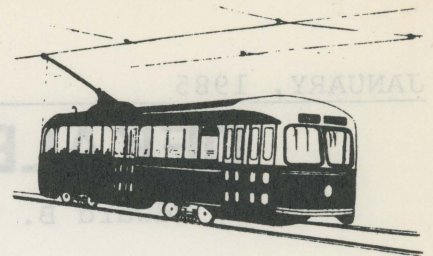
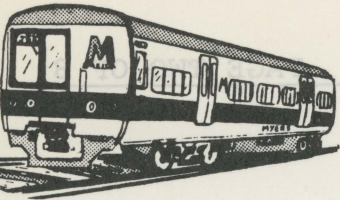


NEW YORK DIVISION BULLETIN

ELECTRIC RAILROADERS' ASSOCIATION



Volume 28, Number 1

January, 1985

- In This Issue: HISTORY AND TRACK PLANS:
DE KALB AVENUE LINE - DE KALB - CONEY ISLAND LINE

LIRR ELMHURST STATION CLOSES

Four railfans, three of whom are New York Division members, observed the closing of Elmhurst station on New Year's Eve. The station was officially closed at 12:01 AM, January 1, 1985, but the last trains to stop there did so late in the evening of December 31, 1984.

Train 483 was the last westbound train from Port Washington to stop at Elmhurst at 11:09 PM. The very last train to stop was eastbound Train 478 which left Penn Station at 11:20 PM and arrived at Elmhurst at 11:33 PM, on time. This train consisted of eight M-1 cars: (E) 9028-27, 9186-85, 9078-77, and 9198-97 (W). A total of five passengers got off at Elmhurst: the four railfans plus a regular passenger. Waiting to board for the last time was a family of four who wanted to commemorate the event, too.

The current schedule, in effect since October 22, 1984, called for 20 eastbound and 17 westbound trains to stop at Elmhurst on weekdays, while 12 eastbound and 10 westbound trains called on weekends. This schedule was typical of service provided Elmhurst passengers in recent years. The Long Island Rail Road claimed declining patronage as the reason for the closure, but never reduced this level of service.

Two outside-hung high level concrete platforms were at the station which was located at Broadway and Whitney Avenue. The platforms could hold eight M-1 cars, but because of the crumbling concrete and other deteriorated conditions, only six cars could open.

In the abandonment notice, passengers were advised to take NYCTA's Queens Boulevard GG and N locals, available at the Elmhurst Avenue station, one block away. They were also directed to the #7 Flushing line on Roosevelt Avenue, which connects with the nearest LIRR station at 61st Street-Woodside.

LAST LOCOMOTIVE FROM BREWSTER NORTH

The last locomotive hauled train on the Harlem line left Brewster North Station at 8:27 AM November 2, 1984. The train was composed of six coaches drawn by two locomotives decorated with red, white and blue bunting. During this historic ride, Peter E. Stangl, President of Metro-North sat alongside the engineer whose train was scheduled to arrive at Grand Central at 10:01 AM. A poster, reading "Last Diesel Train, Harlem Division, November 2, 1984", was placed on the train after it pulled into Grand Central for the last time.

(Continued on Page 8)

DEKALB AVE. LINE

by Edward B. Watson

- OWNERS:
1. Brooklyn City & Newtown Railroad - January 28, 1862 - March 21, 1910.
 2. DeKalb Avenue & North Beach Railroad - Section of line on Stanhope Street.
 3. Coney Island & Brooklyn Railroad - March 21, 1910 to July 1, 1929.
 4. Brooklyn & Queens Transit Corporation - July 1, 1929 to June 1, 1940.
 5. New York City Transit System - June 1, 1940 to January 30, 1949.

