

**New York City Transit Authority BMT Franklin
Avenue Shuttle (S) by 1960-1970s Lover for
OpenBVE**



About the actual route:

The Franklin Avenue Shuttle is a New York City Subway shuttle service operating in Brooklyn. The shuttle service uses the BMT Franklin Avenue Line exclusively. The north terminus is Franklin Avenue, with a transfer available to the IND Fulton Street Line. The south terminus is Prospect Park, with a transfer available to the BMT Brighton Line. NYCT Rapid Transit Operations refer to it internally as the S or FS. Like the other two shuttles, the 42nd Street Shuttle in Manhattan and the Rockaway Park Shuttle in Queens, its route bullet is colored dark gray on route signs, station signs, rolling stock, and the official subway map.

The S started running along its current route in 1963, and it has had four stations since 1995. Consumers Park was closed in 1928 and replaced by the current Botanic Garden station five blocks to the north. There is a visible clearing at the former station location. Dean Street was closed in 1995 due to low paid fare entrance and fare beating.

The shuttle runs two 2-car train sets of R68 cars under One Person Train Operation with the motorman also being the conductor. The motorman will go to the opposite end to make another run at each terminal. Trains usually pass each other at Botanic Garden, the only two-track station on the Franklin Avenue Line, leaving a passing loop while en route to Park Place.

Early history:

The current service is co-extensive with the BMT Franklin Avenue Line. It parallels Franklin Avenue, hence the shuttle's name (and the name of the line). It was originally a part of the mainline of the BMT Brighton Line and opened as part of that steam railroad line in 1878.

On November 1, 1918, a five-car wooden elevated train left the tracks and crashed into one of the new tunnel walls, killing at least 93. This accident, called the Malbone Street Wreck, was among the worst rapid transit disasters ever.

The mainline was shifted in 1920, with subway trains from Manhattan and elevated trains from Franklin Avenue sharing operations to Coney Island. After the city gained ownership of the line in 1940, Brighton–Franklin (labelled “7” by the BMT) services gradually declined. A major blow to through service viability occurred in 1954 when the D train of the IND Division was extended to Coney Island via the Culver Line, deprived the Franklin of a major source of transfer traffic, consisting of passengers from Harlem and the Bronx, who now had a more direct route to Coney Island.

Truncation:

Brighton–Franklin express service ended by 1959, and the “7” Franklin Avenue Line became a full-time shuttle in 1963. On November 1, 1965, when R27s started going into service, this service was named SS, and in 1985, when the practice of using double letters was eliminated, this service became the S. However, some trains from the 1960s to 1980s continued to use the BMT “7” signage.

On December 1, 1974, a southbound shuttle train of R32s was approaching the tunnel portal en route from Franklin Avenue when it derailed on the crossover and smashed the same place where BRT car 100 had hit in the Malbone Street Wreck. This derailment resulted in some injuries, with R32 car 3668 damaged beyond repair, but there were no reported fatalities, because time signals limit the speed of trains coming down the hill from Crown Heights.

Deterioration and renovation:

In 1981, the MTA proposed abandoning the service under the failed Program for Action. At the time, only 10,000 passengers used the shuttle per day, and in addition, the Franklin Avenue Line was severely deteriorated. It was proposed that additional B48 bus service along nearby Franklin Avenue could substitute for the line. During the winter, the line would often be closed because there was fear that trains would derail. Stations were in horrible condition; portions of the wooden platforms were sealed off because they had burned or collapsed. In January 1982, the line needed to close for emergency repair work because a retaining wall along the line was in danger of collapse.

