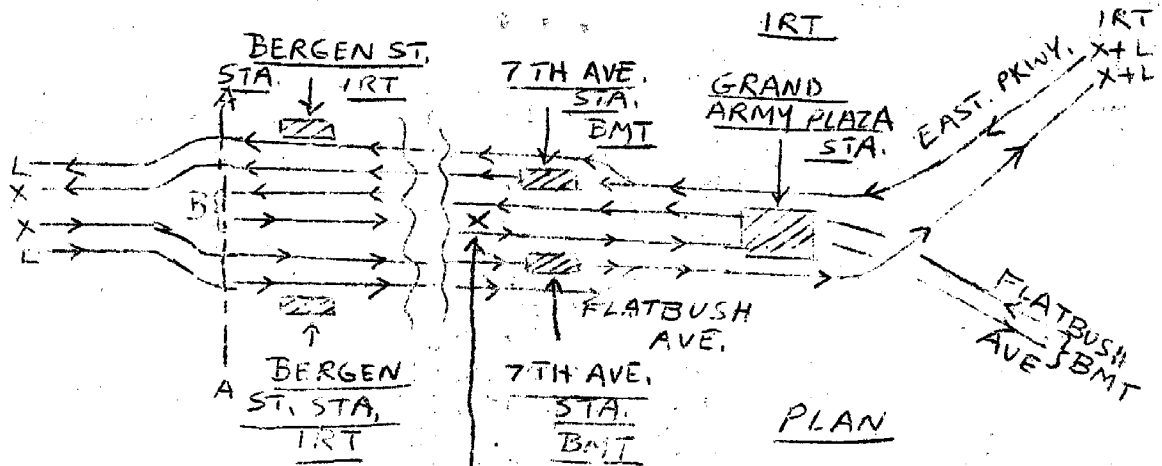
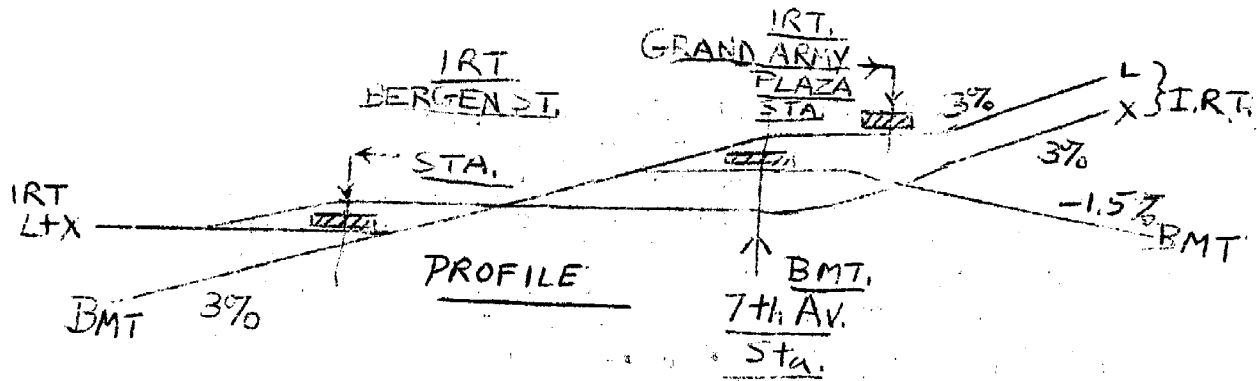
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Forthcoming articles in this series will include:

The "Ashland Place Connection" (Con. Route #65)

The "Motague St. Tunnels" (Con. Route #33)



FLATBUSH AVE. -  
EASTERN PARKWAY  
ROUTE

(CONSTRUCTION ROUTE #12)

(IRT+BMT & BMT SECTIONS ONLY)

(NOT TO SCALE)

DR 6/7/63

L-LOCAL  
X-EXPRESS } IRT  
B-BMT