- ROUTE: Horse Car Line - 1862-1892 (Yellow Cars - Red Light).
- January 28, 1862: Cars operated from Fulton Ferry via Water Street, Bridge Street, Willoughby Street, Debevoise Place, DeKalb Avenue to Yates Avenue (Sumner Avenue). The line was subsequently extended via DeKalb Avenue, Broadway to Myrtle Avenue. Cars returned via Gold Street instead of Bridge Street.
- 1872: The line was extended from Gold Street via Fulton Street, Washington Street, Front Street, Water Street to Fulton Ferry.
- 1877: The line on Bridge Street from Concord Street to Willoughby Street was abandoned. Cars were rerouted via Concord Street to Gold St.
- 1878: The branch through Bridge and Gold Streets to Debevoise Place was abandoned.
- May, 1878 to July 15, 1878: The line was extended via Myrtle Avenue to Himrod Street.
- July 14, 1878: The line was extended to Wyckoff Avenue.
- 1887: A branch was operated from Broadway to Franklin Avenue.
- December 3, 1892: The line was electrified.
- February 16, 1898: The line was extended to Park Row. Short line cars operated to Fulton Ferry and to Sands Street.
- 1899: The line was extended to Ridgewood via DeKalb Avenue, Covert Avenue (Seneca Avenue after 1916), to Catalpa Avenue.
- August 9, 1901: The branch was extended to Metropolitan Avenue and Forest Avenue from Covert Avenue via Stanhope Street.
- 1916: The branch was cut back from Metropolitan Avenue to Grandview Ave.
- August 17, 1925: The Fulton Ferry Branch was discontinued.
- April 6, 1930: Borough Hall cars were rerouted via Fulton Street, Adams Street, Myrtle Avenue, to Fulton Street.
- October 15, 1934: The line was converted to one-man operation. It was the last two-man operated BMT line.
- January 10, 1937: All cars were routed to Park Row via Washington Street and the Brooklyn Bridge.
- June 16, 1941: - Westbound cars were rerouted via Gold Street, Willoughby Street, Adams Street, Myrtle Avenue, Washington Street, Brooklyn Bridge to Park Row. Eastbound cars operated via Brooklyn Bridge, Fulton Street, Court Street, Joralemon Street, Willoughby Street, and Gold Street. Cars formerly operated via DeKalb Avenue, Fulton Street, Washington Street, and the Brooklyn Bridge.
- October 12, 1941: - The line was rerouted via Gold Street, Willoughby Street, Joralemon Street, Court Street, Washington Street, and the Brooklyn Bridge to Park Row.
- March 5, 1944: - Rerouted via Gold Street, Willoughby Street, Jay Street, Sands Street, and the Brooklyn Bridge to Park Row.

● DE KALB AVENUE LINE (Continued from Page Two)

May 24, 1944: - The line was rerouted via Gold Street, Willoughby Street, Jay Street, Sands Street, (Washington Street and High Street in the opposite direction), and the Brooklyn Bridge to Park Row.

July 27, 1944: - Rerouted via Gold Street, Willoughby Street, Jay Street, Myrtle Avenue, Adams Street, Sands Street (Washington Street and High Street in the opposite direction), and the Brooklyn Bridge to Park Row.

September 22, 1944: - Same as above except via Cadman Plaza instead of Washington Street.

December 16, 1944: - Cars rerouted from vehicular roadway to the former elevated tracks on the Brooklyn Bridge.

1946: The line was cut back to the Brooklyn Bridge at Sands Street during non-rush hours.

January 30, 1949: The line was terminated.

LINE NUMBER: (1930) #21

LAST CAR: 8462

- DEPOTS:
1. DeKalb and Sumner Avenues
 2. DeKalb and Myrtle Avenues (Southeast corner).
 3. DeKalb and Seneca Avenues
 4. Fresh Pond - January 12, 1931 to January 30, 1949.

● DE KALB - CONEY ISLAND LINE
by Edward B. Watson

This line operated during the summer usually on Saturdays, Sundays and Holidays.

OWNERS: 1. Coney Island & Brooklyn Railroad - 1898 to July 1, 1929.