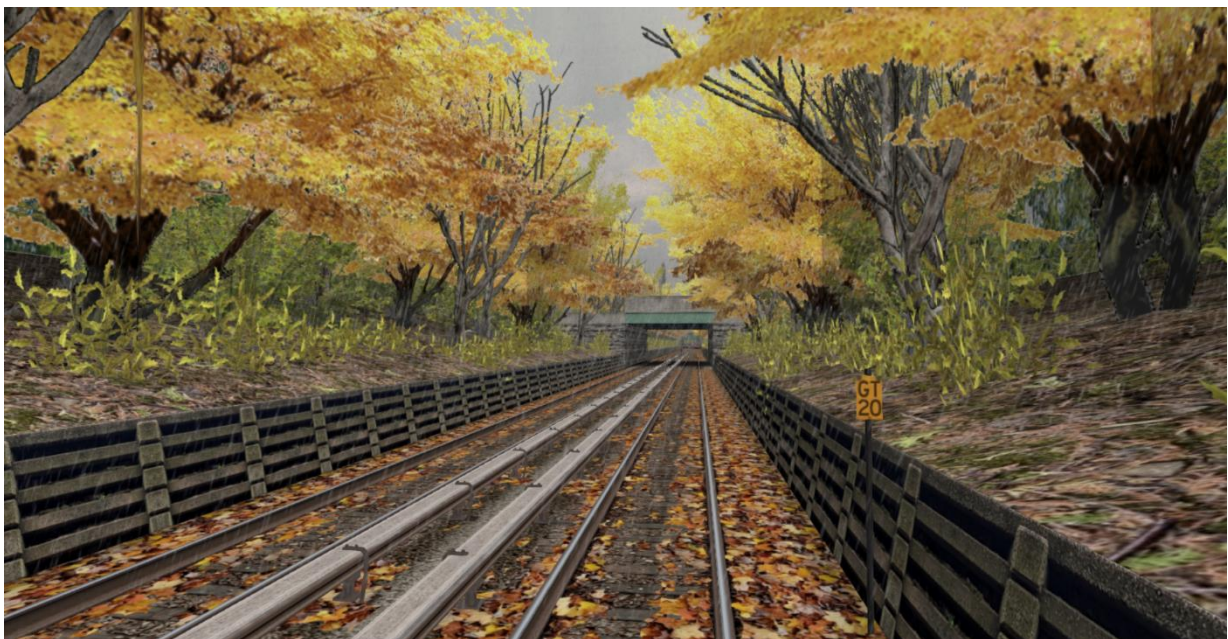
In the 1990s the Franklin Avenue Shuttle was known as the "ghost train". It was shrunk in size to only two cars, and the Dean Street station, which had 50 paying riders per day, was closed in 1995. The entire line was under consideration for abandonment, and community leaders were opposed to the move. They showed up to town hall meetings, news conferences and they sat down with transit officials. They also formed the Committee to Save the Franklin Avenue Shuttle. The coalition included the Straphangers Campaign, a local church, local community boards and the New York City Environmental Justice Alliance. They argued that subway station repair work occurred elsewhere, while no attention was paid to the Franklin Avenue Shuttle.

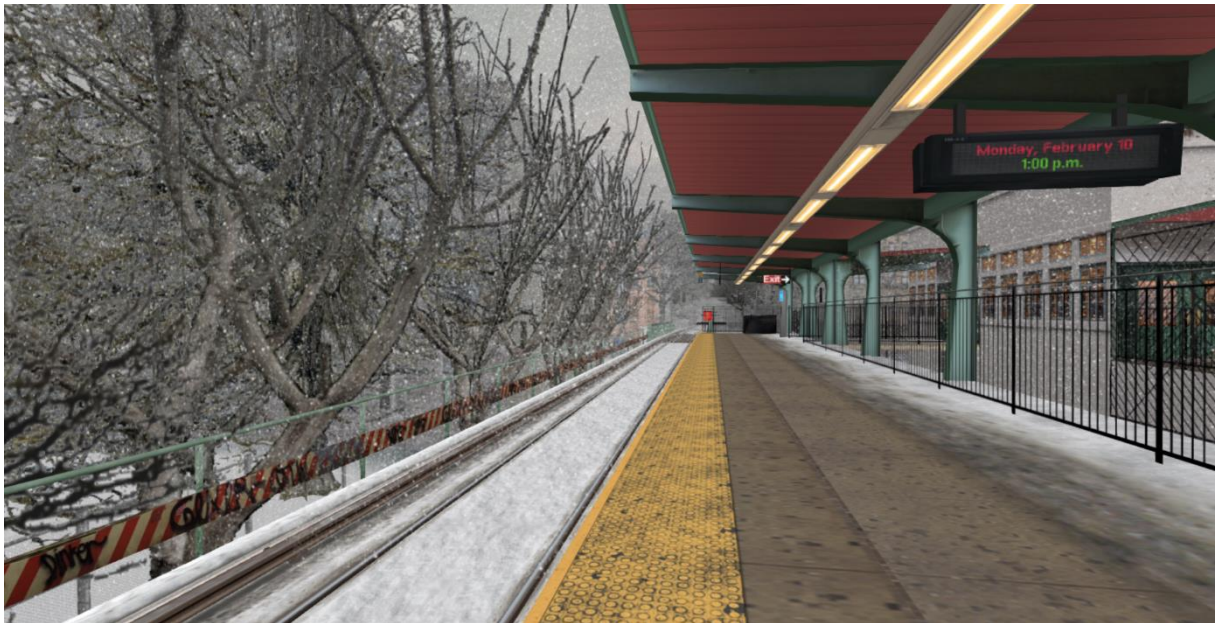
In the end they convinced the New York State Assembly to force the MTA to rebuild rather than abandon the line, and as a result most of the supporting infrastructure and stations were completely rehabilitated for 18 months, between July 1998 and October 1999 at a cost of \$74 million. While the closure of the line started in July 1998, work began in September 1997. During the renovation, a temporary shuttle bus and the B48 bus replaced train service. The line reopened on October 18, 1999, three months ahead of schedule.

