

FIFTY YEARS OF RAPID TRANSIT IN BROOKLYN - PAGE 3TRANSIT AUTHORITY REVENUES UP

The Transit Authority says there are three reasons why its revenues increased by three million dollars during the past year. Expert management, improved equipment and general traffic conditions in New York City are responsible for the gain in subway and bus riders, according to TA Chairman Charles L. Paterson. (Editors Note, there seems to be doubt about two of the above reasons in many circles). The TA took in \$270,620,000 in the 12 months ending June 30th, compared with \$267,596,000 a year ago. The increase--the highest since the three man board was named in 1955--reflects an increased number of riders. There were 1,795,000,000 riders on the subway and buses during the year, as against 1,775,000,000 a year ago. The IND Rockaway Line also showed an improvement. Revenues were up 13.7 per cent to reach \$2,105,000, while 5,777,000 passengers used the line, as against 5,136,000 a year ago. Yet despite its rushing business, the TA says it can't promise that the present fare can be maintained after next January!

NEW MADISON SQUARE GARDEN ATOP PENN STATION

The Pennsylvania Railroad and the owners of Madison Square Garden have announced plans to build a new Garden on the site of Penn Station. The present Station buildings would be torn down and an Office building, hotel and pancake shaped arena would rise in its place. There would be no interruption to PRR or LIRR trains arriving and departing in the lower levels. Penn Station, opened in 1910, is one of the most famous railroad stations in the world and a tourist attraction for all who visit the City. One side effect though; the Division will probably have to find a new meeting room!

NEW MADISON SQUARE GARDEN--THERE'S AN IDEA FOR THE LIRR, TOO!

A new Madison Square Garden atop Penn Station should revive interest in doing something similar for the Long Island Rail Road. Last winter, LIRR President Tom Goodfellow said he was ready to talk with anyone interested in buying air rights over the station and yards at Atlantic and Flatbush Avenues in Brooklyn. Mr. Goodfellow stated that this would be about the only way a new terminal could be built considering the financial situation on the Road. This Station is a stumbling block in the Rail Roads Modernization program because only the small MP-54 cars can operate their due to the fact that longer cars can not negotiate some platform curves. Same thing might also be done for the Sunnyside and Jamaica Yards, couldn't it? Queens Boro President Glancy has proposed putting the LIRR tracks underground between Jamaica Station and 178th Street, Jamaica. A wide concourse then could be built, with vertical parking garages which would mean air-space revenue for the LIRR which owns the right-of-way. Maybe the LIRR can actually pull some money it needs right out of the air!

LIRR SCRAPPING NOTES

The Long Island Rail Road has offered for sale as scrap snow plows 81 & 82. The two plows are located at Holban Yard in Queens.

IRT CAR REQUIREMENTS

The following is a list of total car requirements for the IRT division.

<u>TERMINAL</u>	<u>LINE</u>	<u>TRAINS</u>	<u>LENGTH</u>	<u>REQUIREMENTS</u>
Woodlawn	Lex.Ave.Exp.	30	10 cars	300 cars
241 W.P.Road	Lex.Ave.Exp.	43	10 cars	430 cars
180th Street	7th Ave.EXP.	34	9 cars	306 cars
145th & Lenox	7th Ave.EXP.	28	9 cars	252 cars
Pelham Bay	Lex.Ave.Lcl.	47	8 cars	376 cars
242 St.Bay.	B'way Local	43	8 cars	344 cars
Gun Hill Road	3rd Ave. Lcl.	11	6 cars	66 cars
42nd St.Shuttle	GCT to Times Sq.	2	3 cars	
		1	4 cars	10 cars
Bowling Green	Shuttle	1	2 cars	2 cars
Main Street	Flushing	36	9 cars	324 cars

Total car requirements, IRT Division, 2410 cars.

NYCTS CAR NOTES

As of August 12th all 230 R-27 cars were in service and 72 R-30 cars. A total of 318 R Type cars have been delivered.

Weed Sprayer X-111 has been coupled to Work Motor 4590 and is being used on the three divisions to kill weeds. A buss line has been provided to bring power from 4590 to X-111 making it necessary to have a road car inspector and/or an Instructor of Motorman present before these two cars may be uncoupled.

The following Cars have been sold by the TA as scrap: BU's 1309, 1324, 1326, 1335, 1362. QX's 1635, 1636, 1637, 1638, 1639, 1640, 1642. SIRT Trailers 500 & 503. SIRT Motors 2901, 2902, 2910, 2913, 2915, 2916, 2918, 2924. 67 Ft.Trailers 4009, 4010, 4011, 4012, 4013, 4022, 4023, 4031, 4039, 4044, 4046. Multi's 7004, 7006, 7008, 7009, 7010, 7012, 7013, 7015, 7016, 7018, 7023, 7024, 7026. IRT L-V's 4584 (assigned to BMT) IRT Flat's 8 & 14 and IND R-1 273. Also South Brooklyn #9137.

