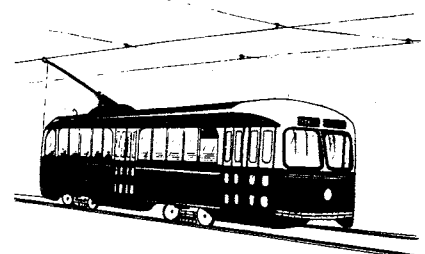
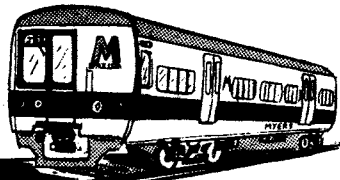


NEW YORK DIVISION

BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

VOL. 14 - NO. 6

GPO Box 1892 New York, N.Y. 10001

DECEMBER 1971

PART 3 - THIRD AVE RAILWAY SYSTEM - WESTCHESTER LINES - MAP ON PAGE 9

TRANSPORTATION BOND ISSUE DEFEATED, FUTURE UNCERTAIN

Defeat of the \$2,500,000,000 transportation bond issue at the polls on Nov 2 may mean a considerable cutback in the new subway construction program with only the Second Ave north of 34 St and the 3 St Tunnel with its connections to the IND 6 Ave and BMT Broadway subways and the Queens IND appearing fairly certain at this time. The Big Blue "M" cancelled a public hearing for the Utica Ave Subway and many proposed improvements will probably be shelved. As to the fare, which is on everybody's mind, the outlook is uncertain though it is generally agreed that some fare rise will be necessary, subject to guidelines in the Federal Phase Two Program.

CITS IN SERVICE, TRAIN LENGTHS

On Oct 31, the new BMT-IND schedules went into effect with the 4 min rush-hour headway now only about 45 minutes for uptown, Bronx and Queens and 35 minutes for Brooklyn. "D", "M" and "QJ" lines each require 1 less train; "A", "E" and "F" 2 or 3 less and "CC" which stays on a 5 min peak headway, uses 4 less trains. There are now fewer "F" rush-hour thru expresses in Brooklyn. No apparent change in car assignments has been noted. See sample headway for "A" on Page Two.

Saturday headways are generally 10 minutes, and Sunday's are 12.

On Oct 10, train lengths in off hours were reduced for the rest of the main line IRT with everything running 6 cars in the owl; #3 (7 Ave-Lenox) & #5 (Lex-WP-Dyre) using 6 cars all day Sat & Sun. On Sunday, #4 (Lex-Jerome) and #6 (Lex-Pelham) also use 6; only #2 (7 Ave-WP Rd) using 10 cars. On the BMT, "LL" (14 St-Canarsie) and "N" (Sea Beach) were cut to 4 cars in the owl, with the "LL" using 4 cars on Sunday morning.

R-44'S BEING TESTED, STATEN ISLAND TESTS, LIRR CARS TO SIRT?

The first complete train of R-44's, numbers 104-105-107-106 and 108-109-111-110 have been on TA property since early Oct and some are undergoing tests on the express tracks of the Sea Beach Line. Two of the control cars (even numbers) were coupled together for initial tests. On the Oct 30 ERA fantrip, the repainted R-1's were stopped and photographed alongside the R-44's at Ft Hamilton Pky. According to reports, some body sills or beams were eliminated to reduce weight. The one train is to run one week each on the "E", "F", "A" and "D" to determine if operation is feasible. St Louis has suspended further production, pending the outcome. If tests are unsuccessful, specifications will have to be changed. Interiors have cream color walls, silver doors, simulated wood grained end walls with orange and tangerine hard seats.

The R-44's will be Westinghouse equipped as are all the R-42's. However, the last 15 R-44's will have G-E equipment and are supposed to be even more sophisticated than the others. Although electrical and mechanical equipment is reportedly similar to the LIRR Metropolitans, R-44's will have couplers unlike any other M-U equipment.

The R-44 body shells made clearance tests on Staten Island on Oct 24 thru 27. Car #'s 115-116, 8194-5, 7287, 7296 & 7071 were in the train

Thirty LIRR MP-54's may go to SIRT temporarily to relieve car shortage. NYCTS Diesel #9 has been assigned to SIRTOA to help in snow storms.

OLD CARS BEING REFURBISHED, OTHER CAR NOTES

As of Nov 15, eight R-1/9 cars have been refurbished and repainted in the old manner (100, 103, 381, 484, 800, 1000, 1208 and 1440). #180 is in the shops for same. Four were used on the Oct 30 fantrip of ERA. Starting Nov 22, the eight repainted cars were on the QB (Brighton Local-Broadway Exp) on one run both morning and evening. The rehabilitated D-Types were used on a private trip on Nov 6.

