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5:36 PM

4 (New York City Subway service)

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The **4 Lexington Avenue Express** is a rapid transit service in the A Division of the New York City Subway. Its route emblem, or "bullet", is colored apple green since it uses the IRT Lexington Avenue Line in Manhattan.^[1] The **4** operates between Woodlawn in the Bronx and Utica Avenue in Crown Heights, Brooklyn via Jerome Avenue Local in the Bronx and Eastern Parkway Express in Brooklyn at all times except nights. During nights, the **4** serves all stops except Hoyt Street and is extended to/from New Lots Avenue in East New York, Brooklyn via Livonia Avenue as a replacement of the **3**. Limited rush hour service originates and terminates at New Lots Avenue. During rush hours, the **4** skips 138th Street – Grand Concourse in the peak direction, with some northbound trains running express north of 167th Street and short turning at Burnside Avenue.

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Service history

During the extension of the IRT Lexington Avenue Line north of 42nd Street – Grand Central Terminal, shuttle elevated trains served the IRT Jerome Avenue Line (which at the time was only between East 149th Street – Grand Concourse and Kingsbridge Road) starting June 2, 1917.^[2] On April 15, 1918, shuttles were extended to Woodlawn. A second shuttle, using subway cars, from 149th Street - Grand Concourse to Grand Central started on July 17, 1918.

Lexington Avenue Express



A train made of R142 cars in **4** service, enters 161st Street – Yankee Stadium, bound for Manhattan and Brooklyn.



A train made of R142A cars in **4** service, enters 161st Street – Yankee Stadium, bound for Manhattan and Brooklyn.

On August 1, 1918, the entire Jerome and Lexington Avenue Lines were completed and the connection to the Broadway – Seventh Avenue Line at 42nd Street was removed. Trains began running between Woodlawn and Bowling Green.^[2]

Beginning on November 24, 1925, rush hour **4** trains ran to Crown Heights – Utica Avenue.^[2]

Beginning on December 5, 1927, weekday evening service extended to Utica.^[2]

Beginning in 1928, midday **4** service was extended from South Ferry to Utica.^[2]

As of 1934, **4** trains ran from Woodlawn to Utica Avenue weekday rush and Saturday morning peak and afternoon, to Atlantic Avenue weekday midday, Saturday morning after the peak, and late nights, and to South Ferry evenings and Sundays. Trains ran express in Manhattan except late nights, and in Brooklyn.

On August 20, 1938, Saturday morning after the peak service was extended to Utica Avenue.

Beginning on May 10, 1946, late night trains began



Note: dashed line shows limited rush hour and late night service to/from New Lots Avenue

Northern end	Woodlawn
Southern end	Utica Avenue or New Lots Avenue (late nights & limited rush hour service)
Stations	54
Rolling stock	R142, R142A
Depot	Jerome Avenue Yard



R12 thru
R36 end
rollsign



1967-1979
bullet

running express in
Manhattan.

4 (New York City Subway service)

Legend



Woodlawn
Mosholu Parkway
Bedford Park Boulevard – Lehman College
Kingsbridge Road
Fordham Road
183rd Street
Burnside Avenue
176th Street
Mount Eden Avenue
170th Street
167th Street
161st Street – Yankee Stadium

149th Street – Grand Concourse

IND Concourse Line **B** **D**
IRT White Plains Road Line **2** **5**

Beginning on December 20, 1946, trains were extended from Utica Avenue to New Lots Avenue during late nights, express between Atlantic Avenue and Franklin Avenue.^[2]

