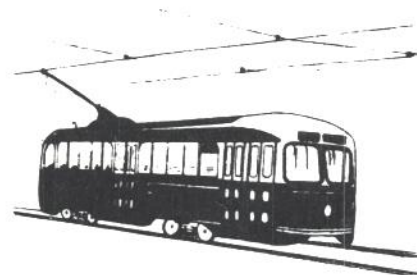
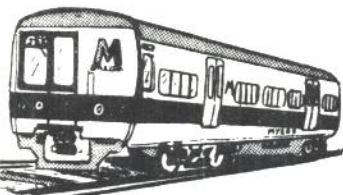


NEW YORK DIVISION

BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION

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IN THIS ISSUE: BROADWAY-PARK AVENUES
UNIONTOWN SHUTTLE -
HISTORY AND TRACK PLANS

PUBLIC TRANSIT RIDERSHIP DECLINES DUE TO THE RECESSION

Comparing public transit ridership in the second quarter of 1991 with the second quarter of 1990, we find that there was a 3.09 percent decline due to the recession. During this period, New York City employment fell by 2.46 percent.

The decline in ridership is as follows:

NYCTA Subway	3.16%	NJ Transit Rail	4.54%
NYCTA Surface	1.69%	NJ Transit Bus	7.87%
SIRTOA	8.23%	PATH	0.49%
LIRR	3.33%	NY Suburban County	
Metro-North	1.57%	Bus Systems	1.92%
MSBA	10.14%	NYC Private Bus	
Staten Island Ferry	5.25%	Carriers	5.12%

Subway ridership was off 5.4 percent in the Manhattan central business district, 2.3 percent in Northern Queens, and 3.5 percent in Southern Queens and Brooklyn. Lenox Avenue revenue increased by 1.7 percent because of increased security to deter fare abuse. The loss of jobs in lower Manhattan affected SIRTOA and Staten Island Ferry ridership which declined 8.23 percent and 5.25 percent respectively. Oddly enough, private ferry ridership grew by 30.14 percent. Because of the recession and a fare increase from \$1.15 to \$1.50 in April, Metropolitan Suburban Bus Authority ridership dropped 10.14 percent.

PATH World Trade Center and Midtown ridership fell by 0.68 percent and 0.64 percent respectively, but volumes at Jersey City stations remained stable. Weekday declines were offset by increased weekend riding which occurred after PATH increased Journal Square-Hoboken-33rd Street service from a 20-minute to a 10-minute headway on October 14, 1990.

New York City employment declined 3.28 percent through July and MTA system ridership fell by 2.32 percent.