Also, as of Nov 15, 135 R-9's, 272 R-10's, 325 R-27/30's and 176 R-21's (210 as of Nov 30) have been painted silver and blue. In the case of the R-27/30's, single cars rather than paired units have generally been painted since early October. The first 2 painted R-22's were seen July 3, but no others have been painted to date (Nov 30).

R-42 4565 suffered damage from a fire, not a collision, as reported in the October Bulletin. Now 262 R-1/4's have headlights installed.

On Nov 1 (1 day only), 3 trains of Queens R-1/9's ran on the "QJ" and 2 trains of Eastern Div R-9's were on the B-West End. Southbound B-West End trains are commonly rerouted via Smith St-Culver in tie-ups. SERVICE REROUTES, OTHER NOTES

During part of Oct and Nov, while Manhattan-bound tracks were being replaced near the Hudson St Station of the IND Fulton St Line, "A" trains were rerouted into Pitkin Yard, then reversed to Euclid Av.

On Dec 4 and 5, BMT Broadway will get good service like the old days. West End Exp will run as in pre-Chrystie St days and the "E" from Queens will rerouted via Broadway to Whitehall St like the "EE". "F" trains will run to 57 St-6 Ave, reverse to 50 St and run towards Queens on the Manhattan-bound track to Lexington Ave. The queens-bound switch west of Fifth Ave. is being replaced. Notices were placed in subway cars in the manner of the pre-City BMT Lines, in the door pocket frames that are now used for advertisements but were used for various notices when the BMT was a private company. The same weekend, Brighton "D" trains will terminate at Brighton Beach and Sea Beach "N" trains at 86 St while new switches and signals are put in service at Coney Island. A one-track shuttle will serve Brighton passengers but Sea Beach passengers will have to use a bus or transfer to the West End.

The court has voided the agreement between Penn Central and the Big Blue "M" (Metropolitan Transportation Authority) for MTA takeover of commuter service on the Hudson and Harlem Divisions.

All West End Line platform extensions are finished, but not open.

The new Journal Square entrance of PATH Tubes will soon open.

Public Service has changed its name to Transport of New Jersey.

NEW WEEKDAY HEADWAYS for "A" TRAIN Southbound at WEST 4 ST

12 min to 1:06 AM	5 min 7:36 to 8:11AM	5 min 4:31 to 4:51 PM
15 min 1:20 to 1:50	4 min 8:11 to 8:55	4 min 4:51 to 5:27
20 min 1:50 to 4:30	5 min 8:55 to 9:30	6 min 5:32 to 6:44
15 min 4:30 to 5:30	6 min 9:30 to 9:48	10 min 6:52 to 7:42
12 min 5:44 to 6:44	10 min 9:48 to 3:08PM	12 min 7:42 to 1:06AM
8 min 6:44 to 7:16	then 3:17, 3:25	(See OCT '69 BULLETIN
then 7:23, 7:30 AM	6 min 3:25 to 4:31	for old Headways)

SAN FRANCISCO TIMETABLES & TROLLEY ROUTE MAPS

For a set of timetables with map for all five San Francisco trolley lines, send a large stamped self-addressed envelope and 50¢ to:

George Horn, 1075 Space Park Way, Sp.235, Mountain View, Calif. 94040

Published bi-monthly by the PUBLICATIONS COMMITTEE, NEW YORK DIVISION, ELECTRIC RAILROADERS' ASSOCIATION, GPO Box 1892, New York, N. Y. 10001
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THIRD AVE. RAILWAY SYSTEM

PART III

BY BERNARD LINDER

YONKERS RAILROAD COMPANY

This company was incorporated April 1, 1896, as a consolidation of the Yonkers and Tarrytown Electric Railroad Co., the North and South Electric Railway Co., and the former Yonkers Railroad Company which was incorporated on January 7, 1896. The Union Railway Company bought a controlling interest in Yonkers Railroad's capital stock in September, 1898. The company was a part of the Metropolitan Street Railway's huge network for several years and went into receivership on January 18, 1908. It was returned to a solvent Third Avenue Railway Co. on July 12, 1912, and continued as an operating subsidiary for forty years. Third Avenue Railway Co. changed its name to Third Avenue Transit Corp. on July 1, 1942. When Third Avenue motorized its Manhattan and Bronx lines in 1946-1948, it also ordered enough buses to replace the Yonkers trolley cars. Fortunately it was unable to obtain permission to motorize the Yonkers lines. The buses were sold to the Board of Transportation.

A year later, June 21, 1949, Third Avenue's successor, Surface Transportation Corp., went into receivership and spent only the minimum amount of money which would keep the trolley cars running. The tracks were wearing out rapidly and the company discontinued service on portions of two lines in the summer of 1952.

