

***THE BRONX CLUB OF
VEGAS VALLEY
NEWSLETTER
JUNE 2011***



Last Day of Service, 3rd Avenue El, April 1973.

If you require any information concerning the Club, know of anyone interested in joining, or have ideas for upcoming events you would like to host, please contact me Leslie Schoenberg, 838-3560, ls1166@aol.com, or Sue Braun, suefromtustin@yahoo.com cell 510-7788. In addition, I am also the Newsletter Editor. If you have, any articles about The Bronx that you would like to have put in the Newsletter, please forward them to me at the above email address.

Upcoming events

Notice:

I will be out of town from June 17 to July 10, with limited access to the Internet.

June 12, your hosts for the evening are Norm and Margie Karp. We have a guest speaker who will talk to us about identify theft. The event will be held at N.Y. Pizza and Pasta, 2400 S. Jones at the corner of Sahara, starting at 6:00 pm. New York Pizza & Pasta - Vegas | Pizza Delivery Las Vegas | Online Menu. A brief bio follows.

Our guest speaker Mr. Jerry Housfeld grew up in Wisconsin and attended the University of Wisconsin receiving dual degrees in Business Administration and Television Production. Mr. Housfeld moved to Michigan in 1984 and worked in the television sports industry for 17 years. He worked with the Detroit Pistons, Red Wings and Tigers as Operations Manager for a regional cable network. He has televised major national sports events including Super Bowls, World Series, and Stanley Cup hockey playoffs along with many major golf tournaments. Clients included CBS Sports, ABC Sports, ESPN, NBC Sports and Fox Sports.

Mr. Housfeld moved to Las Vegas in 1997 and obtained his Federal investment licenses in 2003. He has extensive knowledge about identity theft and will explain what we need to do to protect ourselves. Last day to respond to Norm or Margie 240-3305 (mnk25@msn.com) is June 8. Separate checks will be issued including gratuity. There will be \$2.00 collected at the door to pay for expenses.

July 17, this month's hosts are Ron and Sandy Scher. The event will be held at Mimi's Café, 1121 S. Fort Apache at Charleston, 6:00 PM 702-341-0365. Separate checks including gratuity will be issued. We will have as our guest speaker, Mr. Leon Goldstein, who was born in British occupied Palestine, which is now Israel, prior to Palestine becoming the Independent Nation of Israel. At the age of 17, he was a member of a group of Freedom Fighters known as the Haganah. We will also have Mrs. Goldstein as our guest to share some of her experiences with us. They have many interesting stories to tell us. We will collect \$2.00 to cover expenses. The last day to respond to Ron and Sandy (rmscher@cox.net) 655-3019, is July 12.

August 20, this evening's event will be hosted The Blonder's. We will be attending Spring Mountain Ranch Theatre's production of "Fiddler on the Roof." If you get your check into Susan before June 15, she will pick up the tickets and reserve a chair for you. Tickets and chair are \$13.00 per person, and the check is to be made payable to Susan Blonder. Please include a SASE so she can send the tickets to you. For all information, including dinner, arrival time please call Susan at 395-6878.

September 18, Leslie Schoenberg will host this event. The event will be at 6:00 pm and held at Cathay House, www.cathayhouselv.com, 5300 Spring Mountain Rd., #107, 876-3838. The last day to respond is September 13. As always, we will have separate checks and there will be a \$2.00 cover charge for our guest's expense.

Our guest speaker this month will be Michael Green, PhD., Professor of the History of Las Vegas at Community College of Southern NV. He will tell us about the "early" Vegas to what Vegas has grown to today. He is bringing his Father with him since his Dad grew up in The Bronx.

October 16 –The Braun's will be hosting this month's event at a restaurant to be determined. Details will follow in next month's Newsletter. Their guest speaker will be a first responder. More details to follow from Sue, in the form of an invitation.

November 13 – Please note that this is the 2nd Sunday of the month not the 3rd as usual. This is because of Thanksgiving. Ken and Rochelle Goodman and Denise and Steve Needleman will host this month's event.

December 18 – We are having a holiday party similar to the very successful one we had last year. It will again be at the home of The Braun's. The event is co-hosted by The Schoenberg's. I will forward additional information in future Newsletters.

The following members have Birthdays in June.