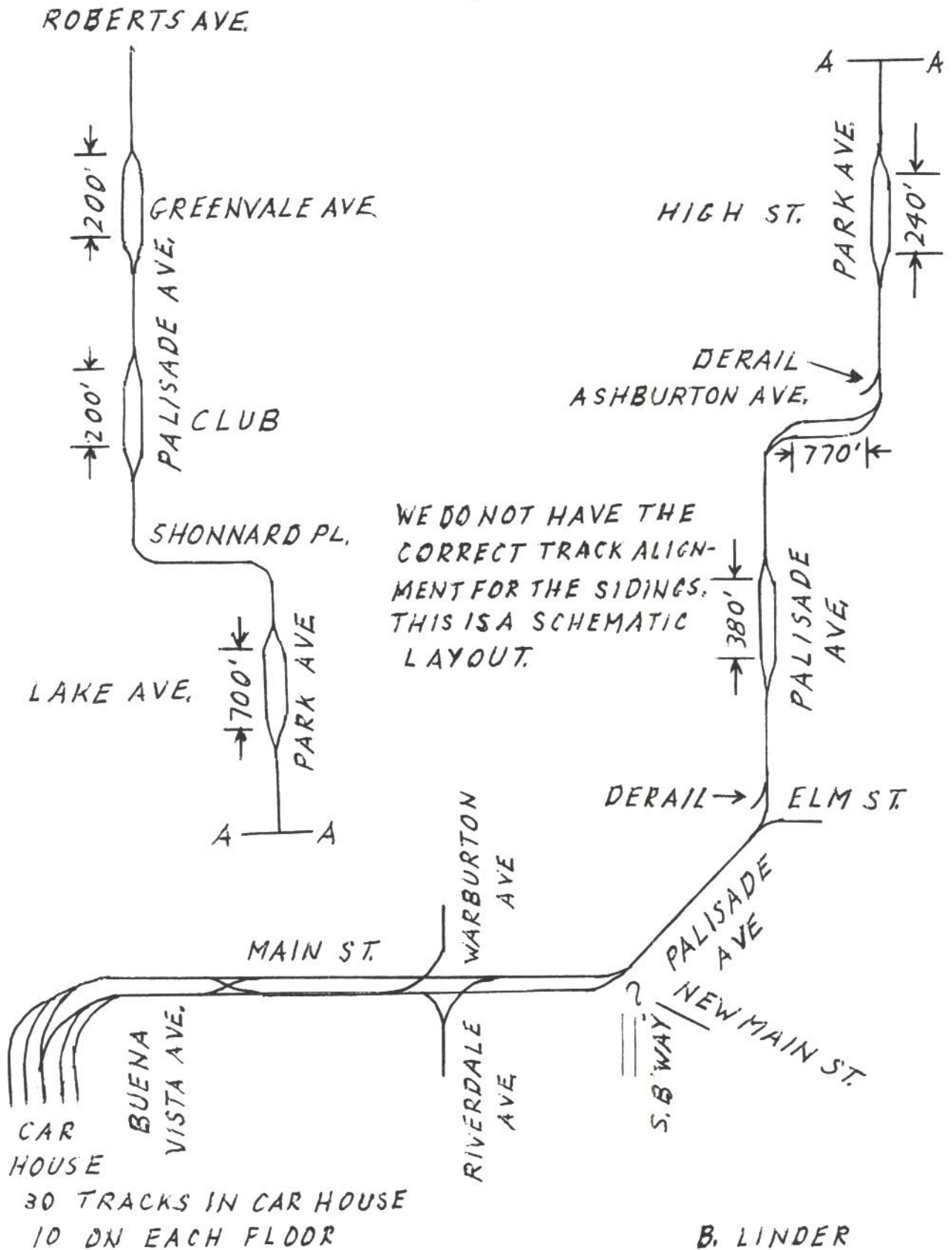
SUBWAY TRAIN LENGTHS ADJUSTED TO MATCH RIDING

Faced with declining ridership, the Transit Authority is economizing by running short trains when riding is light. Until the mid-1980s, train lengths were adjusted to match riding. During the next five years, long trains were operated at all times on most lines. Starting September 8, 1990, short trains were operated on several lines during late nights and weekends. The November, 1990 BULLETIN lists the lines and times short trains were operated. Train lengths were subsequently reduced on the A, D, J, L, and #1 lines during late nights. Effective April 1, 1991 short trains were operated on the E, F, and R lines during late nights and line #3 on Saturday evening and Sunday morning.