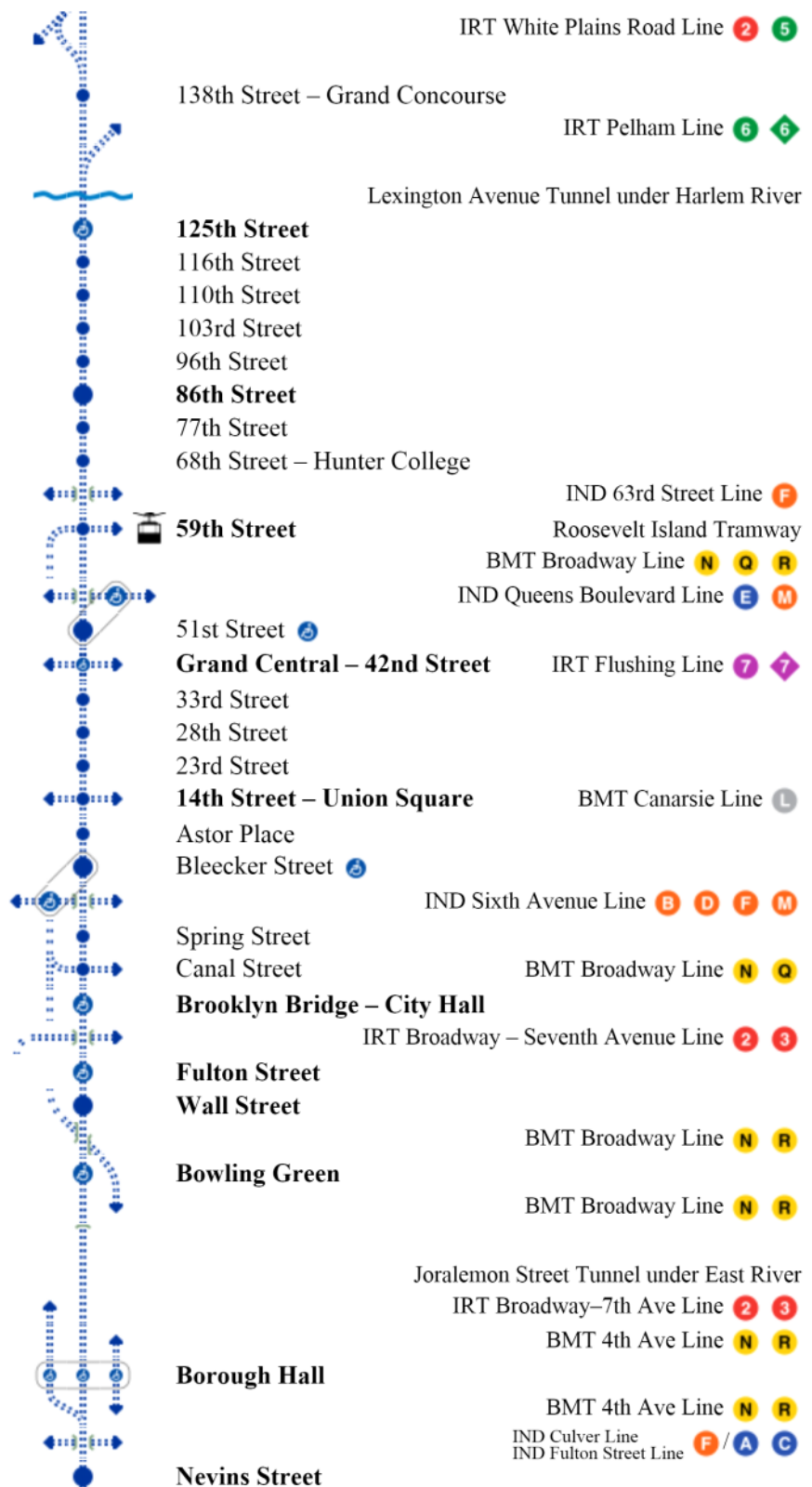
During 1950, Saturday morning service was cut back to South Ferry

Starting on December 15, 1950, four **4** trains operated during rush hours to Flatbush Avenue on the Nostrand Avenue Line.

^[2] Also on December 15, 1950 weekday midday service was cut back from Atlantic Avenue to South Ferry.

On March 19, 1954, late-night service in Brooklyn began making all stops, but resumed operating express between Atlantic Avenue and Franklin Avenue on June 29, 1956.

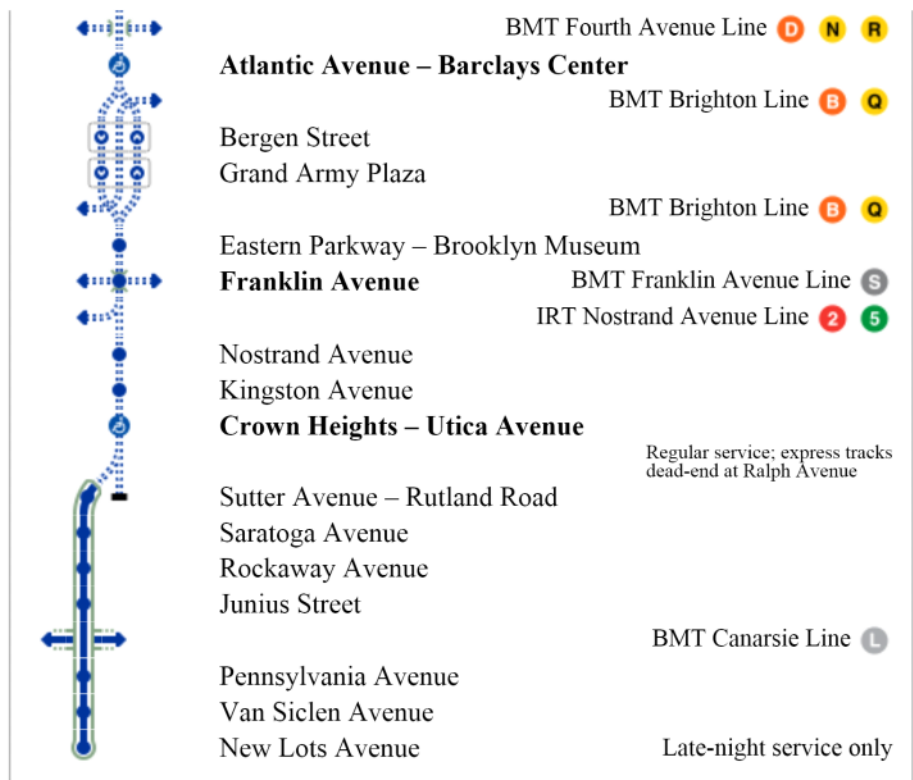
On May 3, 1957, the weekday rush trains to Flatbush Avenue were discontinued, while at the same time evening, Saturday and Sunday afternoon trains were extended to Utica Avenue, while Sunday