<i>Carol Seskin</i>	<i>June 2</i>
<i>Joel Niedelman</i>	<i>June 3</i>
<i>Judy Auerbach</i>	<i>June 6</i>
<i>Gene Alesevich</i>	<i>June 12</i>
<i>Les Braun</i>	<i>June 17</i>
<i>Myrna Wiedenfeld</i>	<i>June 17</i>
<i>Steve Robinson</i>	<i>June 19</i>
<i>Idele Kaplan</i>	<i>June 29</i>

The following members have Anniversaries in June.

Ronelle and Botwinik their 31st on June 14.

Doris and David Bluth their 55th on June 17.

Harriett and Rob Stein their 47th on June 24.

Michele and Ken Stern their 40th on June 27.

Rita and Edward Ort their 37th on June 30.

From the Chair of The Bronx Club of Vegas Valley Ladies Group, Susan Blonder. (395-6878)

I want to personally thank all the women who joined me since the inception of the club by attending our monthly breakfasts and luncheons. They turned out to be a great success.

Please join us again when we resume our meetings on September 1. Look for further information in the Newsletter.

***Thanks,
Susan***

SUBWAY CARS, RAILROAD TRACKS, AND OTHER INTERESTING INFORMATION AND PICTURES

A few rusting trolley cars, from June 1966



Copyright © 1999 William Palter



1961 Trolley Car

Culver Shuttle



Copyright © 1999 William Palter



161st Street and 3rd Avenue



Fordham Station 1975



9th Ave El Spur diverging from Jerome Ave El



167th Street Crosstown Trolley



Inside 1966 El Car





This is the #1 Train going to Coney Island. York College is in the background on the right.

The following story and pictures are about all the different subway lines, how they were given the letters or numbers and when they ended service or if they are still in service.

By Kevin Walsh

The 5¢ version of subway line designations: The current letter system used by the IND and BMT NYC subway lines has been employed since 1932. When the Independent Subway was created by NYC began operating to compete with the then-privately held IRT and BMT (earlier Brooklyn Rapid Transit, or BRT.) It employed the letters A through G to designate various subway lines that traversed the main trunk lines on 6th and 8th Avenues in Manhattan, Fulton Street in Brooklyn, and Queens Boulevard in Queens, as well as the IND Cross-town which operated on Lafayette, Marcy, Union and Manhattan Avenues in Brooklyn, joining the Queens Boulevard line in Queens. The IRT did not employ any number or letter designation when it first began operations in 1904, but began using the numbers 1 through 8 in 1948. The BMT, meanwhile, also used numbered trains from one to 16 until about 1960, when the Transit Authority began phasing in letters to replace them.

After 1940 all three subway branches were run by the city, and a 1967 tunnel connection under Chrystie Street just west of the Williamsburg Bridge allowed IND trains to run on BMT lines, and vice versa, thus blurring the delineation between the IND and BMT.

Earlier, in 1956, the BMT Culver Line gained a connection with the IND 6th Avenue and Cross-town when a ramp was built connecting the Church and Ditmas Avenue stations on the current F line.

On this FNY page, I will show you some subway designations (in my memory) no longer in existence. I won't go back as far as the days when the BMT used numbered lines -- that's too early for me to really remember well, though as late as the 1970s and 1980s I'd still see an errant number show up on BMT roll signs. All photos on this page come from two excellent subway references: nycsubway.org and Rob Kopolovicz's excellent subway history pages.



As a rule (but not an exclusive rule), doubled letters signified local operation of the express line, which was designated as a single letter. The A train, immortalized by Billy Strayhorn and Duke Ellington, has always run on the 8th Avenue Line beginning with its inaugural run on September 10, 1932.

Its brother line, the double-A, began operations the same day, as a local service until 1986, running from 168th Street to Hudson Terminal (later the World Trade Center) when it was renamed the K train (see below). This AA, and its shiny new R32 train set, was being tested on the Sea Beach, where the AA usually did not go, when photographed. As it happens, Car 3353 can still be visited today as it has found residence at the NYC Transit Museum.



An R38 AA waits at Chambers Street in the late 1960s, just before the graffiti onslaught. Note the original 1930s IND black-on-white enamel signs, and dark gray paint scheme on the pillars. The R32s and R38s were reconfigured in the 1980s to show a digitized readout on the front car, replacing the roll sign; these cars have only been recently retired as of 2010.