1A. DeKalb Avenue Section:

Brooklyn City & Newtown Railroad - 1898 to 1910.

2. Brooklyn & Queens Transit Corporation July 1, 1929 to 1934.

ROUTE: July 17, 1898: The line operated from Catalpa Avenue via Covert Avenue (name changed to Seneca Avenue in 1916), DeKalb Avenue, Franklin Avenue, Malbone Street (Empire Boulevard), Ocean Avenue, Parkside Avenue, Coney Island Avenue to Brighton Beach.

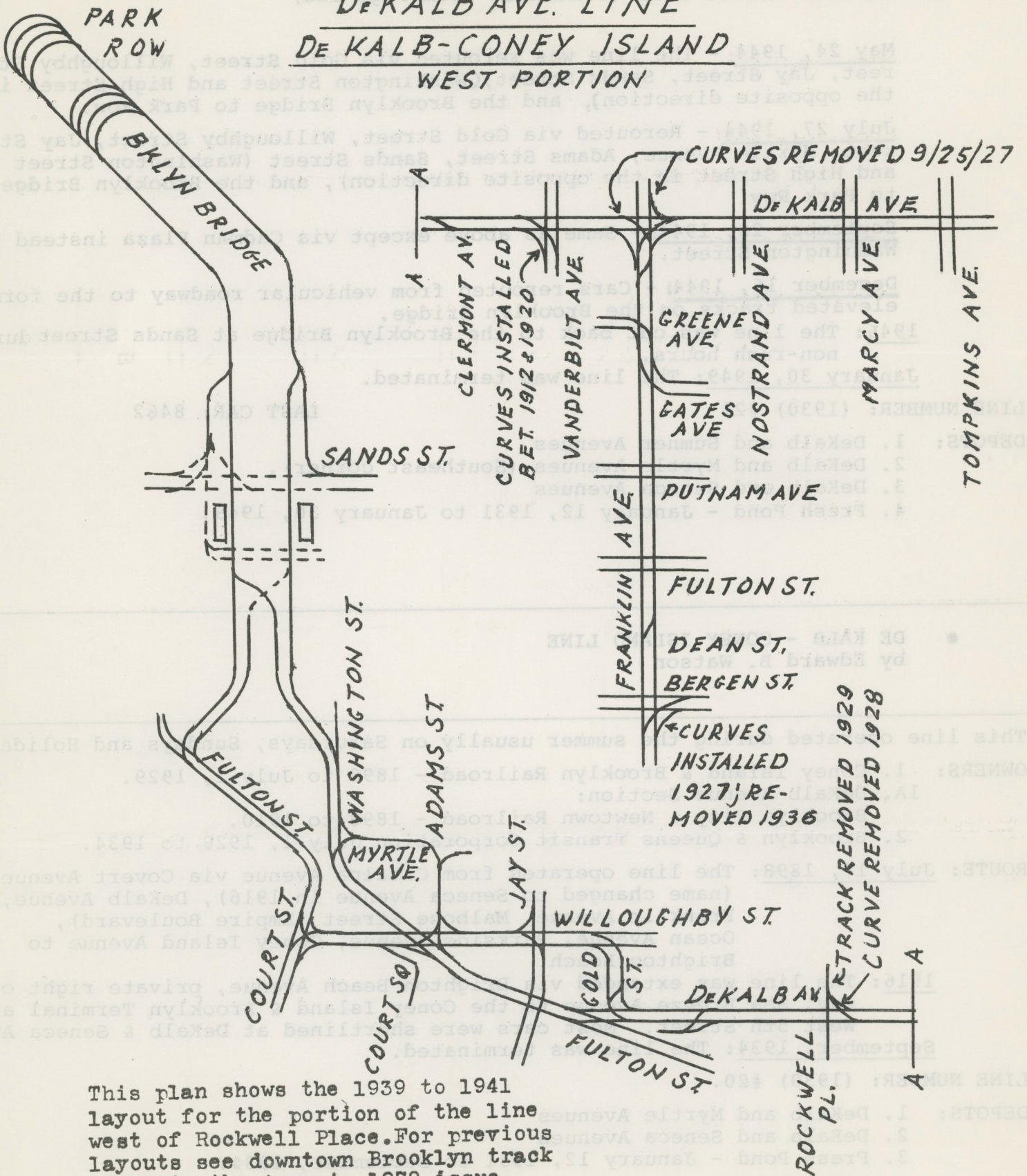
1916: The line was extended via Brighton Beach Avenue, private right of way, Sea Breeze Avenue to the Coney Island & Brooklyn Terminal at West 5th Street. Most cars were shortlined at DeKalb & Seneca Aves.