As of 2008, the Franklin Avenue Shuttle is the most punctual train in the New York City Subway system with a 99.7 percent on-time average. The shuttle averages 20,000 riders per day.

About the OpenBVE route:

The Franklin Avenue Shuttle route pack accurately recreates this short, sweet and interesting route. It includes many variants and many scenarios under different weather conditions that will impact driving experience.





The first variant is the current shuttle from 1999 to 2020 (pre-COVID), using 2-car train sets of R68 cars under One Person Train Operation with the motorman also being the conductor (Train > Franklin Shuttle R68). This variant includes G.O. scenarios via the Malbone Street tunnel or via the northbound track. Maximum speed limit is 25mph.





The second variant is the shuttle during the late 1990s before renovation and after the closure of the Dean Street station, also using 2-car train sets of R68 cars under One Person Train Operation with the motorman also being the conductor (Train > Franklin Shuttle R68 > Late 1990s). This variant however does not include G.O. scenarios via the Malbone Street tunnel nor via the northbound track. Maximum speed limit is 20mph.



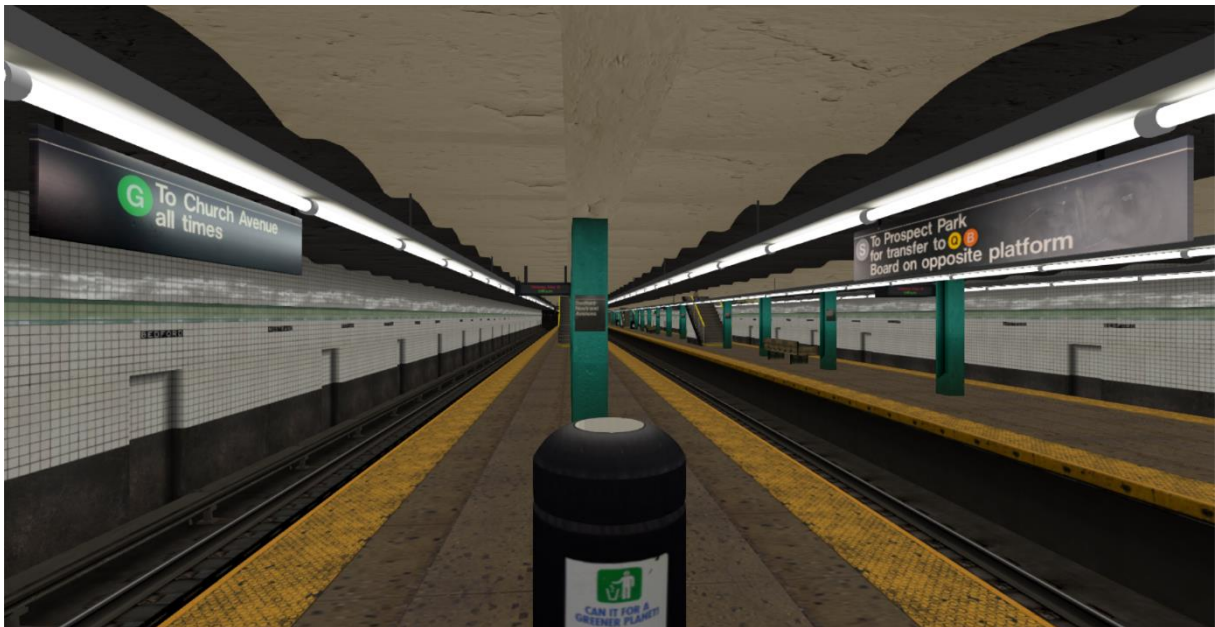


The third variant is the shuttle during the early 1990s, using 4-car train sets of R32 cars (Train > New B Division SMEE Fleet > Shuttle Sets > Franklin Avenue) or a 2-car train set of R68 cars (Train > Franklin Shuttle R68 > Early 1990s). This variant also does not include G.O. scenarios via the Malbone Street tunnel nor via the northbound track. Maximum speed limit is 20mph. **WARNING:** Trains were still not equipped with speedometers at the time, estimate the speed you are travelling at and operate with caution!