During the early part of 1952, it became apparent that the company could not afford to rehabilitate its tracks or to invest in buses. Since Yonkers was in danger of losing the major part of its transit system, a group of wealthy people formed the Westchester Citizens Transportation Committee. On May 27, 1952, Federal Judge Samuel H. Kaufman approved the sale of Yonkers Railroad to the committee for \$50,000. However, the committee agreed to take over \$8,000,000 in debts. Yonkers Railroad's \$475,000 debt to other subsidiaries was cancelled. The Public Service Commission objected to the terms because it felt that the new company could never be solvent if it were saddled with an excessive debt.

More conferences were held and on August 14, 1952, the following compromise was reached. Yonkers Railroad would transfer its car barn to Third Ave, who would lease it to Yonkers Railroad for one dollar per month until abandonment. Third Avenue would transfer 59 trolley cars to Yonkers Railroad and would lease Yonkers Railroad's tracks in New York City. The \$8,000,000 debt would be cancelled.

The Westchester Citizens Transportation Committee took title to the property at midnight September 26-27, 1952. The ceremonies began in receiver Doyle's office at 30 Broad St and ended in the company's headquarters at 130 St and 3 Ave. The committee paid \$50,000 and received 10,000 shares of stock (\$100 par value) from Third Ave. The new company retained the name, Yonkers Railroad Company, even though it eventually had no tracks or trolley cars. Buses showed up a month later and the lines were motorized as rapidly as possible. On November 9, 1952, the Yonkers Avenue Line was motorized and Third Avenue trolley car lines were a thing of the past.

1-BROADWAY-WARBURTON AVE (6/2/88-11/2/52)

From 242 St & Bway (Bronx) via Broadway, South Bway, Main St, Warburton Ave to Yonkers-Hastings Line.

7/20/52-Cut back to Glenwood Ave. Buses operated to Hastings city line.

2-PARK AVENUE (9/ /87-9/1/15)

From Getty Square via Palisade Ave, Ashburton Ave, Park Ave, Shonnard Place, Palisade Ave to Roberts Ave.

9/1/15-Extended and name changed to Broadway-Park Avenue.

- 2-BROADWAY-PARK AVE (9/1/15-11/2/52)
From 242 St & Bway(Bronx) via Broadway, South Bway, Palisade Ave, Ashburton Ave, Park Ave, Shonnard Place, Palisade Ave to Roberts Ave.
- 3-BROADWAY-YONKERS (-11/2/52)
From 242 St & Bway(Bronx) via Bway, South Bway to Getty Square.
- 4-McLEAN AVENUE (-6/13/25)
Probable route--From foot of Main St via Main St, South Broadway, McLean Ave, Bronx River Road to Yonkers Ave.
6/1/11-Cut back to McLean Ave & Bronx River Road.
? -Through routed with Riverdale Ave--From Mount St Vincent (City Line) via Riverdale Ave, Main St, South Bway, McLean Ave to Bronx R.Rd.
6/13/25 trolley service was discontinued on Bronx River Road between McLean Ave and Yonkers Ave. It is not known whether this line was a shuttle or a portion of another line.
- 4-McLEAN AVE (6/13/25-11/2/52)
From foot of Main St via Main St, South Bway, McLean Ave, Central Park Ave to Woodlawn IRT Station.
3/21/37-Rerouted via New Main St from Getty Square to South Broadway and New Main Street.
- 5-NEPERA PARK (-10/26/52)
From foot of Main St via Main St, New Main St(Elm St & Palisade Ave in opposite direction), Nepperham Ave to Tompkins Ave.
7/ /52-Cut back to Roberts Ave. Shuttle bus did not run immediately because of Union's objection.
About 8/8/52-Cut back to Oneida At. Shuttle bus to Tompkins Ave.
- 6-TUCKAHOE ROAD (-10/26/52)
From foot of Main St via Main St, Palisade Ave, Elm St, Nepperhan Ave, Yonkers Ave, Walnut St, Saw Mill River Rd, Tuckahoe Rd, Garrett Ave, Armour Villa Ave, Main St to Tuckahoe Station.
6/13/25-Cut back to Nepperhan Station.
- 7-YONKERS AVENUE (6/4/93-11/9/52)
From foot of Main St via Main St, Palisade Ave, Elm St, Nepperhan Ave, Yonkers Ave, Mt Vernon Ave, West 1 St, East 1 St to South 2 Ave(Mt. Vernon(New Haven RR Station)).
- 8-RIVERDALE AVE (9/ /88-10/26/52)
From Mt St Vincent (Yonkers-Bronx line) via Riverdale Ave to Main St.
- 9-ELM & WALNUT ST (-10/26/52)
Discontinued from 12/1/11 to 11/21/13.
From foot of Main St via Main St, New Main St, Nepperhan Ave, Elm St, Walnut St to Yonkers Ave. Return via Walnut St, Elm St, Palisade Ave, Main St to foot of Main St.
6/13/25- Cut back to Walnut St & Webster Ave.
- 10-CENTRAL PARK AVENUE (/02-6/12/25)
From Yonkers Ave via Central Park Ave and Jerome Ave to Woodlawn Sta.
- UNIONTOWN * Owned by Hastings Railway, Inc. Its corporate history has not been recorded by the Public Service Commission and there is very little information about the line's route or history. On April 24, 1919, the Public Service Commission authorized the abandonment of all the trackage in the town of Hastings, on Warburton Ave, Main St and Farragut Ave as far south as High St. After a lapse of service, a new franchise was issued, tracks were replaced, and cars were operated on Warburton Ave from the Yonkers City Line to Main St. Buses replaced the trolley cars on August 26, 1929.