September, 1934: The line was terminated.

LINE NUMBER: (1930) #20.

- DEPOTS:
1. DeKalb and Myrtle Avenues
 2. DeKalb and Seneca Avenues
 3. Fresh Pond - January 12, 1931 to September, 1934.

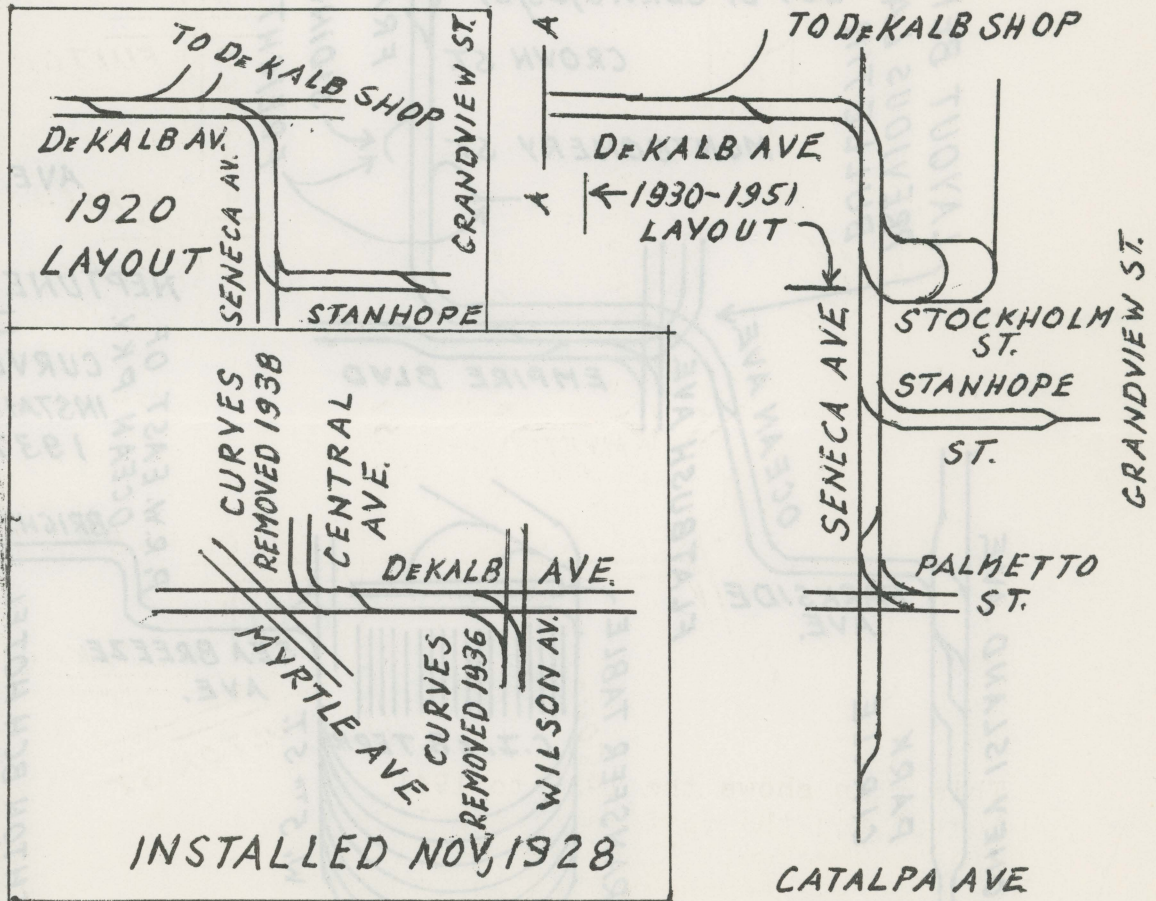