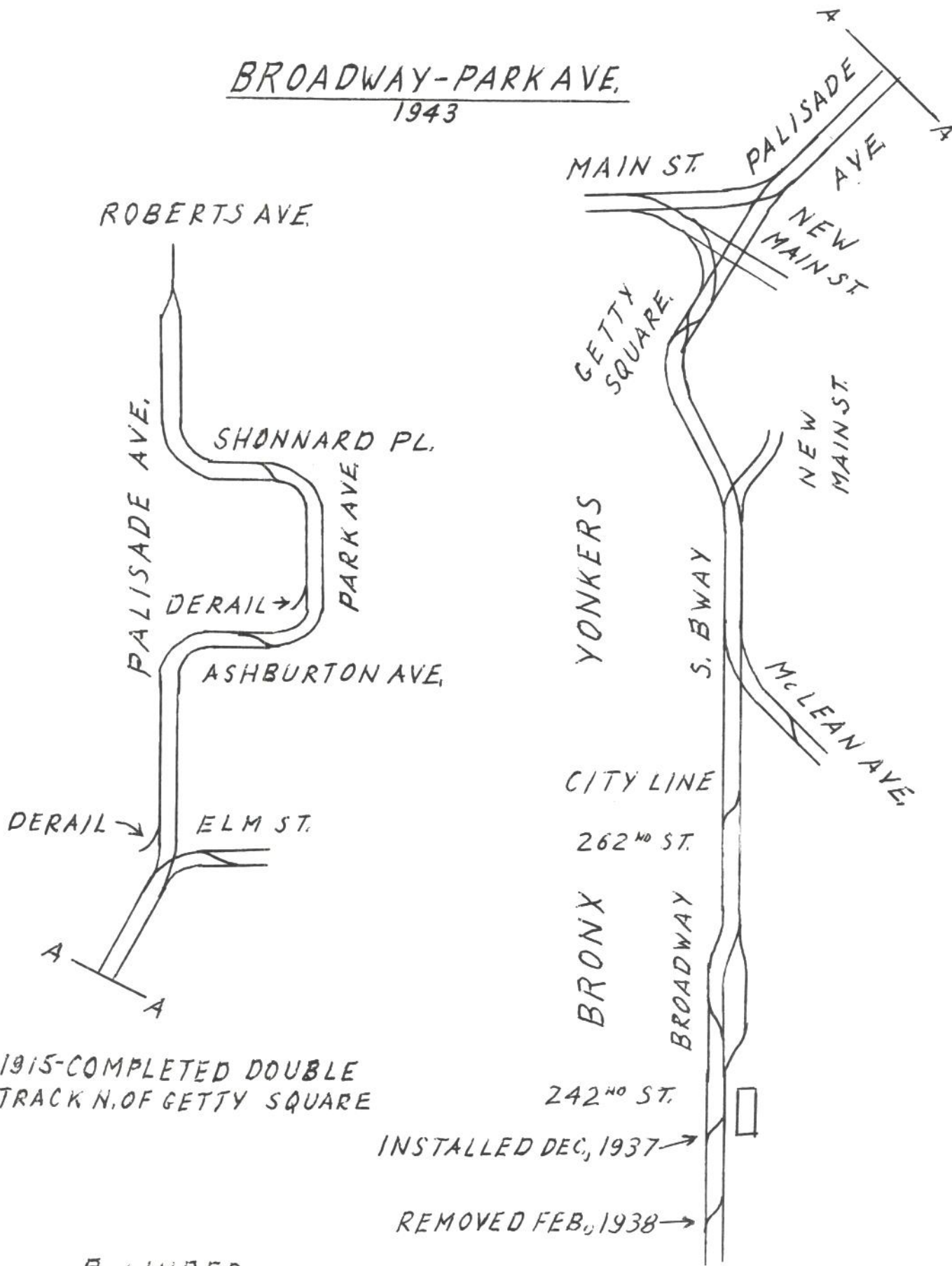
(Continued on Page Five)

PARK AVENUE

JULY 30, 1912



BROADWAY-PARK AVE. 1943



B. LINDER

BROADWAY-PARK AVENUE

by Bernard Linder

Owners:

STREET CARS

July 10, 1894 - North and South Electric Railway
 April 1, 1896 - Yonkers Railroad Company
 September, 1898 - Union Railway Company of New York City
 January, 1899 - Third Avenue Railroad Company
 April 13, 1900 - Metropolitan Street Railway Company
 January 18, 1908 - Third Avenue Railroad Company
 January 1, 1912 - Third Avenue Railway Corporation
 July 7, 1942 - Third Avenue Transit Corporation
 September 26, 1952 - Yonkers Railroad Company

BUSES

November 2, 1952 - Yonkers Railroad Company
 January 1, 1960 - Yonkers Transit Corporation
 August 5, 1972 - Liberty Coaches, Incorporated
 About mid-1982 - Liberty Lines Transit, Incorporated

Route:

STREET CARS

The company was incorporated on July 10, 1894. We have no record of the date cars started running from the foot of Main Street via Main Street, Palisade Avenue, Ashburton Avenue, Park Avenue to Lake Avenue.

1895 - Extended via Park Avenue, Shonnard Place to Broadway
 Probably 1902 - Extended via Palisade Avenue to Roberts Avenue.
 Discontinued one-block portion of line on Shonnard Place between Palisade Avenue and Broadway

September 1, 1915 - Extended to 242nd Street and Broadway. Discontinued foot of Main Street service

November 2, 1952 - Buses replaced street cars

Jack May furnished information regarding route changes prior to 1915.