The BB was inaugurated in 1940 as a local service of the D train, on the 6th Avenue Line, running from 168th Street/Washington Heights south to 34th Street. It later took over TT service on the West End Line to Coney Island, with the Christy Street connection allowing it to travel on the Manhattan Bridge. It was renamed the B in 1967. Here, an R38 train set led by car 4138 idles at the center-platformed Bay Parkway station on the West End line.



MyRecollection.com

"World's Fair" car at 149th St on the 3rd Avenue el c.1965



CRAZY EIGHT

The Transit Authority killed off the Third Avenue El for good on April 28, 1973 when the portion in the Bronx running from Third Avenue and East 149th Street (The Hub) north along Third, Webster and Gun Hill Roads to the White Plains Road elevated line was closed and the el tracks razed shortly thereafter.

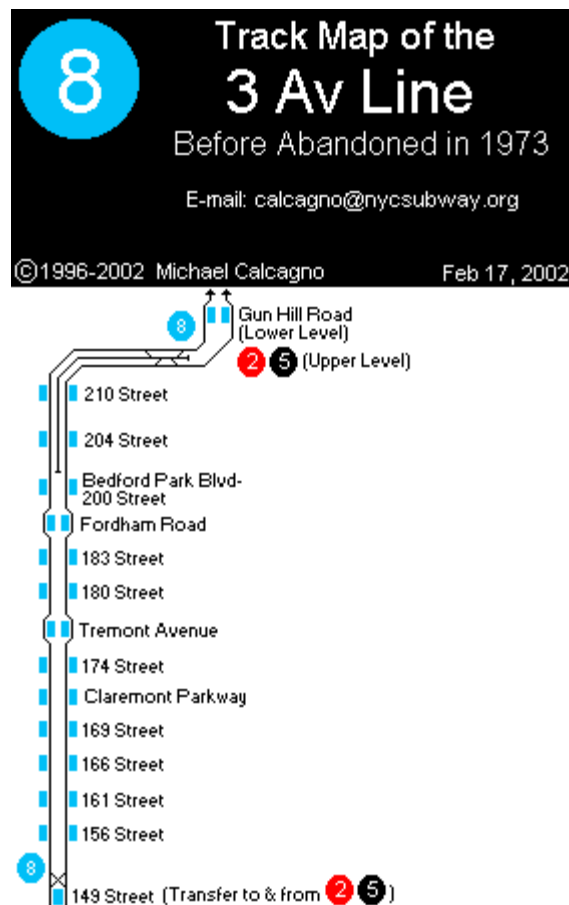
8

The photos here show the 149th Street platform, and Third Avenue under the el, around the time of the line's closure.

The image top left (above page) comes from [Greg Christiano's excellent Third Avenue El page](#). The Third Avenue used R-12 and R-14 cars near the end of its run, and before that, classic 1917-1924 Low-V (voltage) cars, one of which is seen in the photo below left.*

A little-known aspect of the Bronx Third Avenue El was that it was designated as the #8 train for the last 6 years of its existence, from 1967 to 1973. The cars were never so marked, however, with the roll signs designating it a shuttle service (which it officially was, albeit a lengthy one). Interestingly the IRT never used the numbers on any signage before the 1940 unification.

Today, the MTA does have a green 8 bullet on its roll signs, as it had contemplated using the number for the #5 rush hour service to 241st Street: it used the 5-diamond instead. The 6-diamond was also a candidate for replacement with 10 and 12, while the 11 is ready to replace the 7-diamond express. None of these changes was expected to take place. The 5-diamond was discontinued in 2005.





9

There was a short-lived #9 service, though it was not a separate subway line. It was a skip stop with the #1 train, designed to address the lack of express service on the Broadway line from 96th Street north to Van Cortlandt Park.

While the #1 train stopped at 238th, 215th, Dyckman and 157th Streets, #9 trains stopped at 225th, 207th and 145th. This arrangement continued between August 21, 1989 and May 27, 2005, when the #9 was unceremoniously retired and #1 trains resumed stopping at all stations north of 96th Street.

The #1 and #9 skip stop service was the inspiration for the title of Patti Rothberg's 1996 debut CD, Between The 1 and the 9. All #9 trains employed the R-62 cars seen above, this train set at the Dyckman Street station looking south.