Flivvers 4064 & 4126 transferred to the BMT at the beginning of the year were returned to the IRT on June 15th.

Tank car T-103 has been equipped with six sealed beam headlights and one former SIRT car fan on each end for use on the steam jenny train which cleans the subway tunnels.

On July 24th R-27 car 8217 and BMT steel 2761 were damaged in a collision at Coney Island Yard. R-27 8146 is also out of service having hit the block at the 86th Street end of Coney Island. As a result of these accidents 8216 & 8147 were coupled as a married-pair and placed in service.

Car 2328 was destroyed by fire at C.I.Yard on June 10th. The remaining two sections of this B unit, cars 2327 & 2329 were coupled as a two car unit and placed in work service. The ends of these two cars have been painted yellow & black with a yellow stripe along the sides. This jazzed up work motor looks rather attractive!

The IRT has converted additional cars to work motors. (Flivvers & L-V's)

RAPID TRANSIT IN BROOKLYN

from "50 Years of Rapid Transit" By James B. Walker
Rapid Transit development in Brooklyn naturally followed the successful operation of the elevated railroads in New York, although several years elapsed before the growth of Brooklyn reached a point which demanded better and quicker transportation than what was afforded by the horse car lines. These had multiplied with great rapidity in the period between 1850 and 1870, when New York's first elevated railroad began practical operation. But by that time Brooklyn had grown to be a city of 400,000 people, and the demand for rapid transit was already insistent. It had been partially supplied by the Long Island Railroad and other steam roads leading to Coney Island, but aside from these the city itself had no means of rapid transit.

The first project of note was that of the Brooklyn Steam Transit Company, chartered in May, 1870, for the purpose of building an elevated railroad from the East River to Flatbush. The charter covered both underground and elevated construction, allowed two or more tracks and gave wide choice of a route, which was to run from Fulton Ferry to the southern limits of Prospect Park in such streets as might be found most convenient. It permitted the use of steam or any other power except horses. The company was to provide both first and second class cars, but in the city limits was not to charge more than ten cents for a first class fare. The capital was to be \$3,000,000 with power to increase it to \$7,000,000, and the right to extend the line to and through any towns of Kings County was granted. At least one mile of road must be built within three years.

The list of incorporators included the names of many men then and afterwards famous in the civic life of Brooklyn. Among them were Samuel McLean, Seymour L. Husted, Henry E. Pierrepont, Alfred S. Barnes, A. A. Low, Archibald M. Bliss, Jacob I. Bergen, Cyrus P. Smith, John Lefferts, William C. Kingsley, Simeon P. Chittenden, Benjamin F. Tracy and Alexander B. Powell.

The project, however, came to naught. The length of the proposed route was more than five miles, and its estimated cost more than \$5,000,000. Subscriptions to the capital stock came in slowly, and the panic of 1873 made the financing all the more difficult. In that year it was reported in the press that only \$500,000 had been subscribed, and after many ups and downs the company went out of existence, the Court of Appeals in 1879 deciding that it had forfeited its charter by its failure to build in the specified time. The company had broken ground to begin work on June 1, 1873.

Meanwhile the company destined to operate the first elevated railroad in Brooklyn was organized. This was the Brooklyn Elevated Railroad Company, which was chartered in 1874 with \$5,000,000 capital to build a "silent, safety" road from the end of the proposed Brooklyn Bridge to Woodhaven in Queens. The Bridge was then just started. The road was to go through several Brooklyn streets and Fulton Avenue in East New York. It was also to have a branch to Fulton Ferry. It was provided in the charter that steam locomotives might be used for motive power, but that they should not emit smoke or cinders and that the noise of the operation should be lessened by suitable devices. The latter provisions seem to have been honored mainly in the breach.

The incorporators included Jacob Cole, Cornelius B. Payne, John H. Burtis, Abraham Lott, B. F. Clayton, John L. Nostrand, Job Johnson, Florian Grosjean, John Q. Kellogg, Joseph F. Bridges and other well known citizens of the time. Burtis was elected president and Kellogg secretary.