Route numbers were changed frequently during the early 1900's, but were not displayed on the cars. Checking the transfers, we find that Park Avenue was line #6 in 1916. We do not know when route numbers were first displayed, but we know that the cars displayed #2 signs as early as 1931 and continued displaying these signs until abandonment.

BUSES

November 2, 1952 - #2 buses started operating over the same route as the street cars

March 25, 1962 - Extended to Tudor Woods

1968 - One-way operation near Getty Square. Northbound buses via New Main Street, Nepperhan Avenue, School Street; southbound buses via Palisade Avenue

January 12, 1976 - Operated in reverse direction on one-way streets listed above

1986 - School runs to 207th Street and Broadway

UNIONTOWN SHUTTLE

by Bernard Linder

Owners:

STREET CARS

1902 - Metropolitan Street Railway Company
 January 18, 1908 - Third Avenue Railroad Company
 January 1, 1912 - Third Avenue Railway Company

BUSES

1918 - Westchester Motor Transfer Company

March 6, 1927 - Yonkers Railroad Company, a Third Avenue Railway subsidiary, purchased Westchester Motor Transfer

May 2, 1927 - Westchester Motor Transfer retained as subsidiary, but buses were operated by Westchester Street Transportation Co, another subsidiary.

(Continued on Page Nine)

SUBWAY TRAIN LENGTHS ADJUSTED (Continued from Page One)

Although the following schedules are dated August 16, 1991, B service was reduced on August 5, 1991.

Reduced BMT-IND Train Lengths					
LINE	LEAVE	CARS	MONDAY-FRIDAY	SATURDAY	SUNDAY
A	207 St	4	10:45 PM-5:43 AM	12:00-6:43 AM 8:50-11:45 PM	12:00-11:01 AM 8:50-11:45 PM
A	Lefferts	4	9:14 PM-3:24 AM	12:08-5:04 AM 7:14-11:38 PM	12:08-9:38 AM 7:14-11:38 PM
A	Far Rock	4	9:06 PM-4:55 AM	12:18-5:41 AM 7:06-11:54 PM	12:18-9:05 AM 7:06-11:54 PM
B	Coney Is	6	9:52 AM-2:22 PM 7:34 PM-12:06 AM	21 St Trains	21 St Trains
B	168 St	6	9:50 AM-2:20 PM	--	--
B	36 St	4	Shuttles	Shuttles	Shuttles
C	Bed Park	4	5:06-6:21 AM	--	--
C	145 St	4	8:36-10:13 PM	All Trains	All Trains
C	Rock Park	4	6:58-7:58 PM	--	--
D	205 St	4	10:20 PM-4:47 AM	12:10-6:27 AM 8:32-11:56 PM	12:10-9:31 AM 8:20-11:47 PM
D	Coney Is	4	10:21 PM-4:48 AM	12:07-6:30 AM 8:33-11:54 PM	12:07-9:33 AM 8:21-11:44 PM
E	Jam Ctr	6	11:02 PM-4:28 AM	12:08-4:48 AM 11:02-11:53 PM	12:08-4:48 AM 11:02-11:48 PM
F	179 St	4	10:53 PM-12:50 AM	12:12-12:50 AM 5:50, 6:10 AM 7:41-11:56 PM	12:12-12:50 AM 6:29-9:52 AM 6:53-11:50 PM
F	Coney Is	4	11:38 PM-5:34 AM	12:08-6:56 AM 8:50-11:53 PM	12:08-10:50 AM 8:02-11:45 PM
G	Cont'l Av	4	7:00 PM-5:17 AM	All Trains	All Trains
G	Queens Pl	4	All Trains	All Trains	All Trains
H	Rock Park	4*	All Trains	All Trains	All Trains
J	Jam Ctr	4	8:37 PM-3:31 AM	All Trains	All Trains
L	Rock Pkwy	6	9:00 PM-4:46 AM	All Trains	All Trains
M	Metro Av	4	8:42 PM-4:11 AM 9:44 AM-2:23 PM	All Trains	All Trains
N	Coney Is	4	10:49 PM-3:52 AM	All Trains	All Trains
R	95 St	4	11:16 PM-5:00 AM	All Trains	All Trains

* Full length consist operated on H trains from 9:00 AM to 7:00 PM Saturday, Sunday, and holidays when beach traffic is anticipated.