WESTCHESTER ELECTRIC RAILROAD COMPANY

This company was incorporated on March 27, 1891. Westchester Electric Railroad Co. acquired all the capital stock of the Mt. Vernon and Eastchester Railway Company and the New Rochelle Railway and Transit Company on June 2, 1893, and Union Railway acquired Westchester Electric's stock in 1893. Union Railway transferred Westchester Electric's stock to the Third Avenue Railroad Company on May 9, 1900. Third Avenue was under the Metropolitan Street Railway's domination for several years and went into receivership on January 18, 1908. Westchester Electric went to court and tried to dissolve its corporate existence since it was financed by Third Avenue and Union Railway and did not own any cars. The court refused to dissolve the company and returned it to a solvent Third Avenue Railway Company on July 12, 1912. During the 1930's all but two trolley lines were converted to bus and the fare was raised from five cents to ten cents. Route C-Fifth Ave-Mt Vernon was motorized on October 29, 1930, and shortly afterward the riders started complaining about the tencent fare. This line starts in Mt Vernon and runs a short Distance in the Bronx, on Dyre Ave from the City Line to Boston Road. It was found that the company obtained Mt Vernon's permission to convert to bus, but had neglected to obtain permission from the City of New York. Since New York City insisted that nearly all transit lines charge a five cent fare, they forced the company to reduce the fare within the city limits.

On January 5, 1934, trolley cars started running again on Dyre Ave from Boston Road to the City Line. (Through buses from Mt Vernon still covered the same route as the trolley car.) Passengers who boarded southbound buses in Mt Vernon paid 10 cents, were permitted to transfer to the trolley car at the City Line, and were given a five cent refund if they rode the trolley. Passengers boarding northbound cars in the Bronx paid five cents, were given a free transfer to the bus, and were permitted to ride to Mt Vernon without paying any additional fare. Oddly, the through passengers paid less than local Mt Vernon passengers.

The bus fare was reduced to five cents on November 11, 1936, and the fare differential between the trolley and the bus was eliminated. Trolley riding fell off and the trolley stopped running on June 28, 1938 after only ten fares were collected during the first six months of 1938. (Were these riders ERA members?)

The company continued as an operating subsidiary until the last two trolley lines were discontinued on December 17, 1950.

On December 30, 1926, the company started using route letters,
LARCHMONT-177 STREET

Cars operated from Larchmont to 177 St (West Farms Square) until Nov. 6, 1910. The New York and Stamford Railway Company was permitted to operate to the New Rochelle Railroad Station starting Nov. 7, 1910.

NEW ROCHELLE-177 STREET (11/7/10- about 1916)

Operated from Lawton St loop, New Rochelle to 177 St (West Farms Sq).

A-NEW ROCHELLE-SUBWAY (about 1916-12/17/50)

7/1/18 route--From 229 St via White Plains Rd, W 1 St, S 5 Ave (S 4 Ave in opposite direction), E 3 St, S Fulton Ave, Sanford Blvd, Colonial Ave, Pelhamdale Ave, Boston Road, Main St, North Av, Huguenot St, Division St, Railroad Pl to Mechanic St (New Rochelle RR Station).

Return via Mechanic St, Huguenot St, Lawton St, Main St then as above.

3/20/21 Cut back to 241 St & White Plains Rd.

6/1/25 Operated east on Main St and west on Huguenot St (New Rochelle).

6/10/31 Operated both directions on S 5 Ave between W 1 St & E 3 St.

Route from 1931 to abandonment--From 241 St via White Plains Road, W 1 St, S 5 Ave, E 3 St, S Fulton Ave, Sanford Blvd, Colonial Ave, Pelhamdale Ave, Boston Road, Main St, North Ave, Huguenot St, Bridge St,

Railroad Place to Mechanic St. Return via Mechanic St, Huguenot Street, Main Street, than same as above.

BEDFORD PARK (-3/20/21) (BP on map)

From New Haven Station (S 2 Ave, Mt Vernon), via E 1 St, W 1 St, Mt Vernon Ave, Bronx River rd, Webster Ave to 198 St(Bronx).

B-MT VERNON-229 ST (3/20/21-12/17/50)

From New Haven Sta (S 2 Ave, Mt Vernon) via E 1 St, W 1 St, White Plains Road to 229 St(Bronx).