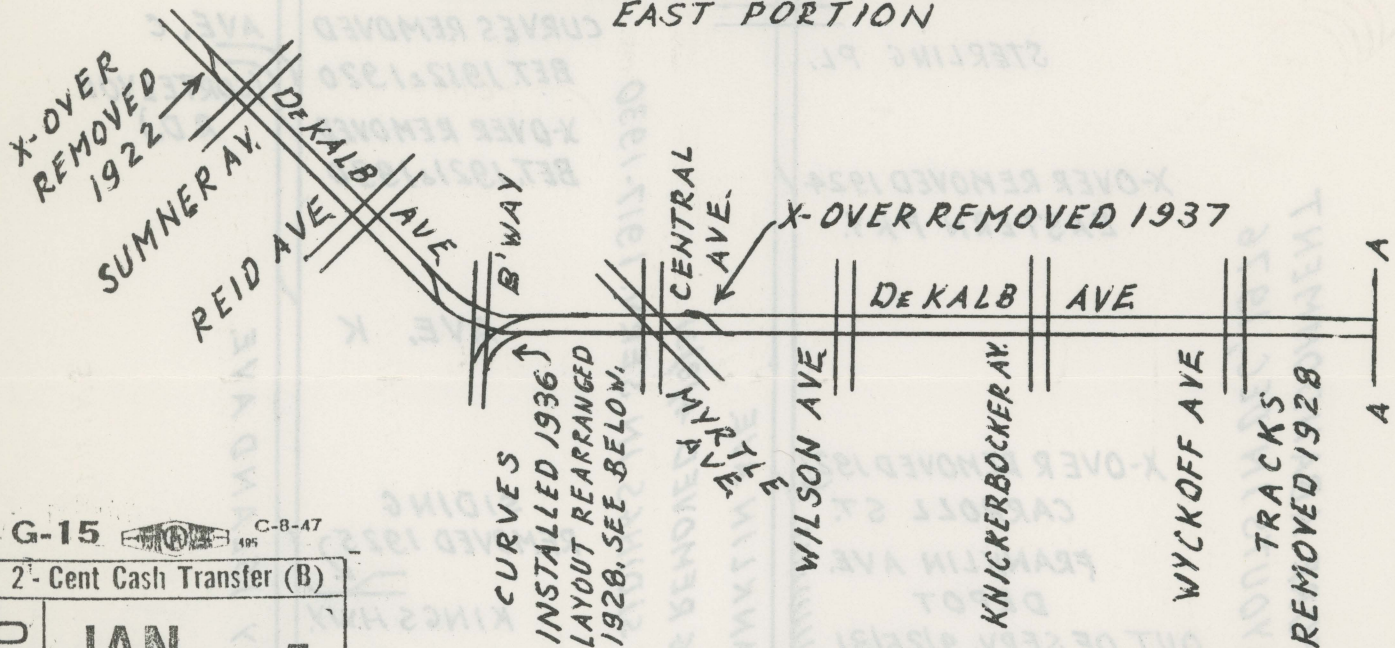
DE KALB AVE. LINE
DE KALB-CONEY ISLAND
WEST PORTION



This plan shows the 1939 to 1941 layout for the portion of the line west of Rockwell Place. For previous layouts see downtown Brooklyn track plans in the August, 1978 issue.