The CC was a venerable local service on the 8th Avenue line, running from 205th Street south to Hudson Terminal beginning on July 1, 1933, changing its northern terminal to Bedford Park Boulevard in the Bronx in the 1940s. The CC became the single C train on May 5, 1986. In 1997, the C's northern terminal became 168th Street/Washington Heights. It began service east to Euclid Avenue in Cypress Hills, Brooklyn, in 1988. Above, we see an R-46 train set with a diamond CC sign. The CC sported a diamond when in rush hour service.



The CC also turned up briefly on the Rockaway Peninsula in the late 1970s, as the HH shuttle from Broad Channel was briefly designated the CC before the HH was brought back. Here is an R46 train set led by car #516. The R46 cars were introduced beginning in 1974.



As a BMT 4th Avenue/Broadway rider in the 1970s it disconcerted me somewhat to see a train marked EE plying the route. It was sort of like seeing a rival lording it on your turf; I associated it with the E, which was way over on 8th Avenue, a line I rarely used then. Of course, the EE was named for its association with its cousin the E on Queens Boulevard. In fact, it was the MTA's way of connecting the Queens Boulevard IND line with the Broadway BMT via a track connection in the 60th Street Tunnel. The service was generally between Whitehall Street and Continental Avenue in Forest Hills from 1955-1976, with the route designated the EE from 1967-1976. It was then eliminated since the R and N covered much of the route; the R was rerouted to Continental Avenue (from its old terminal at Ditmars Boulevard) in 1987. In this photo, taken at Jamaica Yards it is an R-46 set led by car #1126.



The EE stops at 46th Street in Long Island City, in an R-16 set led by car #6476. The R-16s were introduced in 1955.

Photo collection of nycsubway.org



Another R-16 train-set, this one led by car #6312, lays over at the 4th Avenue station before the GG began its run to Queens via the IND Crosstown Line, with the first stop at Smith-9th Street. When I lived in Bay Ridge and had to get to Greenpoint, the GG was always a scene of frustration, as I first had to change to the F at Fourth Avenue, ride it one stop to Smith-9th, and then board the GG. That situation has been alleviated just recently, as the MTA has extended the G south to Church Avenue even while preparing to cut it back fulltime to Court Square as the northern terminal, where the MTA's lone people-mover allows a transfer to the E and for a short time yet in May 2010, the V, at 23rd/Ely Avenue.



Here's the GG at Queens Plaza running R-46 cars, a place it will rarely if ever visit after the 2010 changes are implemented and the line is cut back to service between Church Avenue and Court Square. The GG has been a weird subway line indeed since service began between Queens Plaza and Nassau Avenue in Brooklyn on August 19, 1933. No GG has ever ran into Manhattan -- doing so would involve some fancy track changes between the Hoyt-Schermerhorn station,

where it buddies up with the 8th Avenue Line A and C trains, and Bergen Street, where it encounters the 6th Avenue F.

In recent years, as annoying track work has interfered with the F, the G, which lost its other G on May 5, 1986, has occasionally been seen on the Culver Line en route to Coney Island. Other than that variation, the G has seen little change in its route -- which cannot be said for its brothers in IND, the A through F trains.

G stands for green, and the GG/G's roll signs have long been green; the IND used green in every one of the line's stations; and, of course, the line runs under Manhattan Avenue in Greenpoint. This kind of synergy is rarely seen in the subways.



The H/HH designation, which has been used by the MTA off and on for over 50 years, has always confined itself to the outer reaches of Queens between Ozone Park, Broad Channel, and the Rockaway peninsula. The first shuttle bearing the HH moniker began service in 1956, soon after the city refitted old LIRR tracks for subway service. The HH ran from Euclid Avenue to either Rockaway Park or Mott Avenue in Far Rockaway from 1956-1972. During that time, a double fare was actually in effect at Broad channel: you were nicked for a token on your way in and on your way out! A single fare policy was adopted in 1975.