C-5 AVE-MT VERNON (-10/29/30)

From Boston Road (Bronx), via Dyre Ave, S 5 Ave, E 3 St, S 4 Ave, E 1 St to New Haven RR Sta(S 2 Ave(Mt Vernon). Return via E 1 St, S 5 Ave, Dyre Ave to Boston Road.

DYRE AVENUE (1/5/34-6/28/38)

On Dyre Ave (Bronx) from Boston Road to Mt Vernon City Line.

NORTH PELHAM (-5/3/31) (NP on map)

Jan 1913-extended on Pelhamdale Rd from Mayflower Ave to south line of Eastchester. Route from 1918 to abandonment--From south line of Eastchester(present site of Hutchinson River Parkway) via Pelhamdale Road(North Pelham), 5 Ave, Wolfs Lane, E 3 St, S 4 Ave (S 5 Ave in opposite direction) E 1 St to New Haven RR Sta(S 2 Ave,Mt Vernon).

D-5 AVE & 6 ST (7/1/09-8/6/26)

From Wolfs Lane via 6 St(Sanford Blvd), S 5 Ave, E 3 St, S 4 Ave, E 1 St to 2 Ave(Mt Vernon Sta of NHRR). Return via E 1 St, S 5 Ave, 6 St to Wolfs Lane.

This line was built because the New Rochelle-Subway Line did not transfer to most other lines. When the New Rochelle-Subway Line started giving transfers, patronage on 5 Ave & 6 St fell off and a franchise car was operated from 1923 until abandonment.

F-BRONXVILLE or GRAMATAN AVE (-2/8/31)

BRONXVILLE-Discontinued 12/25/09; Resumed 6/21/10; Ran as needed 1911. GRAMATAN AVE. ran from 10/6/16 to 1/21/17.

BRONXVILLE-Resumed 2/22/20. Name changed to Gramatan Ave about 1930. Route--From New Haven Station(Mt Vernon) via Prospect Ave, N 3 Ave, Oakley Ave, Gramatan Ave, Poplar St, Midland Ave, Main St, White Plains Road to Eastchester-Scarsdale Line. Return same to Gramatan & Lincoln Ave, then East Lincoln Ave, Crary Ave, Prospect Ave to NH Sta. 8/16/25-Main line cars terminated at Poplar St and Midland Ave and shuttles operated between Poplar St and Eastchester-Scarsdale Line. 8/8/26- Discontinued shuttle cars.

4/8/28-Cars operated in reverse direction around loop in Mt Vernon.

H-PELHAM MANOR (-7/31/37)

10/1/10-Extended from Pelham Sta to Shore Road.

From New Haven Sta (1st St, Pelham) via Wolfs Lane, Colonial Ave, Pelhamdale Ave to Pelham Road.

J-GLEN ISLAND (-8/1/39)

Service from Glen Island to 233 St and White Plains Rd was begun 5/28/10 and was operated when necessary during the 1911 summer season. Cars operated from Glen Island to Mt Vernon on 8/18/11 only.

Route until 6/1/25--From Glen Island Dock via Neptune Place, Neptune Ave, Pelham Rd, Drake Ave, Huguenot St, Division St, Railroad Pl to Mechanic St(New Rochelle Sta, New Haven RR). Return via Mechanic St, Huguenot St, Lawton St, Main St then same as above.

Route 6/1/25 to abandonment--From Glen Island Dock via Neptune Place, Neptune Ave, Pelham Rd, Drake Ave, Main St, North Ave, Huguenot St, Bridge St, Railroad Pl to Mechanic St. Return via Mechanic St, Huguenot Street, Main Street, then same as above.

K-BEACHMONT PARK (-about 1923)

Short service of M-Tuckahoe-New Rochelle.

Probable route-- From Beachmont Park via North Ave, Huguenot St, Bridge St, Railroad Pl to Mechanic St. Return via Huguenot, Lawton St, North Ave.

9/26/21-extended from Beachmont Park to Broadview Ave.

About 1924-through-routed with Hudson Park (see "L")

L-HUDSON PARK (-8/1/39)

Cars operated from Hudson Park to 241 St & White Plains Road during the summer of 1909 and to 233 St & W P Rd during the summers of 1909 and 1910. Cars operated from Hudson Park to Mount Vernon during the 1911 summer and this service was discontinued on August 19, 1911.

-6/3/16-Hudson Park cars through routed with Webster Ave (See "P")

6/3/16-9/22/19-Cars operated from Hudson Park probably yo Mechanic St, New Rochelle.

About 1924-Line extended to North Ave and Broadview Ave.

12/3/28-Extended to Wykagyl switch.

3/15/31-Cut back to Mechanic St.

Route from 1931-- From Hudson Park via Hudson Park Road, Franklin Ave, Main St, North Ave, Huguenot Ave, Lawton St to Main St. Return via Main St, then above route.