morning trains were extended to Atlantic Avenue.

Starting on March 1, 1960, 4 late-night trains began making all stops in Manhattan.

Beginning on April 8, 1960, nearly all AM rush hour 4 trains ran to Flatbush, and PM rush hour 4 trains alternated between Flatbush and Utica. During weekday evenings and late nights 4 trains also went to Flatbush Avenue, making all stops in Brooklyn.^[2]



Beginning on October 17, 1965 late-night trains again became express in Manhattan.

On May 23, 1976, Sunday morning trains were extended to Utica Avenue, express in Brooklyn.

Beginning on January 13, 1980, all 4 trains began operating local in Manhattan during late night hours to replace the 6, which was shortened to a shuttle between 125th Street and Pelham Bay Park.^[2]

Beginning on July 10, 1983, all 4 trains ran to Utica, except that weekday midday trains ran only to Atlantic Avenue, and late-night trains ran local during late nights and Sunday morning operating to New Lots. On August 29, 1988, midday 4 trains were extended to Utica Avenue as well.^[2]

For a short time in 1990 starting January 21, late-night express service in Manhattan was restored, as 6 trains were re-extended to Brooklyn Bridge late nights, but then late-night express service was permanently discontinued on October 5, 1990.

From June 8, 2009, to June 26, 2009, New York City Transit conducted a pilot program for express Jerome Avenue Line service. Four morning weekday rush hour trains from Woodlawn stopped at Mosholu Parkway, Burnside Avenue and 149th Street – Grand Concourse before they resumed regular service in Manhattan and Brooklyn.^{[3][2]}

On October 26, 2009, another 4 express pilot program was implemented based on the success of the first and ran until December 11, 2009. This program was the same as the one in June except that express trains stopped at Bedford Park Boulevard – Lehman College.^[2]

Route

Service pattern















The following table shows the lines used by the **4**, with shaded boxes indicating the route at the specified times:

Line	From	To	Tracks	Times		
				all ex. nights	late nights	rush peak
IRT Jerome Avenue Line (full line)	Woodlawn	149th Street – Grand Concourse	local			
	138th Street – Grand Concourse					
IRT Lexington Avenue Line (full line)	125th Street	Brooklyn Bridge – City Hall	express			
	Fulton Street	Bowling Green	local			
			all			
Joralemon Street Tunnel						
IRT Eastern Parkway Line (full line)	Borough Hall	Nevins Street	express			
	Atlantic Avenue – Barclays Center	Crown Heights – Utica Avenue	local			
IRT New Lots Line (full line)	Sutter Avenue – Rutland Road	New Lots Avenue	all			

Stations

For a more detailed station listing, see the articles on the lines listed above.

Station service legend	
●	Stops all times
⊙	Stops all times except late nights
◐	Stops late nights only
◑	Stops weekdays only
◐◑	Stops all times except rush hours in the peak direction
◆	Stops rush hours only
●	Station closed
◐◆	Stops rush hours/weekdays in the peak direction only
<i>Time period details</i>	

4	Stations		Subway transfers	Connections
The Bronx				
Jerome Avenue Line				
●	Woodlawn			
●	Mosholu Parkway			
●	Bedford Park Boulevard – Lehman College			
●	Kingsbridge Road			
●	Fordham Road			Bx12 Select Bus Service Northern terminal for select weekday trains
●	183rd Street			
●	Burnside Avenue			Northern terminal for select weekday trains
●	176th Street			Skipped by trains terminating at Burnside Avenue
●	Mount Eden Avenue			Skipped by trains terminating at Burnside Avenue
●	170th Street			Skipped by trains terminating at Burnside Avenue
●	167th Street			
●	161st Street – Yankee Stadium		B • D  (IND Concourse Line)	
●	149th Street – Grand Concourse		2 • 5  (IRT White Plains Road Line)	
○	138th Street – Grand Concourse		5 	
Manhattan				
Lexington Avenue Line				
●	125th Street		5  6 • <6> 	Metro-North Railroad at Harlem – 125th Street M60 Select Bus Service to LaGuardia Airport
○	116th Street		6 •	
○	110th Street		6 •	
○	103rd Street		6 •	
○	96th Street		6 •	
●	86th Street		5  6 • <6> 	M86 Select Bus Service
○	77th Street		6 •	
○	68th Street – Hunter College		6 •	
●	59th Street		5  6 • <6>  N • Q • R  (BMT Broadway Line) Out-of-system transfer with MetroCard:	Roosevelt Island Tramway