B. LINDER

DE KALB AVE. LINE DE KALB - CONEY ISLAND EAST PORTION



G-15 C-8-47

2nd Cent Cash Transfer (B)

03000

JAN 1 1948

DEKALB AVENUE LINE

N.Y.C.T.S.

Valid for a ride on the following lines:
 SMITH ST., at Myrtle Ave. & Jay St. toward Bartel-Pritchard Square.
 McDONALD-VANDERBILT, toward Coney Island, to Cortelyou Road only.
 LORIMER STREET, either direction.
 TOMPKINS AVENUE (B-47), either direction; Prospect Park bound to Fulton St. only.
 NEW LOTS AVENUE (B-10), either direction.
 UTICA-REID, either direction; Avenue N bound to Church Ave. only.
 BROADWAY, either direction.
 RALPH - ROCKAWAY AVENUES, either direction.
 WILSON AVENUE, either direction.

Issued on trips toward Seneca Ave. to passenger paying cash fare or Continuing Trip Ticket, and additional charge of two cents.

No cash transfer will be issued on this ticket.

Good only on date of issue at intersections named and within the time limit. Acceptable only from passenger to whom issued.

Good only in A.M. if P.M. Coupon is detached

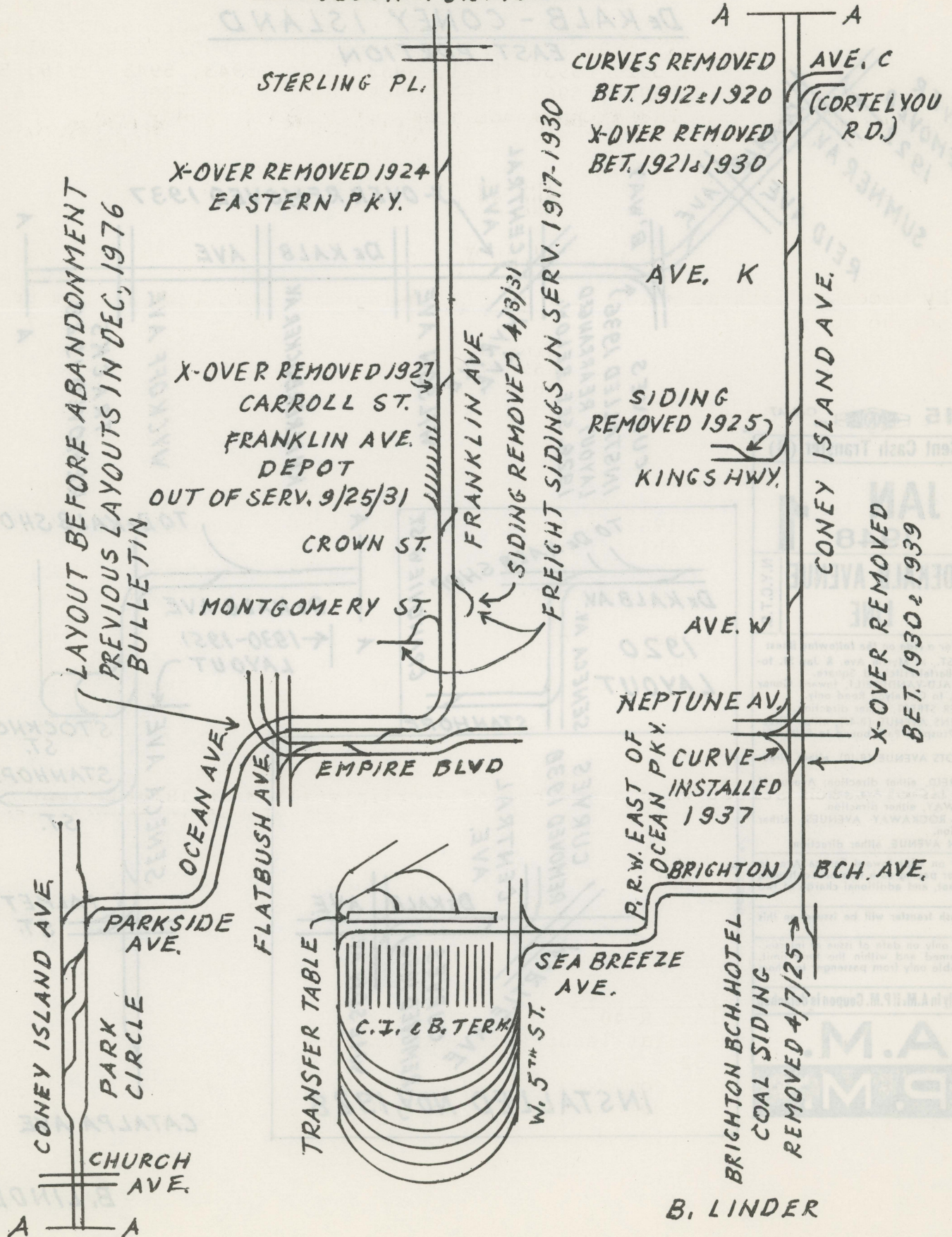
A.M.