As we've seen above, the HH shuttle was brought back in the late 1970s as the CC, which then changed back to the HH, losing an H on May 5, 1986. The H was finally retired in 1994 when former H trains were designated S for Shuttle. The HH was also used for the Court Street Shuttle from 1936-1946 from the former Court Street IND station, now used as the MTA Transit Museum, to the Hoyt-Schermerhorn station. The platforms it used are abandoned and unlit, but still intact. Above is an H at the Rockaway Park station, using a set of R-30 cars led by car #8370.

Photo copyright 2006 John Barnes



Above, an H waits to cross Jamaica Bay at the Broad Channel station using a set of R-46 cars.



In 1977, a set of R16 cars with #6315 bringing up the rear during the Great Age of Graffiti displays a JJ sign. Note Franklin K. Lane High School at right and a black on white enamel station sign. Until the Unimark system was adopted for subway signage, there was a hodgepodge of different styles to be seen throughout the transit network. The Jamaica Local JJ designation was used for just a few months, from November 27, 1977 to July 30th, 1978. It was a skip stop service, similar to the Z train today.



The KK train was the MTA's method of connecting the Jamaica, Queens El with the 6th Avenue IND line. The new Chrystie Street tunnel connection made this possible, and the new KK local went into service between 57th Street and 6th Avenue and the now-demolished 168th Street el terminal on July 1, 1968. This service continued until 1973 when the KK was cut back to the East New York transfer complex. After the KK, which was renamed the K, ended service in 1976, the Chrystie Street connection wasn't used for passenger service until 2010 (see below). Here we see a set of R40 cars headed by #4897 idles at 57th Street. In 2009, many R40s were retired, and the remaining cars will be phased out in 2010.

Perhaps some experts can answer this: I don't know why the 1968-1976 KK/K's used blue roll signs -- if they ran on 6th Avenue, they should have used the orange 6th Avenue signs.

Update: Prior to 1979, the MTA employed a different color scheme to differentiate individual lines.



Some R40s featuring car # 4921 stops at Crescent Street on the Jamaica El in 1972.

Photo collection of nycsubway.com



Though the Transit Authority/MTA has shown a reluctance to recycle or revive letters, the K was once again used -- this time on the 8th Avenue line -- when the AA local train (see above) was renamed the K on May 5, 1986. The return of the K to active service was short-lived, however, and it was retired on December 11, 1988, with the C assuming local duties on the 8th Avenue in Manhattan. This is another R40 train set idling at Chambers Street. On the 8th Avenue line, the blue sign makes more sense.

With the coming retirement of the W, that means the two letters that are your webmaster's initials -- K and W -- have likely reached the end of permanent use in the subways.



An R16 train set headed by car #6327 plies the Canarsie Line outside the Atlantic Avenue station in 1980, during the Great Age of Graffiti. One of the BMT's most venerable routes, the Canarsie Line represents a legacy of the Brooklyn and Rockaway Beach steam railroad, built in 1865 between East New York and Canarsie, Brooklyn. The line was "ellified" and electrified on an overhead trestle along Van Sinderen Avenue in 1906.

Though the line used surface tracks between Glenwood Road and the Jamaica Bay terminal, the route was cut back to its present terminal in 1913, with a transfer provided to trolleys that ran on a private right of way; the trolley ended service in 1942, and it is represented today by the B42 bus.

In 1916 the Dual Contracts plan funded the huge el interchange at East New York, and a ramp was built enabling Canarsie Line trains to enter the Broadway El line over the Williamsburg Bridge as well as the now-defunct Fulton Street line. Over the years, the Transit Authority offered Broadway-Canarsie service now and then, but there is no active service using this connection at present. The new 14th Street BMT line (named the 14, 16 and 17 lines) reached East New York in 1928, connecting with the Canarsie El at that time. The 16 became the LL in 1967, and became the L on May 5, 1986.



An R32 train set led by car #3878 idles in the Coney Island Yards sometime in the 1970s. I am being deliberately vague because I have not found anything regarding the MM line, which, I would imagine, was an iteration of the M. Perhaps it was active at the same time as the JJ line shown above. Word comes to me that MM appeared on roll signs, but was never used on revenue trains.



The MJ, meanwhile, was the Transit Authority's designation for the Myrtle Avenue El, which ran above the lengthy Brooklyn-Queens route from April 10, 1888 to October 4, 1969. The MJ was renamed from the BMT 11 in 1967, but like the #8 Third Avenue El, the cars never displayed an MJ sign: the Q-type wooden cars in use on the el never had roll signs.