Like similar projects in Manhattan this scheme had its ups and downs and its tragedies. Among the latter the pitiful story of Q. J. Kirkup, an English engineer takes first rank. In England Kirkup had been connected with John Stephenson, the father of railroading, and with an only daughter had come to this country with some money. In March, 1875, he became connected with the Brooklyn Elevated Railroad Company, drew its plans, solicited funds and devoted his whole time to the scheme for two years. After vainly trying to put the company on its feet he died in extreme poverty. His work, his honest life and his sacrifices have earned for him a place in the history of rapid transit.

The directors quarrelled and Burtis resigned as president. Various schemes were tried to raise money. A promoter named Whibeck was employed, and one of his methods was to open with prayer the meetings he got up to stimulate interest in the enterprise. In May, 1876, Burtis was re-elected president and the company obtained from the Common Council a resolution changing its route so as to pass through Willoughby Street, Gold Street, De Kalb Avenue, Grand Avenue Lexington Avenue and Broadway. This caused a popular outburst of opposition, and an agitation ensued, led by such men as the Rev. T. DeWitt Talmage, which resulted in the veto of the grant by Mayor Schroeder.

It was then decided to build according to the original route, and on May 24, 1876, ground was broken at the corner of Leid and Lexington Aves. Mayor Schroeder himself turned the first shovel-full of earth, but in his address justified his previous action in vetoing the new route. The company's workmen then dug pits and installed a few foundation stones for pillars, and these stones came into use later when the road was built. After they were placed, however, no more work was done for some time.

An internal fight over plans ensued. Kirkup had drawn plans for a two-track elevated road, substantially like those finally adopted, but Nostrand did not like them and submitted a set of his own. Another director became enamored of a single rail device and urged its adoption. This was the invention of General Roy Stone and had been placed in trial operation over a gorge in Fairmount Park, Philadelphia, at the Centennial Exposition then in progress. It was described as "a triangular trestle work like the letter A, with one rail on top, over which engine and cars hung like a saddle on a horse's back." Nothing came of this plan. (General Roy Stone later became one of the founders of the New York & Long Island Railroad, a line which was eventually to build the "Steinway Tunnels".-Editor)

It is a singular thing, however, that just thirty years later, namely in 1906, an English engineer, F. B. Behr, who had patented the same idea, was demonstrating the scheme in New York and trying to get the Board of Rapid Transit Railroad Commissioners to give him a franchise to build and operate a mono-rail on substantially this plan from the heart of Brooklyn to Coney Island. Behr proposed to operate it by electric motors and claimed to be able to attain a speed of one hundred miles an hour with perfect safety to the passengers. He failed in his efforts to get a franchise. (The reader is referred to "Monorails" by Herman S. D. Lotzow, Jr.- Simmons-Boardman Publishing Co.- 1960, for more about Stone, Behr and mono-rails in general. -Editor).

In 1877 and 1878 the Brooklyn Elevated project languished. Other rapid transit schemes attracted public attention. Deacon Richardson negotiated the lease of Atlantic Avenue to the Long Island Railroad Company. In June 1878 the Brooklyn Steam Transit Company, previously referred to, then dominated by S. B. Chittenden, broke ground for its road on Atlantic Avenue, but Deacon Richardson caused railroad iron to be piled over the excavations and hired men to drive off the other company's workers if they dared remove it.

The style and the form of the first elevated road in Brooklyn were settled in 1878 by a rapid transit commission appointed on the petition of property owners by Mayor Howell, under the act of 1875. This commission consisted of J. W. Adams, N. H. Clement, C. J. Lowrey, J. Y. Culyer and Felix Campbell. Several plans were submitted to the commission, which finally decided on the type of road later built and thus sounded the death knell of the "silent safety" and "saddle back" devices. It was this commission which organized the Kings County Elevated Railroad Company, which was later to put into operation Brooklyn's second elevated railroad system. Boston capitalists got a large share of the original stock, and for some time there was continued agitation against "foreign" capital gobbling up the Brooklyn franchise.

In 1879 the Brooklyn Elevated Railroad Company was reorganized. R. B. Floyd-Jones, a well known Long Islander, acquired control and brought in the most picturesque figure in Brooklyn's rapid transit history, W. Fontaine Bruff. Bruff was an English engineer, who parted his hair as well as his name down the middle. He was one of the early types of the breezy, energetic promoter, and while he spent money lavishly he seems to have had a talent for gathering it in, and is credited with infusing life into the languishing project and bringing about the road's construction. When he finally got the work started he would drive to it each morning in a stylish carriage, with a liveried coachman. He brought bankers into line and for a time funds rolled in upon him at the rate of \$90,000 a week. He was elected president of the company in January, 1879.