M-TUCKAHOE-NEW ROCHELLE (-3/15/31)

From Tuckahoe Station via Main St, Mill Rd, North Ave, Huguenot St, Bridge St, Railroad Place to Mechanic St. Return via Huguenot St, Lawton St, North Ave, Mill Rd, Main St to Tuckahoe Station.

Until 11/9/14-Main line cars operated to Waverly Square(Main St & Waverly Pl, Tuckahoe), and shuttles operated from Waverly Square to Tuckahoe Station.

11/9/14 - Through service between Tuckahoe Station to New Rochelle.

3/21/20- Main line cars again terminated at Waverly Sq and shuttles operated between Waverly Sq and Tuckahoe Station.

8/29/26-North terminal cut back to White Plains Rd and Mill Rd.

N-EAST MAIN STREET (11/7/10-11/2/29)

From New Rochelle-Larchmont City Line via Main St, Rose St (now North Ave), Huguenot St, Bridge St, Railroad Place, Mechanic St to Huguenot St. Return via Huguenot St, Lawton St, Main St to City Line.

O-5 AVE-NEW ROCHELLE (-3/15/31)

Line called North St-New Rochelle about 1908 and 1909 and North St-5 Ave from about 1910 to 1922.

Route--From City Line(New Rochelle-Larchmont) via 5 Ave, North Ave, Huguenot St, Bridge St, Railroad Pl to Mechanic St. Return via Mechanic St, Huguenot St, Lawton St, Main St, North Ave, 5 Ave to City Line.

P-WEBSTER AVENUE (-6/29/39)

-6/3/16) Through-routed with Hudson Park (See "L" above)

6/3/16-9/22/19-Operated from City Line to Mechanic St.

9/22/19-9/26/21-Through-routed with Hudson Park--From Hudson Park via Hudson Park Rd, Franklin Ave, Main St, Rose St(North Ave), Huguenot St, Bridge St, Railroad Pl, Mechanic St, Huguenot St, Division St, Union Ave, Charles St, Washington Ave, Webster Ave, Mayflower Ave to City Line(Pelhamdale Rd). Return via Mayflower Ave, Webster Avenue, Washington Ave, Charles St, Union Ave, Division St, Railroad Place, Mechanic St, Huguenot St, Lawton St, Main St, Franklin Ave, etc.

9/26/21-6/29/39-From City Line via Mayflower Ave, Webster Avenue, Washington Ave, Charles St, Union Ave to Division St.

HARLEM STATION (-4/28/17) (Short service of #7 or Bedford Pk)

Probable route--From New Haven (Mt Vernon) Sta(S 2 Ave) via E 1 St, W 1 St, Mt Vernon Ave to Harlem Sta(Mt Vernon Ave)present Harlem Div.

NEW YORK, WESTCHESTER & CONNECTICUT TRACTION CO.

This company was incorporated on February 12, 1895, and assumed operation of the North Mt Vernon Street Railway Company which was incorporated in 1892. The New York, Westchester, and Connecticut Traction Company was acquired by the Metropolitan Street Railway about Feb, 1902, through a complicated transaction. Metropolitan securities Company acquired New York, Westchester, and Connecticut's capital stock and also acquired the entire capital stock of the Interurban Street Railway Company. The latter, a Metropolitan subsidiary, changed its name to the New York City Railway Company on February 10, 1904. When the Metropolitan Street Railway went into receivership on Sept 24, 1907, the N.Y., Westchester, and Connecticut went into receivership, too. A separate receiver was appointed on Aug 1, 1908. Third Avenue became solvent again Jan 1, 1912, and the New York, Westchester, and Connecticut continued as a paper subsidiary (without a railroad) until it was leased to the Westchester Street Transportation Co on Nov 11, 1936.

E-MT VERNON-TUCKAHOE (-1/14/32)

From New Haven Station(Mt Vernon) via Prospect Ave, N 3 Ave, Oakley Ave, N 4 Ave (Gramatan Ave), E Lincoln Ave, N Columbus Ave, White Plains Road, Waverly Pl, Main St, White Plains Rd to Eastchester-Scarsdale Line(Sprague Rd). Return same to E Lincoln Ave, then Crary Ave, Prospect Ave to New Haven Station.

4/28/28- Cars operated in reverse direction around loop in Mt Vernon.

G-MT VERNON-NORTH PELHAM (-5/3/31)

From New Haven Station(Mt Vernon) via Prospect Ave, N 3 Ave, Oakley Ave, N 4 Ave, East Lincoln Ave to North Pelham-New Rochelle Line (Miller Ave). Return via East Lincoln Ave, Crary Ave, Prospect Avenue to New Haven Station.

4/28/28-Cars operated in reverse direction around terminal loop.