P.M.

INSTALLED NOV, 1928

B. LINDER

DE KALB - CONEY ISLAND LINE SOUTH PORTION



NYCTA CAR NOTES

December 14, 1984 was the last day of the R-14's and R-15's in revenue passenger service, all of which were Westinghouse cars and ran on the #1 and #3. Immediately afterwards, these last R-14's and R-15's were sent to the scrap dealer: 5887, 5892, 5894, 5898, 5900, 5905, 5906, 5907, 5911, 5914, 5916, 5917, 5919, 5922, 5925, 5929, 5930, 5931, 5933, 5940, 5943, 5945, 5946, 5951, 5952, 5953, 5954, 5957, 5960, 5964, 5967, 5969-5973, 6200, 6206, 6207, 6209-6210.

The following additional passenger cars will be scrapped: 6501, 6576, 6709, 6790, 7137, 7523, 7604, 7611, 7612, 7661. Work cars to be scrapped include: 3082 (R-10), 3189 (R-10), 5828, 5876, 6590, RD-317, ex-5303.

Twenty cars, 6545-6569 (excluding 42nd Street shuttle and scrapped cars), were transferred from the #4 to the #3 on December 14, 1984 and from the #3 to the #1 on December 19th. As of December 12, 1984, cars 6782-6799 were transferred from the #4 to the #3. On December 9, 1984 cars 9610-1, 9630-1, 9634-5, 9636-7 and 9670-1 were transferred from the #7 to the #3 and were returned to the #7 by December 16th at which time the following cars were transferred from the #7 to the #3 in their place: 9424-5, 9442-3, 9448-9, 9452-3, and 9456-7. These cars were painted white (not fox red). Mismatched unit 8672-9135, whose mates are out of service due to fire damage, was transferred on December 3, 1984 for #6 service.

The following cars were repainted and the silver roof was cleaned: 4574-5, 4877, 4892, and mismatched units 4659-4708 and 8029-8072. The exterior of cars 6521, 6531, and 8842-3 was painted solid gray.

Contrary to reports in previous issues, R-10's will not be painted fox red. The following R-10's are being overhauled and will be painted dark green: 2960, 3003, 3021, 3107, and 3176. A total of 110 R-10's are scheduled to be overhauled and repainted under this program.

The floor of 4682-3, out of service due to a fire for over a year, is like an R-27 floor, cream in the middle and red around the sides. Car 7079's floor is gray in the middle and red around the sides.

The number in the back of car 4475 is very low.

Cars 4574-5 have no inside numbers and no "Keep Hands off Door" decals.

Car 6568, which was on the November, 1984 "Bulletin" scrap list, is still in service.

The roof, slant end, and side indentations of car 4384 are painted white. The side indentations of car 4385 are gray.