During other times, train lengths are as follows: A, F, N - 8 75-foot or 10-60 foot cars; B, E - 10 60-foot cars; D, Q, R - 8 75-foot cars; C, J, L, M - 8 60 foot cars; and G - 6 75-foot cars.

Reduced IRT Train Lengths					
LINE	LEAVE	CARS	MONDAY-FRIDAY	SATURDAY	SUNDAY
1	242 St	8	9:06 PM-3:35 AM	12:02-4:35 AM 7:22-11:50 PM	All Trains
2	241 St	8	7:45 PM-1:59 AM	12:19-4:39 AM 7:01-11:59 PM	All Trains
3	148 St	6	--	6:10-7:46 PM	9:22 AM-12:34 PM
5	Dyre Av	8	8:06 PM-12:00 AM	--	--
		6	--	5:50 AM-11:49 PM	All Trains
		4	All Shuttles	Midnight Shuttles	
6	Pel Bay	5	10:31 PM-4:19 AM	12:06-5:01 AM	--
		7	--	5:18 AM-11:54 PM	All Trains
7	Main St	8	9:19 PM-4:37 AM	--	--

During other times, train lengths are as follows: #1, #2, #4, #5, #6 - 10 cars; #3 - 9 cars; #7 - 11 cars.

COMMUTER RAILROAD NOTES

by Randy Glucksman

METRO-NORTH (East)

New schedules were issued effective October 27th for all lines.

HARLEM: For the first time since July, 1972, through service is being operated between Dover Plains and Grand Central Terminal. Train #3926 leaves Dover Plains at 6:23 AM making stops to Brewster, then runs express to Grand Central Terminal (with a discharge stop at White Plains). Afternoons, Train #3955 leaves Grand Central Terminal at 5:17 PM (with a boarding stop at White Plains) then makes stops from Golden's Bridge to Dover Plains. Adjustments to departure times were made to other trains operating around those time periods as well as to most of the connecting shuttle service between Dover Plains and Brewster North. Many of those connecting shuttles were also renumbered.

Since the electrification project between North White Plains and Brewster North was completed on April 30, 1984, M-1 and M-3 MU equipment has been used to serve the line. Locomotive-hauled trains continued to serve the line at least until September 4th. When the new schedules went into effect on September 10, 1984, the running times were speeded up, and at that time the service must have been furnished by electric MUs. This is the first scheduled return of diesel-hauled equipment south of Brewster North since that time period.

The timetable of December 20, 1971 shows that there was one AM inbound and one PM outbound through train, Mondays through Saturdays, while on Sundays and holidays, there were two inbound and three outbound trains.

Two trains, #542 (8:48 AM) and #544 (9:01 AM) have been combined with #542 leaving White Plains at 8:56 AM, and train #318 (7:48 AM Mount Vernon West) was eliminated with its stops being reallocated to neighboring trains.

Three of eight new Bombardier Shoreliner cars have been delivered and placed into service. Arrival of this group of cars provided the equipment necessary for the operation of the Dover Plains through train. As the other cars are accepted, their names and numbers will be published. In the meantime, these new arrivals are:

6175 - The Working Class Hero 6177 - The Shad Run
6179 - The Bannerman's Island

HUDSON: A change was made to two PM Peak trains: #767 (5:56 PM to Irvington) and #473 (5:58 PM to Spuyten Duyvil). #767 now runs express to Hastings instead of to Riverdale as it did under the previous schedules. To cover the bypassed stations, #473 has been extended to Greystone. Also, late PM Train #792 (10:30 PM Croton), a local to Grand Central Terminal, except for University Heights and Morris Heights, now stops at those stations.

NEW HAVEN: Train #1578, which leaves Grand Central Terminal at 7:37 PM making all stops from Stamford to New Haven, has been added to the schedule in response to requests for more service. In addition, there was a re-zoning (re-distribution of station stops) to some AM off-peak trains. The Sunday and holiday train, #6559 (7:45 PM New Haven) will be continued through the holiday season.