		F ● (IND 63rd Street Line at Lexington Avenue – 63rd Street)	
●	51st Street	6 ● E ● (IND Queens Boulevard Line at Lexington Avenue – 53rd Street)	
●	Grand Central – 42nd Street	5 ● 6 ● <6> ● 7 ● <7> ● (IRT Flushing Line) S ● (42nd Street Shuttle)	Metro-North Railroad at Grand Central Terminal
●	33rd Street	6 ●	
●	28th Street	6 ●	
●	23rd Street	6 ●	
●	14th Street – Union Square	5 ● 6 ● <6> ● L ● (BMT Canarsie Line) N ● Q ● R ● (BMT Broadway Line)	
●	Astor Place	6 ●	
●	Bleecker Street	6 ● D ● F ● (IND Sixth Avenue Line at Broadway – Lafayette Street)	
●	Spring Street	6 ●	
●	Canal Street	6 ● N ● Q ● (BMT Broadway Line) J ● (BMT Nassau Street Line)	
●	Brooklyn Bridge – City Hall	5 ● 6 ● <6> ● J ● Z ● (BMT Nassau Street Line at Chambers Street)	
●	Fulton Street	5 ● 2 ● 3 ● (IRT Broadway – Seventh Avenue Line) A ● C ● (IND Eighth Avenue Line) J ● Z ● (BMT Nassau Street Line) Connection to N ● R ● (BMT Broadway Line) at Cortlandt Street via Dey Street Passageway	
●	Wall Street	5 ●	
●	Bowling Green	5 ●	Staten Island Ferry at Whitehall Terminal
Brooklyn			
Eastern Parkway Line			
●	Borough Hall	5 ● 2 ● 3 ● (IRT Broadway – Seventh Avenue Line) N ● R ● (BMT Fourth Avenue Line)	Station is ADA-accessible in the northbound direction only.
●	Nevins Street	2 ● 3 ● 5 ●	

●	Atlantic Avenue – Barclays Center	♿ 2 ● 3 ⊕ 5 ○ B ○ Q ● (BMT Brighton Line) D ● N ● R ⊕ (BMT Fourth Avenue Line)	LIRR Atlantic Branch at Atlantic Terminal
○	Bergen Street	2 ●	
○	Grand Army Plaza	2 ●	
○	Eastern Parkway – Brooklyn Museum	2 ●	
●	Franklin Avenue	2 ● 3 ⊕ 5 ○ S ● (BMT Franklin Avenue Line)	
○	Nostrand Avenue		B44 Select Bus Service
○	Kingston Avenue		
●	Crown Heights – Utica Avenue	♿ 2 ◆ 3 ⊕ 5 ◆	
New Lots Line (late nights and select rush hour trips)			
○ ◆	Sutter Avenue – Rutland Road	2 ◆ 3 ⊕ 5 ◆	B15 bus to JFK Airport
○ ◆	Saratoga Avenue	2 ◆ 3 ⊕ 5 ◆	
●	Rockaway Avenue	2 ◆ 3 ⊕ 5 ◆	Closed for rehabilitation until November 2015 ^[4]
○ ◆	Junius Street	2 ◆ 3 ⊕ 5 ◆	
○ ◆	Pennsylvania Avenue	2 ◆ 3 ⊕ 5 ◆	
●	Van Siclen Avenue	2 ◆ 3 ⊕ 5 ◆	Closed for rehabilitation until November 2015 ^[4]
○ ◆	New Lots Avenue	2 ◆ 3 ⊕ 5 ◆	B15 bus to JFK Airport

References

1. http://web.mta.info/developers/resources/line_colors.htm
2. <http://www.ericb.info/linehistory.html>
3. "MTA New York City Transit Pilots Bronx Express Service Along the Jerome Ave. Line" (Press release). New York Metropolitan Transportation Authority. 2009-06-04. Retrieved 2009-06-08.
4. "Rockaway Av and Van Siclen Av 3 Line Stations To Close for Five Months for Renewal Project". Metropolitan Transportation Authority. April 17, 2015. Retrieved May 8, 2015.

External links

- MTA NYC Transit – 4 Lexington Avenue Express (<http://web.mta.info/nyct/service/fourline.htm>)
- "4 Subway Timetable, Effective June 14, 2015" (PDF). New York Metropolitan Transportation Authority. Retrieved 2015-09-13.



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