The fourth variant is the shuttle with a fictional extension north of Franklin Avenue to the Bedford-Nostrand Avenues on the IND Crosstown line. It includes a new stop (Gates Avenue) and the relocation of Park Place and Franklin Avenue stations underground. This fictional variant takes places after renovation to the 2010s, also using 2-car train sets of R68 cars under One Person Train Operation with the motorman also being the conductor (Train > Franklin Shuttle R68). This variant includes G.O. scenarios via the Malbone Street tunnel or via the northbound track, or to/from Gates Avenue instead of Bedford-Nostrand Avenues. Maximum speed limit is 30mph.



This route pack also comes with a new train by 1960-1970s Lover: the 1964 Budd Co. R32 Post GOH, which ran on the Franklin Avenue Shuttle during the first half of the 1990s.

This train is part of 1960-1970s Lover's 1964 Budd Co. R32 and 1966 St. Louis Car Co. R38 Post GOH Remake pack, which is in another download:

https://www.mediafire.com/file/pmns4k7uz5lqp4p/1964_R32_%2526_1966_R38_Post_GOH_Pack.rar/file

The Franklin Avenue Shuttle pack includes the needed R32 Shuttle sets only, if you don't want to download the whole train pack. Credits at the bottom of the documentation.

The current Franklin Shuttle R68 sets are also included. Credits at the bottom of the documentation.

The Franklin Shuttle R32 and R68 include different consist options in both directions, thanks to the many "Extensions.Set cfg" and "Train.Set dat" files that can be automatically set via BVEMudwrestle's "OpenBVE Utility Set Car Changer" tool.

In order to set a consist: Open the tool, click on any consist you'd like to use, click on "Change Set Car" and make sure that the consist you chose appears next to the "Current:" line. This will create/overwrite the Extensions.cfg and Train.dat files that will be used by OpenBVE. You can then close the tool.

The destination signs for the fictional Franklin Avenue Shuttle extension are included in the "Fictional Sign" folder located in "R68 Exterior > Signs > Rollsign". Copy the two textures "Side Sign & Side Sign Int" and overwrite the ones in the "Rollsign" folder. If you want to go back to the real signs, do the same but from the "Real Sign" folder.

Installation and important notes:

Once downloaded, drag the "LegacyContent" folder into the "UserData" folder located in the main OpenBVE folder. Note: since the R32 Franklin Shuttle sets are included in both downloads of the Franklin Shuttle route pack and the R32 & R38 Post GOH train pack, you can safely overwrite the files when asked, they are the same.

The routes are highly detailed, expect lag on low end computers.

The route consists of timed signals and slow speed limits, be cautious. Pay attention to manual signals and special signal aspects as well. These markers will inform you of those signals at stops along the route:



Different weather conditions will impact driving experience: Autumn season with rain and Winter season with blizzard will make it difficult to stop the train, approach stations slowly and avoid applying maximum brake pressure as it will cause the train to slide.

[The pack might receive updates and patches in the future.](#)

[Conversion to HMMSIM allowed if appropriate credits are given. I am not responsible for any malfunctioning of the route when converted to HMMSIM, the route was made for OpenBVE only so convert it at your own risk and do not ask the route developer for help!!!](#)

MODIFICATION AND REDISTRIBUTION PROHIBITED!!!

NOTE: My content is made for my own satisfaction whether I share them publicly or not. Therefore, I do not compromise the complexity of their functionalities and organization for the sake of easiness for others. I will ignore any complaint in that regard; if you're unable to put up with the complexity of my content then do not bother.

Credits:

Franklin Avenue Shuttle:

- Head developer: 1960-1970s Lover.
- Routes: 1960-1970s Lover.
- Objects: 1960-1970s Lover and Delsin Rowe.
- Signals: From OBND's signal pack, recoded by 1960-1970s for more realistic behavior.
- Textures: 1960-1970s Lover, The Old Soul and Andrewwz BVE.
- Announcements: 1960-1970s Lover.

R32:

- Head developer: 1960-1970s Lover.
- Models: 1960-1970s Lover.
- Textures: 1960-1970s Lover, The Old Soul, Sgt Pepah and General Hawk.
- Sounds: 1960-1970s Lover, The Old Soul, Sgt Pepah and The Lightning Monkey.
- Physics: Delsin Rowe and Sgt Pepah.
- 3D cabs: 1960-1970s Lover and Delsin Rowe.

R68:

Original train by Michael Bradshaw.

Shuttle sets modifications by 1960-1970s Lover. Includes:

- Improved headlights and taillights, new trucks and couplers by 1960-1970s Lover.
- Improved sounds by 1960-1970s Lover and The Old Soul.
- New Underbody by The Old Soul.
- New 2D cab by Openden Ben.