Saturday Shoppers Specials are operating as in previous years, and Metro-North will again issue special timetables for the Thanksgiving weekends and Christmas/New Year's period.

Third rail is being installed on the New Haven Line to Pelham, which will then replace Woodlawn Junction as the location for the power change from overhead (catenary) to third rail.

A not-so-new station on the ex-New Haven Waterbury Branch has service once again. Beacon Falls (MP 79), located between Seymour (MP 75) and Naugatuck (MP 82) has not had passenger service since 1949. At that time it was a flag stop for one train per day in each direction.

F-7A locomotives 417 and 420, formerly NJ Transit (originally C&NW), are being leased from the United Railway (Continued on Page Seven)

COMMUTER RAILROAD NOTES (Continued from Page Six)

Historical Society (URHS) of New Jersey, a museum group, and are at Croton Shops being prepared for eventual service on the Waterbury Branch.

METRO-NORTH (West)

An improvement to weekday train service on the Port Jervis Line has occurred, with the elimination of all but one pair of shuttle trains. Trains #62 (8:44 PM Port Jervis) and #65 (10:21 PM Suffern) continue to run, but two other trains, #56 (8:17 AM) and #58 (1:35 PM) Port Jervis, now operate through to and from Hoboken, without the necessity to change at Suffern. Two trains from Hoboken, #51 (9:35 AM) and #53 (3:45 PM), operate through to Port Jervis. The afternoon shuttles which operated between Suffern and Harriman (#53 and #58) were abolished.

The shuttle service which was instituted during August, 1982 originally operated with RDCs. However, in March, 1991, the RDCs were replaced by diesel-hauled trains of push-pull coaches. With the new schedules, four inbound AM and three outbound PM trains make limited stops within the State of New Jersey.

CONNECTICUT DOT

Five new Bombardier coaches (6211, 6213, 6215, 6217, and 6219) have been delivered for the New Haven Line and one (1691) has been delivered for Shore Line East service. They carry names as follows:

1691 - The Brass City	6211 - The Constitution State
6213 - The Candlewood Lake	6215 - The Birmingham
6217 - The Yankee Doodle	6219 - The Husking Bee

LONG ISLAND RAIL ROAD

MP-15s #154 and P161 have been painted in the blue and yellow color scheme. These two locomotives were the motive power used on the September 28th Long Island Sunrise Chapter-NRHS fantrip from Jamaica Station to Poughkeepsie, which operated via Amtrak and Metro-North trackage. The consist was: 605 (FA-1)-2873-2779-2795 (coaches)-2833 (bar car)-2019-2018 (parlor cars)-P161-154. #605 was also painted in what has become known as the "Back to the Future" color scheme.

A report describing dangerous conditions at nine abandoned Long Island Rail Road stations in Queens describes examples of filth, neglect, and unsafe conditions. The report recommends removal of unused platforms, and adequate and higher fencing. It also recommends reopening of the Elmhurst station, which was closed on January 1, 1985, and a feasibility study for the reopening of the Union Hall station.

The Borough President of Queens revealed that 14 Long Island Rail Road stations have been closed in the past 35 years. The following stations, four of which were closed more than 25 years ago, were cited in the report.

<u>STATION</u>	<u>LOCATION</u>	<u>BRANCH</u>
Rego Park	63rd Drive and Austin Street	Main Line
Hillside	178th Place and 93rd Avenue	Main Line
Union Hall	Archer Avenue and Union Hall Street	Main Line
Bellaire	212th Street between Jamaica Avenue and 99th Avenue	Main Line
Cedar Manor	115th Road and Bedell Street	Montauk
Higbie Avenue	140th Avenue and Bedell Street	Montauk
Springfield Gardens	Springfield Boulevard and Carson Street	Atlantic
Elmhurst	Whitney Avenue and 43rd Avenue	Pt. Washington
Corona	National Avenue and 45th Avenue	Pt. Washington

COMMUTER RAILROAD NOTES (Continued from Page Seven)NJ TRANSIT

In what has become an annual fall event, the Hoboken Festival ("Hoboken Eleven") was held on Saturday, October 5th. Two free rides were offered, one to the Maintenance Complex and the other in new Arrow III coaches which do not operate on the Morris & Essex, powered by an ALP-44 (#4409) electric locomotive.