In the meantime the Kings County Elevated Railroad Company became active, under the presidency of Judge H. G. Bond. Unable to get the consents of property owners in the required number, it applied to the courts for a commission to determine the necessity of the road. In March 1879 the court appointed J. G. Hewlett, S. B. Bartow and Thomas E. Silliman. In April it became known that the Brooklyn Elevated had let a contract in February for the construction of its line to Floyd-Jones. Then ensued a fight between Bruff for the Brooklyn Company and Bond for the Kings County company, which wanted a franchise for part of the route of the former. In spite of opposition Bruff started work with sixteen men on May 12 at the corner of Reid and K Lexington Avenues. The police, who had announced that this would not be permitted, promptly stopped the work and arrested all hands. Later they were released on bail, and next day Bruff resumed operations with another gang. They, too, were arrested, and the work was suspended pending the action of the courts. Finally the defendants were discharged and Bruff was permitted to resume work.

While these events were in progress the Brooklyn aldermen approved the franchise of the Kings County company. The act aroused a storm of indignation and Mayor Howell vetoed the grant and rebuked the aldermen, who promptly passed it over his veto. The fight for the franchise was then taken into court. Meantime Bruff had put in the foundations for his elevated columns at every point on the Brooklyn company's line touched by the Kings County company's franchise or had erected scaffoldings or iron work. He had 700 to 800 men engaged. On Oct. 9, 1879, the Court of Appeals decided against the Kings County company, leaving the field clear for the Brooklyn Elevated.

During the year 1880 materials came in slowly, construction work lagged and a fight on Bruff began. In October the directors quarrelled and many resigned. Finally on the application of one director, Edward S. Keeler, the Supreme Court ended Bruff's reign by appointing Richard G. Phelps as receiver for the company. His appointment was attacked and after much litigation he was ousted and John B. Lydecker and Samuel M. Schaeffer were confirmed as receivers. They issued \$2,500,000 in receivers' certificates and built two miles and a half of elevated structure, from Hudson Ave. and Prospect St. to Bedford and Lexington Aves. Then the money ran out and work stopped.

From that time to 1884 little was accomplished. In 1881 the Common Council adopted a resolution permitting the Brooklyn Elevated company to change its route so as to include Myrtle Ave. and part of Fulton St. in its franchise. Mayor Howell vetoed it and the aldermen were enjoined from passing it over his veto. On the last day of the year however, they did so in the face of the injunction and all were arrested. After a hearing in Jan. 1882, they were sentenced to jail for from ten to thirty days each. They actually were incarcerated for a short time, but were released on legal proceedings pending trial. In the following November most of them had to go to jail for a brief period.

In 1884 the Brooklyn Elevated was reorganized, taken out of the receiver's hands and successfully financed to completion. This was brought about principally by Frederick Uhlman, who acted as chairman of the Bond Holders' Committee. The first mortgage which was held by the Farmers' Loan & Trust Company, was foreclosed and on May 12, 1884, the property was bought in by Uhlman on behalf of the trustees for the bondholders for \$100,000 in excess of the receivers' certificates. On May 29 articles of incorporation were filed for the Brooklyn Elevated Railroad Company, with the following named directors: Frederick Uhlman, Alfred J. Pouch, Stephen Pettus, Elbert Snedecker, Hugo Rothschilds, Edward Lauterbach, Charles J. G. Hall, Abram J. Hardenberg, Leonard Lewisohn, Adolph Landenberg and Henry W. Putnam. On June 1 Putnam was elected president, Hall vice-president, Snedecker treasurer and Pettus secretary.

Thereafter everything went smoothly. An extension of time was obtained from the legislature and all work along the line was pushed. The first rail was laid in January, 1885, and on May 13 following the first five miles of road placed in operation. Mayor Low, then Brooklyn's chief magistrate, participated in the opening ceremonies, and the people hailed the first rapid transit line with great enthusiasm.

The route as it began operation was from York and Washington street along York to Hudson Avenue, along Hudson to Park Avenue, along Park Avenue to Grand Ave., along Grand to Lexington Ave., along Lexington to Broadway and along Broadway to East New York. George B. Cornell was the chief engineer who finished the road. The main part of it is now (1917) operated as the Broadway line of the New York Consolidated Railroad Company, of the Brooklyn Rapid Transit Company's system.

Similar vicissitudes marked the career of the Kings County Elevated Railroad Company, already referred to. It was organized in December 1878, about a year after its charter was granted. Judge Bond, above mentioned, formed the company which accepted the franchise and took up the work of getting property owners' consents. Failing to obtain the required number, the company appealed to the court. A commission to determine was appointed and reported favorably, but the General Term refused to confirm the report on the ground that the construction of the road would destroy private property. Judge Bond became discouraged and dropped the project.