TARRYTOWN, WHITE PLAINS & MAMARONECK RAILWAY
WESTCHESTER STREET RAILROAD COMPANY

TARRYTOWN, WHITE PLAINS, MAMARONECK (10/1/95-11/16/29) (TWP on map)

From Tarrytown Station via Main St, White St, Main St, Nepperhan Rd, Altamon Rd, Rose Hill Ave, Benedict Ave, White Plains Road, Tarrytown Road, Central Ave, Main St(White Plains), Mamaroneck Ave, Boston Post Road to Chatsworth Ave(now North Ave), Larchmont.

10/1/95-White Plains Sta to Hillside Ave; 12/7/95-Ext to Elmsford

Sept 1897-Extended to Tarrytown RR Station

Sept 1898-Ext to Mamaroneck; 1900-Ext to Larchmont

1/18/21-Cut back from Chatsworth Ave to Bandstand, Mamaroneck.

About June, 1924-Cut back to Rosedale Ave.

2/21/27-Cut back to Ridgeway, on account of bad track

3/11/27-Buses substituted from White Plains to Rosedale Ave.

SCARSDALE LINE (1900-10/21/26) (SC on map)

From White Plains via Main St, Grand St, New York Post Rd, White Plains Post Road to Eastchester-Scarsdale Line(Sprague Rd).

CALVARY (1903-about 1916) (CAL)

Route--Hillside Ave from Tarrytown Road to Mt Calvary Cemetery (or to White Plains-Valhalla Line?) 9/7/16 Company was given permission to abandon line which had been virtually abandoned about a year.

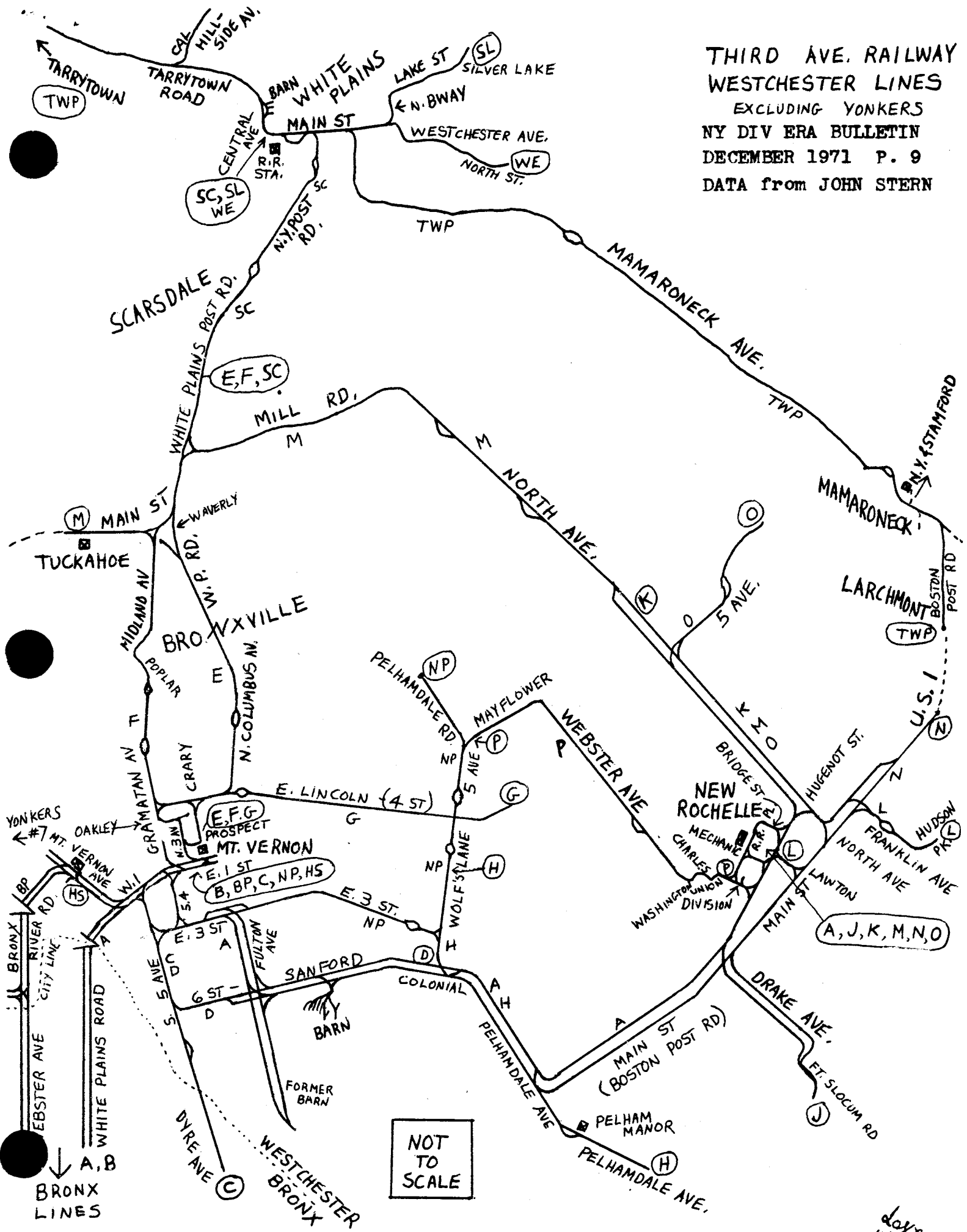
SILVER LAKE (12/7/95-8/1/27) (SL on map)