A special \$2 round-trip fare was charged to passengers riding trains scheduled to arrive at Hoboken or Newark between 10 AM and 2 PM. This ticket was also valid for the return trip between 2 PM and 6 PM. Extra trains were operated on the Bergen County, Boonton, North Jersey Coast, and Raritan Valley Lines as follows:

Train #9300 left Suffern at 11:05 AM making all stops on the Bergen County Line. Passengers were directed to utilize the regularly scheduled trains, leaving Hoboken at 4:10 PM and 6:30 PM, for their homeward-bound journeys.

Train #9000 left Dover at 9:45 AM making all stops to Hoboken, with return service from Hoboken at 4:30 PM as Train #9007. This was the first time since June 26, 1982 that Saturday train service was scheduled on the Boonton Line. A timetable dated April 25, 1982 showed two inbound AM and two outbound PM trains operating on Saturdays. The missing numbers between Trains #9001 and #9006 were assigned to the Wild West Trains (#9002/01, 9004/03, and 9006/05), which ran between Hoboken and Glen Ridge.

North Jersey Coast Line Train #9500 left Bay Head at 9:51 AM and returned from Hoboken at 4:15 PM as Train #9501.

In addition to the normal Saturday service on the Raritan Valley Line to Newark, Train #9400 left Raritan at 11:05 AM for Hoboken. There was a return trip which left Hoboken as Train #9401 at 4:40 PM.

The trips to the Maintenance Complex were numbered 9100/01 and 9102/03, while the three ALP-44/Comet III runs to Millburn were assigned 9600/01 to 9604/05.

In June, 1989, NJ Transit signed a contract with ABB Traction of Elmira Heights, New York to completely overhaul their fleet of 230 Arrow IIIs. The agreement called for the refurbished cars to be returned to service by August 1992. Due to acceleration and braking problems, the eight prototype cars have failed their acceptance tests, and the contractor has designed some fixes.

After completion of those repairs, the cars will be tested at the test track in Pueblo, Colorado. Performing the tests in Colorado avoids the problems of attempting to schedule the testing on the very busy North East Corridor. Upon successful completion of the tests, work will commence on the rest of the fleet.

The Arrow IIIs are used on all of NJ Transit's electric lines, and to prevent a car equipment shortage, no more than 24 of the cars are taken out of service for the overhaul program at a time. Each car will cost about \$900,000 to be refurbished, while brand new cars are estimated to be in the range of \$2.5 million each. All Arrow IIIs returned to service will have AC traction motors, replacing the DC motors that were installed originally.

Numerous schedule changes were made to trains operating on the Bergen/Main Lines, due to the additional through service to Port Jervis. On the Pascack Valley Line, there were reductions in running times of several minutes to many runs which will now more accurately reflect actual operating conditions. Several trains had their departure times changed to avoid conflicting train movements in Hoboken, and the extra trains which operate on holiday eves will now depart at 32 minutes past the hour, rather than on the half-hour. Changes to other lines will appear in the next BULLETIN.

PATH

PATH's participation at the Hoboken Festival saw PA-1 157R and PA-4 818 displayed on Track #11. 818 was the prototype car for the installation of the handholds on the horizontal bars. This car also has grooved floors to assist in drainage during wet weather.

(Continued on Page Ten)

UNIONTOWN SHUTTLE (Continued from Page Four)

- August 26, 1929 - Hastings, Inc. operated buses on Warburton Avenue, Hastings
- November 11, 1936 - Westchester Motor Transfer merged into Westchester Street
- February 10, 1969 - Liberty Coaches, Inc.
- About mid-1982 - Liberty Lines Transit, Inc.