There has never been an NN local service, as the N runs local on the depressed Sea Beach open cut from 59th Street in Brooklyn south to Coney Island. In 1969, a set of R38s picks up passengers at the 8th Avenue station.

The Transit Authority, however, had a brief flirtation with express service on the Sea Beach, a line curiously constructed in 1915 without express platforms, making every station a local stop. The authority experimented with the express NX between Brighton Beach and 57th Street and 7th Avenue in Manhattan beginning soon after a new Manhattan Bridge connection allowed the 4th Avenue BMT to travel up Broadway and 7th Avenue, beginning November 27, 1967. The line was a bust and was removed on April 12, 1968. Thought was given to a track switch, allowing stops at 86th Street, Avenue U and Kings Highway, but such an arrangement proved unworkable. Like the express Culver tracks, the express Sea Beach tracks now remain unused except for work trains.



However, a black and white "P" appears on MTA R32 and R38 roll signs the Transit Authority/MTA has never assigned the letter P, or O, for that matter, to any line. During LIRR strikes, the MTA had a plan ready to run a P train from Jamaica via the Williamsburg Bridge up the eighth and 6th Avenue lines to 168th Street/Washington Heights. There has not yet been a need to implement the route.



The Q train presently runs from Brighton Beach to 57th Street and 7th Avenue in Manhattan, and its iterations the QB, QJ and QT, form among the more complicated of letter designation stories.

Here we see an R16 set led by car #6333 at Avenue J on the Brighton Line; the QJ ran local service between the old 168th Street Jamaica el terminal to Brighton Beach employing the Broadway el, Williamsburg Bridge, the Nassau Street line, the Montague Street tunnel, and the Brighton line. The QJ was eliminated in favor of the J in 1972 and the J did not venture onto the Brighton for several decades, though reroutes have seen it turning up there again in early 2010.



The Q train, which presently runs from Brighton Beach to 57th Street and 7th Avenue in Manhattan, and its iterations the QB, QJ and QT, form among the more complicated of letter designation stories.

Here we see an R16 set led by car #6333 at Avenue J on the Brighton Line; the QJ ran local service between the old 168th Street Jamaica el terminal to Brighton Beach employing the Broadway el, Williamsburg Bridge, the Nassau Street line, the Montague Street tunnel, and the Brighton line. The QJ was eliminated in favor of the J in 1972 and the J did not venture onto the Brighton for several decades, though reroutes have seen it turning up there again in early 2010.

There were many intermingling of QJ and QB service over the years, but in general, in the 1960s, the QB ran between Brighton Beach and 57th Street using the Manhattan Bridge connection to the Broadway Line. Today's Q matches this route, though the Q had flirtations with the 6th Avenue Line from 1988-1995 and again from 1999-2001.



Meanwhile the QT train ran, in general, between the Stillwell Avenue Coney Island terminal to Ditmars Boulevard in Astoria between 1960 and 1967. The new Q route, which will be replacing the W, will begin revisiting Astoria in mid-2010. Here a set of R30s led by car #8268 passes the West 8th Street station with Trump Village in the background.



The RR, or the 4th Avenue BMT line, runs up Broadway in Manhattan and alternately to Astoria and Continental Avenue in Forest Hills, using the Queens Boulevard IND line via the 60th Street tunnel connection. Unlike most other subway lines, it is in a tunnel the whole time, never emerging to an open cut or el.

The Fourth Avenue was built in 1915 and originally ran only between 86th Street and Chambers Street. A connection was made with Whitehall Street in 1918, and it was extended to 57th Street in 1919 and then to Lexington Avenue in 1920, and following World War II, to Astoria in 1949. Designated the BMT #2 for much of its history, the line became the "RR," probably standing for "railroad," in 1960, dropping the extra R on May 5, 1986.

The RR had always kept a route to Chambers Street on the Nassau Street Line, which it employed from time to time. In the late 70s and 80s, I recall the rush hour R specials to the Nassau line; between 1967 and 1968, these trains had their own RJ designation. The old Nassau specials were discontinued in 1987.