A combination was then formed by General James Jourdan and H. J. Davison, of Brooklyn, and William Foster Jr., of New York, which attempted to resuscitate the scheme. They made another effort to get consents but failed, although they met with more encouragement than their predecessors. They obtained the appointment of another commission by the court, and again the commission made a favorable report. Judge Gilbert, of General Term, confirmed the report but left his decision sealed and sailed for Europe before its consideration was taken up formally by the court. Judges Barnard and Dykman gave judgement that the decision was incompetent and that Judge Gilbert would not have rendered it had he known all the facts. After this defeat William Foster Jr. became discouraged and withdrew from the enterprise.

Davison and Jourdan, having faith in the project, formed a new combination, which after many ups and downs resulted in the company which built the road. It was involved in continuous litigation, which it fought successfully to the Court of Appeals. The directors of this company were Edward A. Abbott, James O. Sheldon, Henry J. Davison, Wendell Goodwin, Henry J. Robinson, Harvey Farrington, James Jourdan and William A. Read. Jourdan was president.

The contract for construction was given to the Phoenix Bridge Company, which built the road from Nostrand Avenue through Fulton St. to the Bridge and Fulton Ferry. This part of the line was placed in operation April 24, 1888. Ground had been broken at the corner of Fulton St. and Red Hook Lane in the fall of 1885. The line is now (1917) a part of the Fulton St. elevated road operated by the New York Consolidated Railroad Company.

Another pioneer project in rapid transit in Brooklyn was the Union Elevated Railroad Company. This was organized in 1886 to build certain lines, which as soon as constructed were leased to the Brooklyn Elevated Company to operate. The first line opened was the Hudson Ave. branch, running from the Long Island Railroad station through Flatbush and Hudson Aves. and connecting with the line of the Brooklyn Elevated from Park Ave. to the Fulton Ferry. By 1890 the Union had constructed eleven miles of elevated road, all operated by the Brooklyn Elevated. In the same year the two lines were consolidated under the name of the Brooklyn Union Elevated Railroad Co. The combined capital was \$13,000,000 and the total length of the combined roads was eighteen miles.

Within a few years all the various elevated companies were acquired by the Brooklyn Rapid Transit Co., which also absorbed most of the surface car companies of Brooklyn. The same interests control them today (1917). The Brooklyn Rapid Transit Company joined the City Of New York in the Dual System Agreements of 1913 and organized the New York Municipal Railway Corporation to enter into the contract with the city. In preparation for this step the elevated railway companies were merged under the name of the New York Consolidated Railroad Company, which operates the old lines together with the new lines leased to the New York Municipal Railway Corporation.

(The Kings County was merged into the Brooklyn Union on May 24, 1900 - Editor).

Aside from the projects mentioned Brooklyn like New York was filled with rapid transit schemes during the period of organization and construction. Many never got beyond the paper stage, while others flourished for a time only to fade in the end. Among the unusual ones was the Gravity Railroad. This was projected in 1888 by an engineer named Henning. His plan was to connect Brooklyn with New York by two tunnels under the East River, starting from each side at the surface of the ground and descending to and under the river at a grade sufficient to carry the cars from one side to the other, by force of gravity alone. In 1890 the East River Tunnel Company was incorporated to build the tunnels and to operate them by Henning's gravity system and partly by cable power. The scheme was never carried out. Henning calculated that he could shoot his trains under the river in one minute and a half.

---David Rogoff

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NOTES IN PASSING

Manhattan Railway Steam Locomotives 137 & 297 were dismantled at 133rd Street Yard. On February 9, 1943 at 3:10PM the last of the puffing little monsters were gone. An era had ended.

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IRT SERVICE INCREASED

On July 31st IRT rush hour service was increased. Ten Broadway Locals which had started at Dyckman Street, now start at 242nd Street. Two additional trains are operated on the Pelham Line, one from Pelham Bay and the other from East 177th Street. One additional train operates from the Brooklyn Bridge Station in the PM rush.

WORLD'S FAIR NEWS AND NOTES

IRT R-14 car 5837 has been painted orange and blue with white ceiling and gray floor (interior only).

The LIRR has had a World's Fair Station in Flushing Meadows for the last few months. Several trains stop here during the week.

R-27 CARS RETURNED TO BUILDER

R-27 cars 8316 & 8317 were damaged in transit between St. Louis and Coney Island. The TA returned these cars to St. Louis Car Company for rebuilding.

RUMOR MILL - BMT 67' foot cars to run on the Rockaway Division! LIRR to buy some electric engines to haul non-electrified trains out of Penn Station! Erie-Lackawana to renumber MU cars!.....Only time will tell if these rumors become fact!