Route:

STREET CARS

- From Main Street and Warburton Avenue, Hastings via Main Street and Farragut Road to Green Street. The Uniontown Shuttle was a single track line with no passing sidings. Track plan was published in the October, 1991 issue together with the Warburton Avenue line.
- 1902 - Cars probably started running
- April 24, 1919 - Service probably discontinued

BUSES

- 1918 - White Plains to Uniontown, Hastings
- August 26, 1929 - Buses replaced street cars in Hastings on Warburton Avenue between the city line and Main Street
- December 9, 1929 - Buses from White Plains rerouted via Warburton Avenue to Yonkers-Hastings line. Uniontown shuttle started running from Main Street and Warburton Avenue via Main Street and Farragut Road to the city line, and was subsequently discontinued
- January 9, 1932 - Cut back to Elmsford
- December 2, 1938 - Extended to White Plains
- February 10, 1969 - Through-routed with Liberty's Yonkers-Hastings route and designated route J. Most buses ran via Broadway, Main Street, and Warburton Avenue, but a few buses followed the route of the former Uniontown Shuttle trolley
- 1972 - Renumbered route 6
- The June 23, 1986 timetable is the first timetable to show through service from Yonkers railroad station to Pleasantville via Hastings and White Plains.

BROADWAY LINES—NORTH	
YONKERS RAILROAD COMPANY	
OCT 25 -'52	
<small>Good only for a continuous trip in the direction indicated over a line named below when presented at point designated before time cancelled.</small>	
At Getty Square to Mount Vernon, Tuckahoe, Nepera Park and Elm and Walnut Street cars.	
A.M. 123456789101112	004054
P.M. 123456789101112	

BROADWAY-PARK AVE.—SOUTH	
YONKERS RAILROAD COMPANY	
OCT 26 -'52	
<small>Good only for a continuous trip in the direction indicated over a line named below when presented at point designated before time cancelled.</small>	
At Elm St. and Palisade Ave., East on Tuckahoe or Mount Vernon. At Getty Square, East on Nepera Park or Elm and Walnut St., West on all cars; North on B'Way-Warburton Ave. At Riverdale Ave. South. At So. B'Way and McLean Ave. To McLean Avenue, East.	
A.M. 123456789101112	000030
P.M. 123456789101112	

CAR ASSIGNMENTS AND DEVIATIONS THEREFROM

by Bill Zucker

<u>DATE</u>	<u>LINE</u>	<u>TYPE OF CARS</u>
9/25/91	M	Slant R-40 (East New York cars)
9/27/91	M	Slant R-40 (East New York cars) (different train)
9/30-10/4/91	A	R-32 (Jamaica cars)
10/15/91	E	R-46

R-32s from Jamaica, Coney Island, and Pitkin are frequently mixed in the same train on each other's lines.

COMMUTER RAILROAD NOTES (Continued from Page Eight)PORT AUTHORITY OF NEW YORK & NEW JERSEY

On Tuesday, September 24th, Governor Cuomo announced a \$7 billion rebuilding plan for the metropolitan area. Among the transportation projects in this program were proposals for:

Subways: Second Avenue Line (63rd Street to 161st Street, Bronx - 5 miles) and 63rd Street Connection (21st Street-Queensbridge to just past Queens Plaza - 1,500 feet)

Rail link: either light rail or monorail between Kennedy and LaGuardia Airports, intersecting existing subway lines

Oak Point Freight Connection: a 1.8 mile line in the Bronx that would permit movement of freight trains on non-commuter trackage

SUBWAY SERVICE DISRUPTED BECAUSE OF WATER MAIN BREAK

Subway service was disrupted on the Lexington Avenue line, Flushing line, and the 42nd Street Shuttle when a water main broke at 42nd Street and Lexington Avenue shortly before 5 AM October 17, 1991. The IRT Grand Central station was flooded and the following service was operated during the emergency.

#4 trains operated between Utica Avenue and Fulton Street and between 86th Street and Woodlawn. All #5 trains operated to Dyre Avenue and were routed via Seventh Avenue. There were no rush hour #5 trains to 241st Street. #6 trains ran between 86th Street and Pelham Bay Park. #7 service was provided between Queensboro Plaza and Main Street.

Shuttle buses ran northbound via Third Avenue and southbound via Lexington Avenue between 86th Street-Lexington Avenue and 23rd Street-Broadway.

Metro-North provided limited service for passengers traveling between Grand Central and 125th Street. The Long Island Rail Road ran extra trips between Penn Station and Flushing-Main Street. We were unable to find out how the railroad conductors collected the fares.

Service was resumed as follows:

42nd Street Shuttle - early afternoon October 17th

Lexington Avenue #4, #5, #6 - after midnight October 18th

Flushing #7 - 7:24 AM October 18th