Following the terrorist destruction of the WTC on 9/11/01, the Broadway line was out of commission for several weeks, and the J train did yeoman's work filling in for the R, using the Montague Street tunnel connection and allowing it to run south to 95th Street. ABOVE: an idling R38



A brown Diamond R exists on some roll signs. It was used briefly to designate the Nassau Line rush hour specials (Nassau Line trains use brown signs), and sometimes turns up on the regular R trains to this day as a mistake.





The MTA plans to use the letter T for the still-under-construction Second Avenue Subway, but they will have to do some recycling -- the TT and the T have been used already. Originally known as the West End Short Line, and then the 3B, the TT ran from 36th Street in Sunset Park, using the West End el tracks over New Utrecht Avenue, 86th Street and Stillwell Avenues to Coney Island. The TT also ran from Times Square and Chambers to Coney Island during its run. Above: a pair of R32 trainsets idles at the Stillwell terminal.



The T was the express version of the TT, using the West End line. The TT/T designation ended in 1967, to be displaced by the B until 2001, when the D took over the West End. Here is a second pair of R32s on the West End line.



The much maligned, soon to be deceased, V arrives at Roosevelt Avenue on the Queens Boulevard line, using a soon to be retired R32 train set. So, catch the R32s and the V train while you can! The V train, using the new 63rd Street connection and later the 53rd street tunnel with the Queens Boulevard line, originated on December 16, 2001 and ran from Continental Avenue in Forest Hills to 2nd Avenue, budding up with the E and F along the way, and along with the G and R, formed the Queens Boulevard "gravy line." The MTA wanted to add a new service on Queens Boulevard to alleviate crowding, but found instead people would tolerate crowding as long as they did not have to deal with plodding local service the V provided.



An R42 train set led by car #4644 idles at the southern V terminus at 2nd Avenue. By the end of June 2010, the V designation will disappear and the M will get a new lease on life and in the process become the second subway line with two Queens terminals (an earlier version of the E train had terminals at 179th Street in Jamaica and the Rockaway's). The M will use the Broadway Brooklyn el and the Williamsburg Bridge as it always has. Instead of heading south on the Nassau Street, 4th Avenue and West End lines, will instead turn north, using the reactivated Chrystie Street connection to 6th Avenue and then run out to Continental Avenue, in the process buddying up with the B, D, E, F and R and replacing the V. The M will then change from the brown livery of the Nassau Street line to the snappy orange of the 6th Avenue. The V will contemplate the glory that never was.



I will miss the W -- for one thing, the line was among the last bastions of the R40 'slant' trains, as seen here on the Astoria Line. The W originated in 2001 and originally ran from Ditmars Boulevard south to Coney Island, employing the West End line. It was shaved back to Whitehall Street in 2004, and will be 'demised' in June 2010, with the Q extended north to help the N.



The diamond W was used on occasion when the W used the express tracks in Astoria. The bullet W and diamond W will soon be joining the 8, 9, AA, BB, CC, EE, GG, JJ, LL, MM, MJ, NX, QB, QJ, K, KK, T, TT and V in the MTA's penalty box, perhaps never to get on the field again.

Tokens used on the New York City Transit System



NYC Subway Map

June 28, 2010 Edition

© 1997-2010 Michael Calcagno

www.nycsubway.org

Legend

- 1 242 St. Bronx
- 2 241 St. Bronx
- 3 Flatbush Av. Brooklyn
- 4 148 St. Manhattan
- 5 Woodlawn, Bronx
- 6 238 St. or Dg Ave. Bronx
- 7 Pelham Bay Park or E. 177 St. Bronx
- 8 Main St. Queens
- 9 Times Square, Manhattan
- 10 Times Square, Manhattan
- 11 Grand Central, Manhattan
- 12 Franklin Av. Brooklyn
- 13 Prospect Park, Brooklyn
- 14 207 St. Manhattan
- 15 168 St. Manhattan
- 16 175 St. or Jamaica Center, Queens
- 17 VTC-Chambers St. Manhattan
- 18 Broad Channel, Queens
- 19 Rockaway Park, Queens
- 20 Bedford Park Blvd. or 145 St. Brighton Beach, Brooklyn
- 21 206 St. Bronx
- 22 Coney Island, Brooklyn
- 23 173 St. Queens
- 24 Coney Island, Brooklyn
- 25 71 Continental Ave. Queens
- 26 Ditmars Blvd. Queens
- 27 Metropolitan Ave. Queens