Route--Main St(White Plains), North Broadway, Lake St to Hancock St.
5/31/26-Discontinued service; 9/13/26-Resumed service.

WESTCHESTER AVE (1905- ?) (WE on map)

From White Plains via Main St, North Broadway, Westchester Ave, North St to Ward's Lane. (History on Page 10)

THIRD AVE. RAILWAY
 WESTCHESTER LINES
 EXCLUDING YONKERS
 NY DIV ERA BULLETIN
 DECEMBER 1971 P. 9
 DATA from JOHN STERN



TARRYTOWN, WHITE PLAINS & MAMARONECK RAILWAY
WESTCHESTER STREET RAILROAD COMPANY

The trolley lines which radiated from White Plains had been a part of the giant Third Avenue Railway System for relatively short periods. Because of their remote location, hardly any information has been recorded and we are unable to give a complete record of the route changes.

The New York, Elmsford, and White Plains Railway, the predecessor company, was chartered in May, 1892, and construction began on June 26, 1895. When the Tarrytown, White Plains & Mamaroneck main line was opened in Sept, 1898, the company changed its name to the Tarrytown, White Plains, and Mamaroneck Railway.

The Third Avenue Railroad Company purchased the company in April, 1899, and assigned it to its subsidiary, the Union Railway Company. Third Avenue and its subsidiaries went into receivership in 1908 and a year later the Tarrytown, White Plains, and Mamaroneck was sold at auction to the New Haven Railroad, which reorganized it as the Westchester Street Railroad Company on December 1, 1909.

The New Haven Railroad then created another subsidiary, the Shore Line Electric Railroad Co, which operated the portion of the Tarrytown, White Plains, and Mamaroneck Line between the "Bandstand," Mamaroneck and Chatsworth Ave, Larchmont.

On June 26, 1913, the company charged a ten cent fare to passengers riding from the Shore Line to White Plains(east of the New York Central RR) and on July 20, 1913, Shore Line leased its property to Westchester St.

Westchester Street was unable to show a profit because of the sparsely settled territory it served and the low fares it was required to charge. The company went into receivership again in 1920 and in accordance with an agreement dated July 20, 1920, it terminated its lease with Shore Line on Aug 1, 1920. Service on the 1.46 mile of the portion of the line was discontinued on Jan 18, 1921, without obtaining permission from the Public Service Commission. The Supreme Court ruled that the company was bankrupt, it didn't need the approval of the PSC. The company was also able to economize by selling six large double truck convertibles and replacing them with six small single truck Birneys. The company was able to get permission to raise the fares. In 1921, the base fare was 6 cents in White Plains and 8 cents in Mamaroneck. A through ride from White Plains to Mamaroneck (4 zones) cost thirty cents. Scarsdale withdrew its consent for a 6 cent fare and the company reduced it to 5 cents on Aug 13, 1921. The base fare rose to 10 cents in June, 1924, and when Mamaroneck balked at the increase, the company refused to operate cars in the town. As a result the line was cut back to Rosedale Avenue.

Westchester Street was sold at auction on July 19, 1926, and since Third Ave wanted to keep its competitors out of Southern Westchester County, it offered the highest bid. John Johnson, evidently TARS's agent, bought the property for \$70,000. Westchester Street RR ceased operating the property at midnight July 28, 1926, and Johnson took over the next day. The next day, Westchester Street Transportation Co, a new TARS subsidiary, bought the property from Johnson for \$18,000 cash and \$52,000 stock.

Third Avenue's president, S.W.Huff, was always in favor of trolley cars and he hoped that he could increase patronage by increasing service. The fleet was immediately doubled by transferring 18 cars from the Bronx. Unfortunately, the merchants and public officials favored buses, and Huff's plans were doomed to failure. When the city decided to pave Post Rd, the company couldn't afford to relocate and install new track and buses replaced trolley cars on the Scarsdale Line on Oct 21, 1926. The merchants on Main St, White Plains blamed the trolley cars for traffic congestion and demanded buses. TARS wanted to convert Tarrytown-White Plains Line to trolley coach, but the local officials objected to the overhead wires and buses were substituted on Nov 17, 1929. The cars were trucked to the Bronx in 1930. Routes on Page 8.