Recently R-44's caused extensive delays to service. There was no service north of 168th Street when a southbound A train stalled at 181st Street from 7:45 AM to 8:45 AM on November 8, 1984. Buses were placed in service after a northbound A train stalled at Broad Channel from 1:40 PM to 2:20 PM on November 24, 1984.

In the November "Bulletin" we mentioned that 9352-3 were used as "horses" in the R-62A acceptance tests. Cars 1347 and 1354 were also used as "horses".

DEVIATIONS FROM CAR ASSIGNMENTS

Date	Line	Type of Cars
11/28/84	CC	Slant R-40
12/07/84	JFK	R-44 (at least two 4-car trains).
12/07/84	F	R-32
12/07/84	B,D	R-42 composed of cars assigned to the M/QB/J/LL.
12/07/84	D	R-42 composed of one unit from each line using R-42's.
12/10/84	D	R-38
12/11/84	D	R-38
12/11/84	RR	R-42 (six cars assigned to the D).

(Continued on Page 8)

DEVIATIONS FROM CAR ASSIGNMENTS (Continued from Page Seven)

Date	Line	Type of Cars
12/12/84	*	R-42 (six cars assigned to the D & two to the M/QB/J/LL.
12/14/84	D**	R-44 from the A and R-46 from the E diverted to 205th Street. R-10 from the CC diverted to Brighton Beach.

12/27/84 through

12/30/84 D Slant R-40.

* = When this train pulled into Lawrence Street, we were unable to determine whether it was an M or an RR.

** = A northbound D, which stalled at about 4:15 PM at Broadway-Lafayette Street, disrupted evening rush hour service. In addition to the trains listed above, several northbound B's and D's were diverted via the BMT to 57th Street and via tunnel to Essex Street.

In addition to the unusual deviations listed above, R-32's and R-38's run regularly on lines to which they are not assigned. R-32's furnish nearly half of the M/QB service and a few R-32's run on the J and LL. R-38's run frequently on the AA and B.

MISMATED CARS

The following cars are mismated: 3612-3633, 3632-3753, 3818-3885, 3819-3884, 3978-4017, and 4659-4708. On the following list of mismated cars, two units were uncoupled, and the compressor car of each unit was coupled to the motor generator car of the other unit:

4060-4117	4094-4107	4170-4197	4180-4247	4308-4413	4316-4361
4061-4116	4095-4106	4171-4196	4181-4246	4309-4412	4317-4360
4336-4397	4344-4429				
4337-4396	4345-4428				

LAST LOCOMOTIVE FROM BREWSTER NORTH (Continued from Page 1)

By spending \$80 million to electrify the Upper Harlem line from White Plains North to Brewster North, the railroad was able to replace locomotive hauled trains with M-U electric trains. The electrification project was completed last spring, but delivery of the new M-U cars proceeded so slowly that locomotive hauled trains continued operating until November 2nd.

Several types of locomotives have operated on the Upper Harlem line. Steam engines and the diesels that replaced them in 1953 provided motive power north of North White Plains where these locomotives uncoupled from the train. Electric locomotives hauled the trains to Grand Central.

In 1969 the FL-9's, which formerly hauled the New Haven Railroad's Merchant's Limited and Yankee Clipper to Boston, were assigned to the Brewster service. These dual power locomotives, which are driven by electric motors in the Park Avenue tunnel, eliminated the need for changing engines at North White Plains.

Instead of scrapping the surplus locomotives and coaches, they were used to relieve the overcrowding on the New Haven line. Effective November 12, 1984 locomotive hauled trains replaced M-U cars on the 7:21 AM from Harrison and the 6:36 PM arriving at New Rochelle. The freed up M-U cars were assigned to the most overcrowded trains. Metro-North expects to add another diesel hauled train shortly on the New Haven line.

The "Bulletin" is a monthly publication of the New York Division, Electric Railroaders' Association, Post Office Box 3001, New York, New York 10008. Bernard Linder, Editor; William Zucker, News Editor; Edward B. Watson Feature Editor; Raymond R. Berger, Chairman.